

# **CHRISTCHURCH CITY COUNCIL AGENDA**

**THURSDAY 12 MARCH 2015**

**9.30AM**

**COUNCIL CHAMBER, CIVIC OFFICES,  
53 HEREFORD STREET**



**CHRISTCHURCH CITY COUNCIL**

**Thursday 12 March 2015 at 9.30am**  
**in the Council Chamber, Civic Offices, 53 Hereford Street**

**Council:** The Mayor, (Chairperson).  
Councillors Vicki Buck, Jimmy Chen, Phil Clearwater, Pauline Cotter, David East, Jamie Gough,  
Yani Johanson, Ali Jones, Raf Manji, Glenn Livingstone, Paul Lonsdale, Tim Scandrett and  
Andrew Turner

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>PAGE NO.</b>
1.	APOLOGIES	1
2.	DECLARATION OF INTEREST	1
3.	CONFIRMATION OF MINUTES - COUNCIL MEETING OF 29 JANUARY 2015, 12 FEBRUARY 2015 AND 26 FEBRUARY 2015	1
4.	DEPUTATIONS BY APPOINTMENT	1
5.	PRESENTATION OF PETITIONS	1
6.	REPORT OF THE AKAROA/WAIREWA COMMUNITY BOARD MEETING OF 17 DECEMBER 2014	25
7.	REPORT OF THE LYTTLETON/MT HERBERT COMMUNITY BOARD MEETING OF 10 DECEMBER 2014	31
8.	REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD MEETING OF 4 FEBRUARY 2015	39
9.	REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD MEETING OF 18 FEBRUARY 2015	67
10.	REPORT OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD MEETING OF 3 FEBRUARY 2015	73
11.	REPORT OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD MEETING OF 20 FEBRUARY 2015	79
12.	REPORT OF THE BURWOOD/PEGASUS COMMUNITY BOARD MEETING OF 2 FEBRUARY 2015	93
13.	REPORT OF THE BURWOOD/PEGASUS COMMUNITY BOARD MEETING OF 16 FEBRUARY 2015	197
14.	REPORT OF THE FENDALTON/WAIMAIRI COMMUNITY BOARD MEETING OF 2 FEBRUARY 2015	229
15.	REPORT OF THE FENDALTON/WAIMAIRI COMMUNITY BOARD MEETING OF 16 FEBRUARY 2015	235
16.	REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD MEETING OF 4 FEBRUARY 2015	243
17.	REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD MEETING OF 18 FEBRUARY 2015	251
18.	REPORT OF THE RICcarton/WIGRAM COMMUNITY BOARD MEETING OF 3 FEBRUARY 2015	257
19.	REPORT OF THE RICcarton/WIGRAM COMMUNITY BOARD MEETING OF 17 FEBRUARY 2015	259



COUNCIL 12. 03. 2015

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>PAGE NO.</b>
20.	REPORT OF THE COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE MEETING OF 10 FEBRUARY 2015	279
21.	REPORT OF THE CHAIRPERSON OF THE COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE MEETING OF 5 MARCH 2015	297
22.	REPORT OF THE INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE MEETING OF 5 FEBRUARY 2015	305
23.	REPORT OF THE REGULATION AND CONSENTS COMMITTEE MEETING OF 19 FEBRUARY 2015	307
24.	REPORT OF THE STRATEGY AND FINANCE COMMITTEE MEETING OF 19 FEBRUARY 2015	309
25.	NZ ICEFEST 2014 REPORT	415
26.	NGA PUNA WAI SPORTS HUB SUBMISSIONS REPORT OF THE HEARINGS PANEL	423
27.	FREEDOM CAMPING INVESTIGATION	441
28.	MAJOR CYCLEWAY ROUTES NETWORK BUSINESS CASE	457
29.	AMENDMENTS TO STANDING ORDERS – PETITIONS AND DEPUTATIONS	605
30.	CONSTRUCTION SITE HOARDINGS-TEMPORARY USE OF LEGAL ROAD FEE REBATE PROGRAMME	609
31.	NOTICES OF MOTION	619
32.	RESOLUTION TO EXCLUDE THE PUBLIC	619



**1. APOLOGIES**

**2. DECLARATION OF INTEREST**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

**3. CONFIRMATION OF MINUTES - COUNCIL MEETING OF 29 JANUARY 2015, 12 FEBRUARY 2015 AND 26 FEBRUARY 2015**

Attached.

**4. DEPUTATIONS BY APPOINTMENT**

**5. PRESENTATION OF PETITIONS**





**MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL  
HELD AT 9.30AM ON THURSDAY 29 JANUARY 2015**

**PRESENT:** The Mayor, (Chairperson).  
Councillors Vicki Buck, Jimmy Chen, Phil Clearwater, Pauline Cotter, David East, Jamie Gough, Yani Johanson, Ali Jones, Glenn Livingstone, Paul Lonsdale, Raf Manji, Tim Scandrett and Andrew Turner.

**1. APOLOGIES**

There were no apologies.

**2. DECLARATION OF INTEREST**

There were no declarations of interest.

**3. CONFIRMATION OF MINUTES – COUNCIL MEETING OF 10 – 15 DECEMBER 2014**

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Scandrett, that the minutes of the Council meeting of 10 – 15 December 2014 be received.

The agenda was dealt with in the following order.

**4. DEPUTATIONS BY APPOINTMENT**

4.1 Islay McLeod addressed the Council regarding item 13 Major Cycleway Routes (MCR) Programme – Delivery Programme and Design Guides.

Councillor Manji arrived at 9.44.

4.2 Siana Fitzjohn on behalf of Oil Free Otautahi addressed the Council regarding item 14 the Submission on the Proposed Block Offer 2015.

4.3 Kathleen Gallagher from River of Life addressed the Council regarding item 14 the Submission on the Proposed Block Offer 2015.

**14. COUNCIL SUBMISSION - PROPOSED BLOCK OFFER 2015**

It was **resolved** on the motion of Councillor Buck, seconded by Councillor Clearwater, that the Council approve the submission on proposed Block Offer 2015 (**Attachment 1**) as amended

The Mayor requested that Councillor East's concerns regarding the economic aspects of the submission be recorded.

**5. PRESENTATION OF PETITIONS**

Nil.

**COUNCIL 12. 03. 2015**  
**CHRISTCHURCH CITY COUNCIL 29. 01. 2015**

- 2 -

**26. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORTS**

It was **resolved** on the motion of the Mayor, seconded by Councillor Livingstone, that the following reports be received and considered at the meeting of the Council on 29 January 2015:

- **REPORT OF THE CIVIC AWARDS SUBCOMMITTEE MEETING OF 26 JANUARY 2015 (CONT'D)**
- **CHRISTCHURCH DEVELOPMENT AUTHORITY (CONT'D)**
- **GOVERNANCE AND ORGANISATION SUPPORT FOR TRANSITION (CONT'D)**

**6. REPORT OF THE CHIEF EXECUTIVE**

It was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Gough, that the report be received.

**7. REPORT OF THE CHIEF EXECUTIVE AND EMPLOYMENT MATTERS COMMITTEE**

It was **resolved** on the motion of the Mayor, seconded by Councillor Gough, that the report be received.

**8. REPORT OF THE REGULATION AND CONSENTS COMMITTEE MEETING OF 18 DECEMBER 2014**

It was **resolved** on the motion of Councillor East, seconded by Councillor Scandrett, that the report be received.

**9. REPORT OF THE STRATEGY AND FINANCE COMMITTEE MEETING OF 18 DECEMBER 2014**

**1. RESIDENTIAL LAND AVAILABILITY IN CHRISTCHURCH CITY**

It was **resolved** on the motion of the Mayor, seconded by Councillor Gough, that the Council:

- 1.1 Receive the report and note that a report will be presented to the Committee in the new year on the South Awatea area.
- 1.2 Note that the Productivity Commission has requested to meet with the Council to discuss their latest report on the link between land use and housing supply.

**2. DEVELOPMENT CONTRIBUTIONS FOR FAMILY FLATS CONVERTED TO SECOND UNITS**

It was **resolved** on the motion of Councillor Gough, seconded by Councillor Manji, that the Council:

- 2.1 That no development contributions will be required for the conversion of family flats existing prior to 6 December 2013 into a secondary residential unit or; when an application for resource consent, building consent or service connection is received as part of developing a new or converted family flat between 7 December 2013 and the adoption of the 2015 Development Contributions Policy by the Council (end June 2015).
- 2.2 That family flats will no longer be exempt from development contributions from the date the 2015 Development Contributions Policy is adopted and will be assessed for development contributions in the same manner as all other small residential units.

## COUNCIL 12. 03. 2015

## CHRISTCHURCH CITY COUNCIL 29. 01. 2015

- 3 -

## 9 Cont'd

**3. DEVELOPMENT CONTRIBUTIONS – CENTRAL CITY REBATE SCHEME**

It was **resolved** on the motion of Councillor Gough, seconded by Councillor Lonsdale, that:

- 3.1 Where a resource consent application has not been lodged or issued on or after 1 July 2013, the lodgement or issue of the building consent application where it has occurred on or after 1 July 2013 be considered the trigger for considering a development as not being retrospective.
- 3.2 That where a building consent was lodged or issued between 1 July 2013 and 12 December 2013, an approved resource consent which included an urban design assessment shall also satisfy the good urban design eligibility criteria.
- 3.3 That the June and December resolutions be replaced with the eligibility criteria set out in the document in **Attachment 2** (except as required in 6.1 and 6.2 above for retrospective developments). In addition, the following requirements also apply:
  - The financial delegation to approve eligible rebates under the scheme be given to the Chief Financial Officer up to a maximum amount of \$500,000.00; and
  - That updates on the allocation of the fund is included in the Central City Quarterly Report.
- 3.4 That the rebate not be confirmed until construction commences in accordance with the eligibility criteria in Attachment 2.
- 3.5 That the central city rebate scheme for development contributions be extended until 5pm on 30 June 2016 or until such time the \$10 million fund is exhausted (whichever is first).
- 3.6 The staff bring a further report to the next Strategy and Finance Committee meeting on the options to amend the policy to allow early commitment of rebate to provide certainty to developers.

Councillor Johanson asked that his vote against this resolution be recorded.

**4. 100 RESILIENT CITIES - STRATEGIC FRAMEWORK**

It was **resolved** on the motion of the Mayor, seconded by Councillor Livingstone, that the Council:

- 4.1 Adopt the Rockefeller Foundation 100 Resilient Cities City Resilience Framework to assist the development of Christchurch's Resilience Strategy.
- 4.2 Confirm the proposed governance arrangements as an acceptable framework for governance oversight of the Resilience Strategy, including a 'People's Panel' to be established to support the process.
- 4.3 To confirm the deliverable for Phase One of the strategy in April 2015.
- 4.4 Ensure that reporting against community outcomes includes a resilience assessment that is aligned to the Rockefeller Foundation 100 Resilient Cities City Resilience Framework for Council reports and activity management plans.
- 4.5 Endorse that the Mayor and Chief Resilience Officer write to our strategic partners (including CANCERN) and inviting them to participate in the Governance Group as part of their commitment to the Resilient City strategy and provide regular reports to the Strategy and Finance Committee.

**COUNCIL 12. 03. 2015**  
**CHRISTCHURCH CITY COUNCIL 29. 01. 2015**

- 4 -

**9 Cont'd**

- 4.6 Authorise the Mayor and one Council staff member to attend the third world conference on disaster risk reduction in Sendai, Japan which immediately precedes the delegation to China.

It was **resolved** on the motion of Councillor Gough, seconded by Councillor Manji, that the report as a whole be adopted.

**10. REPORT OF THE RECESS COMMITTEE OF THE CHRISTCHURCH CITY COUNCIL MEETING OF 23 DECEMBER 2014**

It was **resolved** on the motion of Councillor Buck, seconded by Councillor Johanson, that the report be received.

**11. REPORT OF THE CHRISTCHURCH CIVIC AWARDS SUBCOMMITTEE MEETING OF 26 JANUARY 2015**

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Turner, that the report be received.

**12. THE ESTABLISHMENT OF A CHRISTCHURCH DEVELOPMENT AUTHORITY**

It was **resolved** on the motion of the Mayor, seconded by Councillor Turner, that the Council:

- 12.1 Receive this report on progress around reporting on the establishment of a Christchurch development authority;
- 12.2 Reiterate to staff the need to provide urgent advice on the potential organisational architecture of a development authority for Christchurch; and
- 12.3 Request that this be provided for Council's further consideration at the next meeting of the Council.

**15. CHRISTCHURCH CITY HOLDINGS LIMITED – COUNCIL CONTROLLED TRADING ORGANISATIONS REPORTING AGAINST STATEMENT OF INTENT TARGETS**

It was **resolved** on the motion of Councillor Manji, seconded by Councillor Gough, that the report be received.

**16. PROPOSED GOVERNANCE AND ORGANISATIONAL SUPPORT FOR TRANSITION**

This report will lie on the table until the 12 February Council meeting.

**13. MAJOR CYCLEWAY ROUTES (MCR) PROGRAMME – DELIVERY PROGRAMME AND DESIGN GUIDES**

Councillor Clearwater moved, seconded by the Mayor, that the Council:

- 13.1 *Note the progress update on the Major Cycleway Route programme.*
- 13.2 *Adopt Revision A of the Major Cycleway Design Principles Best Practice Design Guide and the draft Way Finding and Signage Guide in principle for the four selected routes as detailed in 7.7.1 , 7.7.2, 7.7.3 and 7.7.4*

## COUNCIL 12. 03. 2015

## CHRISTCHURCH CITY COUNCIL 29. 01. 2015

- 5 -

## 13 Cont'd

- 13.3 *Agree to the route prioritisation.*
- 13.4 *Agree to the Major Cycleway Route programme being declared a Metropolitan Programme and delegate to the Infrastructure, Transport and Environment Committee all decision making powers.*
- 13.5 *Note that the Infrastructure, Transport and Environment Committee and affected Community Boards will be advised prior to any public consultation commencing on any Major Cycleway Route project.*
- 13.6 *Note that appropriate Community Board Members will be invited by the Infrastructure, Transport and Environment Committee to participate in the relevant Major Cycleway Route item discussion.*
- 7.7 *Adopt in principle the route selection recommendations and refer the final decision to the Infrastructure Transport Environment Committee, noting the route selections as detailed below will be subject to receiving recommendations from the affected Community Board and to full consultation then approval by the Infrastructure Transport and Environment Committee:*
- 7.7.1 *Quarryman's Trail;*
- 7.7.2 *Rapanui – Shag Rock;*
- 7.7.3 *Uni-Cycle;*
- 7.7.4 *Papanui Parallel.*
- 7.8 *Agree to the ongoing design and construction of the Major Cycleway Routes in accordance with the prioritisation in **Attachment 4**.*
- 7.9 *Approve the design and construction of the Major Cycleway Routes to the standards adopted under Recommendation 7.2 and in the adopted priority order as in Recommendation 7.8 from the current overall programme budget for Major Cycleway Routes.*
- 7.10 *Request the Chief Executive to provide a report to Council on the current estimates for each route of the cycle route programme along with any potential contributions from NZTA and MOT. This report is to contain a regulatory impact analysis to support the business case to assist Council's consideration of the 2015-25 LTP.*

Councillor Lonsdale moved by way of amendment that the Council:

- 13.4 *Agree to the Major Cycleway Route programme being declared a Metropolitan Programme and that the Council make the final decisions.*
- 13.7 *Adopt in principle the route selection recommendations and refer the final decision to the Infrastructure Transport Environment Committee noting the route selections as detailed below will be referred to the affected community boards for recommendations from the affected Community Board prior to and after public consultation then approval by the Infrastructure Transport and Environment Committee:*
- 7.7.1 *Quarryman's Trail;*
- 7.7.2 *Rapanui – Shag Rock;*
- 7.7.3 *Uni-Cycle;*
- 7.7.4 *Papanui Parallel.*

**COUNCIL 12. 03. 2015**  
**CHRISTCHURCH CITY COUNCIL 29. 01. 2015**

- 6 -

**13 Cont'd**

The amendment was seconded by Councillor Johanson and when considered in the following manner:

Amendment 13.4 when put to the meeting was declared **lost** on a show of hands by 3 votes to 11. Councillors Johanson, Livingstone and Lonsdale voted for the amendment

Amendment 13.7 when put to the meeting was declared **carried** on electronic vote No. 1 by 9 votes to 5, the voting being as follows:

**For (9):**                   The Mayor and Councillors Chen, Cotter, Gough, Johanson, Jones, Lonsdale, Manji and Scandrett.

**Against (5):**            Councillors Buck, Clearwater, East, Livingstone and Turner

The original motion as amended was then put to the meeting and declared **carried**.

**17. NOTICES OF MOTION**

Nil.

**18. RESOLUTION TO EXCLUDE THE PUBLIC**

At 3.36 pm it was **resolved** on the motion of the Mayor, seconded by Councillor Lonsdale, that the resolution to exclude the public set out on page 427 of the agenda be adopted.

The meeting concluded at 4.21 pm

**CONFIRMED THIS 12<sup>TH</sup> DAY OF MARCH 2015**

**MAYOR**

**MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL  
HELD AT 9.30AM ON THURSDAY 12 FEBRUARY 2015**

**PRESENT:** The Mayor, (Chairperson).  
Councillors Vicki Buck, Jimmy Chen, Phil Clearwater, Pauline Cotter, David East, Jamie Gough, Yani Johanson, Ali Jones, Glenn Livingstone, Paul Lonsdale, Raf Manji, Tim Scandrett and Andrew Turner.

**1. APOLOGIES**

Apologies for lateness were received from Councillors Buck Manji and Jones.

It was **resolved** on the motion of Councillor Scandrett, seconded by Councillor Turner, that the apologies be accepted.

**2. DECLARATION OF INTEREST**

Nil.

**3. DEPUTATIONS BY APPOINTMENT**

Nil.

**4. PRESENTATION OF PETITIONS**

Nil.

**26. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORTS**

It was **resolved** on the motion of Councillor Livingstone, seconded by Councillor Lonsdale, that the following reports be received and considered at the meeting of the Council on 12 February 2015:

- Proposed Governance and Organisational Support for Transition (open and public excluded reports
- Christchurch City Council Submission on the Draft Regional Land Transport Plan
- Public Excluded report by the Chairperson of the Infrastructure, Transport and Environment Committee meeting of 5 February 2015
- Public Excluded Development Authority Report

Councillor Manji arrived at 9.42 am.

**5. REPORT OF THE AKAROA/WAIREWA COMMUNITY BOARD MEETING OF 12 NOVEMBER 2014**

**1. RESERVE 1105 – KAITUNA – PROPOSED CLASSIFICATION**

Lyndon Graham, Deputy Chairperson, joined the table for discussion of this item.

Pam Richardson, Chairperson, tendered her apology for the meeting.

## COUNCIL 26. 02. 2015

## CHRISTCHURCH CITY COUNCIL 12. 03. 2015

- 2 -

## 5 Cont'd

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Scandrett, that the Council:

- 1.1 That acting under delegated authority of the Minister of Conservation in terms of the Instrument of Delegation for Territorial Authorities dated 12 June 2013, the Council classify by gazette notice pursuant to Section 16 (1) of the Reserves Act 1977, the land described in the Schedule below;

## SCHEDULE

0.3356 hectare being Section 1 on SO 479740 (Draft) as Local Purpose (Hut Settlement) Reserve within the meaning of Section 23 of the Act being part of Reserve 1105 comprised in CFR CB482/105 and,

1.9095 hectares being Section 2 SO 479740 (Draft) as Recreation Reserve within the meaning of Section 17 of the Act being part of Reserve 1105 comprised in CFR CB482/105.

Subject to;

- 1.1.1 As a condition precedent, the public notification of the intention to classify Sections 1 and 2 SO 479740 (Draft) in accordance with section 119 of the Reserves Act 1977 specifying the classifications proposed, and no objections being received.
- 1.2 Subject to recommendations 5.1 and 5.1.1 the Council delegate authority to the Property Consultancy Manager to administer the licence occupancy agreements with the hut holders including the authorisation and signing of any documentation to vary, renew assign or surrender the agreements.

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Scandrett, that the report as a whole be adopted.

#### 6. REPORT OF THE LYTTELTON/MT HERBERT COMMUNITY BOARD MEETING OF 19 NOVEMBER 2014

Paula Smith, Chairperson, tendered her apology for the meeting.

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Clearwater, that the report be received.

#### 7. REPORT OF THE RICcarton/WIGRAM COMMUNITY BOARD MEETING OF 2 DECEMBER 2014

Mike Mora, Chairperson, joined the table for discussion of these items.

It was **resolved** on the motion of Councillor Chen, seconded by Councillor Gough, that the report be received.

Councillor Buck arrived at 9.46 am.



## COUNCIL 26. 02. 2015

## CHRISTCHURCH CITY COUNCIL 12. 03. 2015

- 3 -

**8. REPORT OF THE RICcarton/WIGRAM COMMUNITY BOARD MEETING OF 16 DECEMBER 2014**

**1. PROPOSED SPEED LIMIT CHANGES RICcarton/WIGRAM WARD - GENERAL SPEED LIMIT REVIEW**

It was **resolved** on the motion of Councillor Chen, seconded by Councillor Buck, that the Council:

- 1.1 Resolve that pursuant to Section 5 of Christchurch City Council Speed Limits Bylaw 2010, speed limits be revoked and set as listed below in clauses 6.1.1 to 6.1.45, and include the resulting changes in the Christchurch City Register of Speed Limits and Speed Limit Maps:
- 1.1.1 Revoke the 80 kilometres per hour speed limit of Awatea Road from a point 50 metres south east of Wilmers Road and extending in a south easterly direction to a point 165 metres north west of its intersection with Wigram Road.
  - 1.1.2 Approve that the speed limit on Awatea Road be set at 60 kilometres per hour commencing at a point 50 metres south east of Wilmers Road and extending in a south easterly direction to a point 165 metres north west of its intersection with Wigram Road.
  - 1.1.3 Revoke the 80 kilometres per hour speed limit of Candys Road from a point measured 150 metres south easterly generally, along Candys Road from Sabys Road.
  - 1.1.4 Revoke the 60 kilometres per hour speed limit of Candys Road from Halswell Road westerly, generally, along Candys Road to a point 150 metres from its intersection with Sabys Road.
  - 1.1.5 Approve that the speed limit on Candys Road be set at 80 kilometres per hour commencing at its intersection with Sabys Road and extending in a south easterly direction for a distance of 110 metres.
  - 1.1.6 Approve that the speed limit on Candys Road be set at 60 kilometres per hour commencing at its intersection with Halswell Road and extending in a north westerly direction to a point 110 metres south east of Sabys Road.
  - 1.1.7 Revoke the 70 kilometres per hour speed limit of Cashmere Road from Hendersons Road to a point measured 200 metres west from Kaiwara Street.
  - 1.1.8 Revoke the 80 kilometres per hour speed limit of Cashmere Road south, and then west generally, from a point measured 240 metres west from Happy Home Road to a point measured 50 metres east from Kennedys Bush Road.
  - 1.1.9 Approve that the speed limit on Cashmere Road be set at 70 kilometres per hour commencing at its intersection with Kennedys Bush Road and extending in a north easterly direction to a point measured 280 metres southwest of its intersection with Happy Home Road.
  - 1.1.10 Approve that the speed limit on Cashmere Road be set at 60 kilometres per hour commencing at a point measured 80 metres south of Hendersons Road and extending to a point measured 190 metres west of Kaiwara Street.
  - 1.1.11 Revoke the 70 kilometres per hour speed limit of Hendersons Road from a point measured 240 metres south of Rowley Avenue to Cashmere Road.
  - 1.1.12 Approve that the speed limit on Hendersons Road be set at 70 kilometres per hour commencing at a point measured 260 metres south east of Rowley Avenue and extending to a point measured 200 metres west of Cashmere Road.
  - 1.1.13 Approve that the speed limit on Hendersons Road be set at 60 kilometres per hour commencing at its intersection with Cashmere Road and extending to a point measured 200 metres west of Cashmere Road.

## COUNCIL 26. 02. 2015

## CHRISTCHURCH CITY COUNCIL 12. 03. 2015

- 4 -

## 8 Cont'd

- 1.1.14 Revoke the 100 kilometres per hour speed limit of Downies Road from Whincops Road south easterly, generally, to the Selwyn District Council boundary.
- 1.1.15 Approve that the speed limit of Downies Road be set at 80 kilometres per hour.
- 1.1.16 Revoke the 100 kilometres per hour speed limit of Fountains Road on the city side of the centreline from Longstaff Road northwest, generally, to Hodgens Road (boundary road with Selwyn District Council).
- 1.1.17 Revoke the 100 kilometres per hour speed limit of Fountains Road from Hodgens Road north easterly generally, to Marshs Road.
- 1.1.18 Approve that the speed limit of Fountains Road be set at 80 kilometres per hour.
- 1.1.19 Revoke the 100 kilometres per hour speed limit of Hodgens Road on the City side of the centreline from Springs Road south easterly, generally, to Fountains Road (boundary road with Selwyn District Council).
- 1.1.20 Approve that the speed limit of Hodgens Road (SDC boundary road) be set at 80 kilometres per hour.
- 1.1.21 Revoke the 80 kilometres per hour speed limit of Hoon Hay Valley Road from Cashmere Road south, generally, to a point measured 800 metres south from Cashmere Road.
- 1.1.22 Approve that the speed limit of Hoon Hay Valley Road be set at 70 kilometres per hour commencing at its intersection with Cashmere Road and extending in a south easterly direction for a distance of 800 metres.
- 1.1.23 Revoke the 80 kilometres per hour speed limit of Halswell Junction Road from a point 121 metres south east of its eastern most intersection with the Christchurch Southern Motorway (SH 76) and extending in a south easterly direction to a point 140 metres north west of its intersection with Alvaston Place.
- 1.1.24 Revoke the 60 kilometres per hour speed limit of Halswell Junction Road, from a point measured 140 metres northwest from Alvaston Place, southeast, generally, to State Highway 75, Halswell Road.
- 1.1.25 Approve that the speed limit of Halswell Junction Road be set at 80 kilometres per hour commencing at a point measured 121 metres south east of its eastern most intersection with the Christchurch Southern Motorway (SH76) and extending in a south easterly direction to a point 100 metres southeast of Wigram Road.
- 1.1.26 Approve that the speed limit of Halswell Junction Road be set at 60 kilometres per hour commencing at its intersection with Halswell Road (SH75) and extending in a north westerly direction to a point measured 100 metres southeast of Wigram Road.
- 1.1.27 Revoke all existing speed limits for Longstaffs Road commencing at its intersection with Whincops Road and extending to its intersection with Hodgens Road
- 1.1.28 Approve that the speed limit of Longstaffs Road (SDC boundary road) be set at 80 kilometres per hour commencing at its intersection with Whincops Road and extending to its intersection with Hodgens Road.
- 1.1.29 Revoke the 100 kilometres per hour speed limit of Marshs Road on the city side of the centreline from a point measured 380 metres south of State Highway 1 south easterly, generally, to Springs Road (boundary road with Selwyn District Council).
- 1.1.30 Revoke the 100 kilometres per hour speed limit of Marshs Road south easterly, generally to Quaifes Road/Whincops Road.

## COUNCIL 26. 02. 2015

## CHRISTCHURCH CITY COUNCIL 12. 03. 2015

- 5 -

## 8 Cont'd

- 1.1.31 Approve that the speed limit of Marshs Road be set at 80 kilometres per hour commencing at a point 380 metres southeast of State Highway 1 and extending in a south easterly direction to Quaifes Road.
- 1.1.32 Revoke the 80 kilometre per hour speed limit of McTeigue Road from its intersection with Halswell Junction Road and extending in a north easterly direction to its end.
- 1.1.33 Approve that the speed limit of McTeigue Road be set at 50 kilometres per hour.
- 1.1.34 Revoke the 100 kilometres per hour speed limit of Murphys Road from Halswell Junction Road south westerly, generally to Quaifes Road.
- 1.1.35 Approve that the speed limit of Murphys Road be set at 70 kilometres per hour.
- 1.1.36 Revoke the 100 kilometres per hour speed limit of Quaifes Road from Whincops Road/Marshs Road south easterly, generally, to a point measured 600 metres north westerly generally, from Sabys Road.
- 1.1.37 Revoke the 80 kilometres per hour speed limit of Quaifes Road from Sabys Road north westerly generally, to a point measured 600 metres north westerly from Sabys Road.
- 1.1.38 Approve that the speed limit of Quaifes Road be set at 80 kilometres per hour.
- 1.1.39 Revoke the 100 kilometres per hour speed limit of Sabys Road from a point measured 50 metres south westerly, generally, from Quaifes Road to Knights Stream (boundary with Selwyn District Council).
- 1.1.40 Approve that the speed limit of Sabys Road be set at 80 kilometres per hour from a point measured 50 metres south west of Quaifes Road and extending in a south westerly direction to Trices Road (Selwyn District Council boundary).
- 1.1.41 Revoke the 70 kilometres per hour speed limit of Shands Road from a point measured 100 metres north easterly, generally, from Halswell Junction Road to a point measured 1240 metres west from Halswell Junction Road.
- 1.1.42 Approve that the speed limit of Shands Road be set at 70 kilometres per hour commencing at a point 170 metres north east of Halswell Junction Road and extending in a south westerly direction to a point measured 190 metres north east of Marshes Road.
- 1.1.43 Approve that the speed limit of Shands Road be set at 80 kilometres per hour commencing at its intersection with Marshs Road (Selwyn District Council Boundary) and extending in a north easterly direction for a distance of 190 metres.
- 1.1.44 Revoke the 80 kilometres per hour speed limit of Whincops Road from Halswell Junction Road south-west, generally, to a point measured 100 metres north-east from Quaifes Road.
- 1.1.45 Revoke the 100 kilometres per hour speed limit of Whincops Road on the city side of the centre line from Longstaffs Road north easterly, generally to Knights Street (boundary road with Selwyn District Council).
- 1.1.46 Revoke the 100 kilometres per hour speed limit of Whincops Road from Knights Stream north easterly, generally to Quaifes Road.
- 1.1.47 Approve that the speed limit of Whincops Road be set at 80 kilometres per hour commencing at its intersection with Quaifes Road and extending initially in a southerly direction then in a south westerly direction to its intersection with Longstaffs Road.

## COUNCIL 26. 02. 2015

## CHRISTCHURCH CITY COUNCIL 12. 03. 2015

- 6 -

**8 Cont'd**

1.1.48 Revoke the 80 kilometres per hour speed limit of Wigram Road from a point 58 metres north east of intersection with Awatea Road and extending in a north easterly direction to a point 50 metres south west of its intersection with Hayton Road.

1.1.49 Approve that the speed limit of Wigram Road be set at 60 kilometres per hour from a point 58 metres north east of intersection with Awatea Road and extending in a north easterly direction to a point 50 metres south west of its intersection with Hayton Road.

1.2 Resolve that the speed limit changes as recommended come into force on 1 March 2015.

1.3 That given the fast urbanisation occurring in the wider Halswell area, staff be requested to undertake a further localised review of speed limits to include Quaifes Road, in March 2015. Staff to confirm when this will be done by The report back date to be agreed with staff within a month.

**2. KNIGHTS STREAM SUBDIVISION – SERVICES EASEMENTS**

It was **resolved** on the motion of Councillor Chen, seconded by Councillor Buck, that the Council:

2.1 Public notification of the intended easements for the subdivision services through the Local Purpose (Drainage) Reserve be waived in terms of the exemptions provided for in Section 48 (3) of the Reserves Act 1977.

2.2 Subject to 2.1 that it give the consent of the Minister of Conservation to the granting of a six metre wide easement in favour of the Council and Orion New Zealand Limited over part of Lot 914 DP 464210 along the alignment as depicted on Attachment 1 for the drainage of wastewater and conveyance of electricity.

**3. WIGRAM ROAD/HAYTON ROAD – REVOCATION OF RESERVE AND LAND EXCHANGE**

It was **resolved** on the motion of Councillor Chen, seconded by Councillor Buck, that the Council pass the resolutions in the following form:

3.1 That approval to the land exchange between the Council and Ngai Tahu Limited is hereby granted. The Council transfer to Ngai Tahu Section 1 for incorporation in their subdivision, in exchange for Section 2 on Attached Plan 1, which is to be vested as local road upon subdivision. This exchange is to be deemed at equivalent value, that is, no monetary compensation to be paid by either party.

3.2 That approval is hereby granted to declare Section 4 on Attached Plan 1 as road Pursuant to Section 114 of the Public Works Act 1981.

3.3 The Property Consultancy Manager be granted delegated authority to negotiate and enter into contracts to conclude matters associated with the land exchange and complete the necessary documentation to legalise Section 4 on Attached Plan1 for roading purposes.

It was **resolved** on the motion of Councillor Chen, seconded by Councillor Buck, that the report as a whole be adopted.

**COUNCIL 26. 02. 2015**  
**CHRISTCHURCH CITY COUNCIL 12. 03. 2015**

- 7 -

**9. REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD MEETING OF 3 DECEMBER 2014**

Mike Davidson, Chairperson, tendered his apology for the meeting.

It was **resolved** on the motion of Councillor Cotter, seconded by Councillor East, that the report be received noting that the Community Board has requested of staff to provide a holistic plan for traffic movements south of Innes Road as part of the Northern Arterial Extension project as soon as possible.

**10. REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD MEETING OF 17 DECEMBER 2014**

It was **resolved** on the motion of Councillor Cotter, seconded by Councillor East that the report be received.

**11. REPORT OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD MEETING OF 2 DECEMBER 2014**

Paul McMahon, Chairperson, joined the table for discussion of this item.

**1. ELECTED MEMBERS INFORMATION EXCHANGE**

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Scandrett, that staff be asked to continue working through the surrender of 124 Garlands Road at no cost on an as is where is basis.

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Scandrett, that the report as a whole be adopted.

**12. REPORT OF THE BURWOOD/PEGASUS COMMUNITY BOARD MEETING OF 1 DECEMBER 2014**

Andrea Cummings, Chairperson, joined the table for discussion of this item.

It was **resolved** on the motion of Councillor East, seconded by Councillor Livingstone, that the report be received.

Councillor Jones arrived at 10.08 am.

**13. REPORT OF THE BURWOOD/PEGASUS COMMUNITY BOARD MEETING OF 15 DECEMBER 2014**

**1. MARSHLAND ROAD/MAIREHAU ROAD INTERSECTION IMPROVEMENTS – REMOVAL OF BUS STOPS AND CHANGES TO NO STOPPING ON MAIREHAU ROAD**

It was **resolved** on the motion of Councillor East, seconded by Councillor Livingstone, that the Council authorise the traffic controls and parking restrictions as follows:

**Traffic Control**

1.1 Approve that all traffic controls excluding the speed limit on Mairehau Road from its intersection with Marshland Road to a point 125 metres east of its intersection with Marshland Road be revoked.

1.2 Approve that the pathway on the north side of Mairehau Road commencing at its intersection with Marshland Road, and extending in an easterly direction for a distance of 44 metres be resolved as an eastbound shared pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004. The shared path is to come into force on

## COUNCIL 26. 02. 2015

## CHRISTCHURCH CITY COUNCIL 12. 03. 2015

- 8 -

completion of construction of the project (subject to the Bylaw amendment being adopted by the Council).

- 1.3 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Mairehau Road, against the kerb or edge of seal, commencing at a point 44 metres east of its intersection with Marshland Road, and extending in an easterly direction for a distance of 81 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 1.4 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Mairehau Road, against the kerb or edge of seal, commencing at its intersection with Marshland Road, and extending in an easterly direction for a distance of 109 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 1.5 Approve that a special vehicle lane for the use of westbound bicycles only, be established between the left turn and right turn lanes on Mairehau Road on the approach to Marshland Road, commencing at its intersection with Marshland Road, and extending in an easterly direction for a distance of 33 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

## 2. PROPOSED SPEED LIMIT CHANGES, GENERAL SPEED LIMIT REVIEW, BURWOOD/PEGASUS WARD

It was **resolved** on the motion of the Mayor, seconded by Councillor East, that the Council:

- 2.1 That pursuant to Section 5 of Christchurch City Council Speed Limits Bylaw 2010, speed limits be revoked and set as listed below in clauses 2.1.1–2.1.4, and include the resulting changes in the Christchurch City Register of Speed Limits and Speed Limit Maps:
  - 2.1.1 Approve that the speed limit on Frosts Road be set at 70 kilometres per hour commencing at its intersection with Travis Road and extending in a northerly direction to a point 100 metres south of Beach Road.
  - 2.1.2 Revoke the 80 kilometres per hour speed limit on Prestons Road easterly; generally, along Prestons Road from a point measured 500 metres east from Grimseys Road to a point measured 200 metres west generally, from Burwood Road.
  - 2.1.3 Approve that the speed limit on Prestons Road be set at 80 kilometres per hour commencing at a point 500 metres east of Grimseys Road and extending in an easterly direction to a point 50 metres east of Marshland Road.
  - 2.1.4 Approve that the speed limit on Prestons Road be set at 60 kilometres per hour commencing at a point 50 metres east of Marshland Road and extending in an easterly direction to a point 460 metres west of Oasis Grove.
- 2.2 Resolve that the speed limit changes contained within this report come into force on 27 February 2015.

It was **resolved** on the motion of Councillor East, seconded by Councillor Cotter, that the report as a whole be adopted.

## COUNCIL 26. 02. 2015

## CHRISTCHURCH CITY COUNCIL 12. 03. 2015

- 9 -

**14. REPORT OF THE FENDALTON/WAIMAIRI COMMUNITY BOARD MEETING OF 1 DECEMBER 2014**

Val Carter, Chairperson, joined the table for discussion of this item.

It was **resolved** on the motion of Councillor Manji, seconded by Councillor Gough, that the report be received.

**15. REPORT OF THE FENDALTON/WAIMAIRI COMMUNITY BOARD MEETING OF 15 DECEMBER 2015**

It was **resolved** on the motion of Councillor Gough, seconded by Councillor Manji, that the report be received.

**16. REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD MEETING OF 3 DECEMBER 2014****1. LINWOOD AVENUE PROPOSED RELOCATION OF SPEED LIMIT CHANGE POINT AT DYERS ROAD**

Sara Templeton, Chairperson, joined the table for discussion of this item.

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Lonsdale, that the Council:

- 1.1 Resolve that pursuant to Section 5 of Christchurch City Council Speed Limits Bylaw 2010, speed limits be revoked and set as listed below in clauses 5.1.1 - 5.1.4 below, and include the resulting changes in the Christchurch City Register of Speed Limits and Speed Limit Maps:
  - 1.1.1 Revoke the 60 kilometres per hour speed limit on Linwood Avenue, from a point measured 50 metres south easterly of Chelsea Street, south easterly, generally, to a point measured 50 metres southeast from Dyers Road.
  - 1.1.2 Revoke the 70 kilometres per hour speed limit on Linwood Avenue, from a point measured 50 metres south easterly, generally from Dyers Road, to Humphreys Drive.
  - 1.1.3 Approve that the speed limit on Linwood Avenue be set at 60 kilometres per hour commencing at a point 50 metres southeast of Chelsea Street, and extending in a south easterly direction to a point 80 metres northwest of Dyers Road.
  - 1.1.4 Approve that the speed limit on Linwood Avenue be set at 70 kilometres per hour commencing at a point 80 metres northwest of Dyers Road, and extending in a south easterly direction to Humphreys Drive.
- 1.2 Resolve that the speed limit changes contained within this report come into force on 12 February 2015.

**2. MCCORMACKS BAY RESERVE – WASTEWATER EASEMENT**

It was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Johanson that the Council:

- 2.1. Waive public notification of the intended easement for the overflow pipe be in terms of the exemptions provided for in Section 48 (3) of the Reserves Act 1977.

## COUNCIL 26. 02. 2015

## CHRISTCHURCH CITY COUNCIL 12. 03. 2015

- 10 -

**16 Cont'd**

- 2.2 Acting under delegated authority of the Minister of Conservation, consent to the granting of the proposed easement as outlined in the report.

It was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Johanson, that the report as a whole be adopted.

**17. REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD MEETING OF 17 DECEMBER 2014**

It was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Johanson, that the report be received.

**18. PROPOSED GOVERNANCE AND ORGANISATIONAL SUPPORT FOR TRANSITION**

It was **resolved** on the motion of the Mayor, seconded by Councillor Lonsdale, that the Council:

- 18.1 Note the decision of the Chief Executive to establish a Transition Team to focus resources on this key work programme.
- 18.2 Agree to the Governance Working Group (Mayor, the Deputy Mayor, Councillor Manji (Finance Spokesperson) and Councillors Clearwater, East and Turner (Chairpersons of the Council Committees) providing guidance and strategic direction to this team and the Executive Leadership Team in relation to this work programme.
- 18.3 Require that management provides the Council with weekly informal updates on progress around the Transition Programme and that final decisions be made by the full Council.

The meeting adjourned at 10.45 am and resumed at 12.16 pm.

A civic award was presented to John Frazer Thompson.

**27. CHRISTCHURCH CITY COUNCIL SUBMISSION ON THE DRAFT REGIONAL LAND TRANSPORT PLAN**

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Turner, that the Council delegate authority for sign-off and submitting to Environment Canterbury the Council's Submission (including Councillor Turner's addition) on the Draft Regional Land Transport Plan to Councillors Phil Clearwater, David East, Ali Jones and Yani Johanson.

(Insert in the Submission page 187 paragraph 2):

*"The Lyttelton/Mt Herbert Community Board has raised significant concerns regarding diesel exhaust pollution in relation to increased freight and forecasts of further significant increases in freight of up to 400 per cent in the foreseeable future. State Highway 74 runs through a small and compact area of Lyttelton which is zoned for commercial and residential activity, and the health effects of increased diesel particulates are noted as significant. Environment Canterbury is responsible for air quality monitoring, but responsibility for vehicle emissions rests with the New Zealand Transport Agency. We are concerned that any monitoring is not connected with the responsibility for the problem."*

**20. NOTICES OF MOTION**

Nil.

**21. RESOLUTION TO EXCLUDE THE PUBLIC**



**COUNCIL 26. 02. 2015**  
**CHRISTCHURCH CITY COUNCIL 12. 03. 2015**

- 11 -

12.51 pm it was **resolved** on the motion of Mayor, seconded by Councillor Gough, that the resolution to exclude the public set out on page 157 and 213 - 216 of the agenda be adopted.

**CONFIRMED THIS 12<sup>TH</sup> DAY MARCH 2015**

**MAYOR**



**MINUTES**

**MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL  
HELD AT 9.37 AM ON THURSDAY 26 FEBRUARY 2015**

**PRESENT:** The Mayor, (Chairperson).  
Councillors Vicki Buck, Jimmy Chen, Phil Clearwater, Pauline Cotter, David East, Jamie Gough, Yani Johanson, Ali Jones, Glenn Livingstone, Paul Lonsdale, Raf Manji, Tim Scandrett and Andrew Turner.

**1. APOLOGIES**

An apology for lateness was received from Councillor Manji.

It was **resolved** on the motion of Councillor Cotter, seconded by Councillor Turner, that the apology be accepted.

**2. DECLARATION OF INTEREST**

Nil.

**11. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORTS**

It was **resolved** on the motion of Councillor Scandrett, seconded by Councillor Turner, that the following reports be received and considered at the meeting of the Council on 26 February 2015:

- Draft Development Contributions Policy 2015 - Options for Catchments
- Draft 2015 Development Contributions Policy for Consultation

**5. DRAFT DEVELOPMENT CONTRIBUTIONS POLICY 2015 – OPTIONS FOR CATCHMENTS**

It was **resolved** on the motion of Councillor Gough, seconded by Councillor Lonsdale, that the Council:

- 5.1 Agree to retain district-wide catchments for water supply and wastewater collection in the draft 2015 Development Contributions Policy.
- 5.2 Agree that future reviews of the Development Contributions Policy will include assessment of options to use catchments for water supply and wastewater collection.
- 5.3 Agree that staff prepare policy options for a development contributions rebate policy for the Council to consider and that this policy remains outside the development contributions policy.

**6. DRAFT 2015 DEVELOPMENT CONTRIBUTIONS POLICY FOR CONSULTATION**

It was **resolved** on the motion of Councillor Gough, seconded by Councillor Lonsdale, that the Council:

- 6.1 Agree that the draft 2015 Development Contributions Policy provides that reassessments of development contributions required will be undertaken on the following basis:
  - 6.1.1 A reassessment will be carried out only when an invoice is generated 24 months or longer after the original assessment was prepared; and
  - 6.1.2 That the policy in place at the time the original application is lodged will be used for any reassessment carried out under the 2015 Development Contributions Policy; and

**COUNCIL 12. 03. 2015**  
**CHRISTCHURCH CITY COUNCIL 26. 02. 2015**

- 2 -

**6 Cont'd**

- 6.1.3 That the amount of development contributions may be adjusted in accordance with section 106 (2C) of the Local Government Act 2002, using the Price Produce Index for construction as the basis for any adjustment, and that any change to the cost be incorporated in the reassessment for all years between the original application and the time the reassessment is carried out.
- 6.2 Agree the draft 2015 Development Contributions Policy in attachment one is used for community consultation; subject to any changes required to be made to the draft policy, regarding the use of catchments and the reassessment process, being included.
- 6.3 Agree that a summary document to be used for consultation be presented to Council for approval at the time the draft 2015 DCP is given final approval.
- 6.4 Agree the overall level of significance of the above decisions is low; and
- 6.4.1 That community engagement on the draft 2015 Development Contributions Policy be undertaken in accordance with the requirements of section 82 of the Local Government Act; and
- 6.4.2 That the consultation timeline follow that for the Long Term Plan 2015-25 consultation document
- 6.4.3 That a workshop(s) be arranged with the development community to present and explain the major proposed changes to the DCP to support informed submissions.

**8. RESOLUTION TO EXCLUDE THE PUBLIC**

At 9.55 am it was **resolved** on the motion of the Mayor, seconded by Councillor Clearwater, that the resolution to exclude the public set out on page 41 of the agenda be adopted.

At 10.36 am it was **resolved** on the motion of the Mayor, seconded by Councillor Chen, that the Council move out of public excluded and the meeting adjourned at 10.37 am to receive the first tranche of the Stage 1 District Plan Review decisions from the Chair of the Independent Hearings Panel, the Honourable Sir John Hansen.

The Council resumed at.11.02 am

**3. 2015/25 LONG TERM PLAN – ADOPTION OF FINANCIAL STRATEGY AND UNDERLYING INFORMATION**

The Mayor moved, seconded by Councillor Buck, that the Council:

- 6.1.1 *Adopt the information that will provide the basis for the Council's draft 2015-25 Long Term Plan and which will be relied on for the content of the Consultation Document yet to be adopted by the Council, subject to the Auditor-General providing a report as to the quality of the information.*
- 6.1.2 *Note that the information comprises, in addition to the Financial Strategy:*
- *Infrastructure Strategy*
  - *Community Outcomes*
  - *Activities and Services (subject to clarification to be provided and approved by the Chief Executive on certain levels of service)*
  - *Capital Programme`*
  - *Financial Statements*
  - *Accounting Policies*
  - *Significance and Engagement Policy \**
  - *Revenue and Financing Policy \**

## COUNCIL 12. 03. 2015

## CHRISTCHURCH CITY COUNCIL 26. 02. 2015

- 3 -

- *Policy on Remission and Postponement of Rates\**
- *Funding Impact Statement (including general rates differentials) \**
- *Rating Policy*
- *Significant Forecasting Assumptions.*
- *Treasury Risk Management Policy*
- *Council-controlled Organisations*
- *Fees and Charges \**
- *Development of Maori Capacity to Contribute to Council Decision-making Processes*
- *Variation between the Long Term Plan and Assessment of Water and Sanitary Services and Waste Management Plans*
- *Reserves and Trust Funds*
- *Capital Endowment Fund*
- *Rating Base Information.*

Full versions of this information can be found at the following link:

<http://www.ccc.govt.nz/ltpdocs>

*\*Subject to consultation being carried out concurrently with the Consultation Document*

## 6.1.3

- (a) *Note resolution 6.2 of the minutes of the Council meeting of 5 December 2014, that the Council investigate over the next 3 months the additional levers identified in the staff report and that in the event these options are not found to be viable then the council will further divest from its asset base*
- (b) *As a result of that investigation;*
- (i) *Confirms the release of \$551 million capital as agreed on 5 December 2014*
- (ii) *Agrees to the release of an additional \$200 million capital making a total of \$750 million to ensure the Council solve for the worst case scenario.*
- (c) *Prior to the release of any capital, Council resolves to review and consider independent expert advice on the optimal capital release programme, and resolves that during the course of the consultation on the ten year plan we will:*
- *review all aspects of the capital programme; and*
  - *request the Chief Executive to report on the Council's ability to deliver the capital programme budgeted in each financial year, minimising carry forward amounts, with a view to budgeting only for that which is deliverable, and to report on further optimisation of operational expenditure prior to the conclusion of the consultation period.*
- (d) *Adopts the rates increases for Years 1 – 4 of the LTP period as follows:*
- | 2015-16 | 2016-17 | 2017-18 | 2018-19 |
|---------|---------|---------|---------|
| 8.75    | 8.5     | 8.5     | 7.5     |
- (e) *Adopt the draft Financial Strategy*

6.1.4 *Resolve that having regard to section 100 (2) of the Local Government Act 2002 it is financially prudent to set operating revenues that are 182% and 139%, of operating expenses in 2016 and 2017, 97% in 2020 and 99% in 2021.*

6.1.5 *Authorise the Chief Financial Officer and the Chair of the Audit and Risk Management Committee to make any amendments to the information for the purpose of ensuring its alignment with the Auditor-General's report.*

6.1.6 *Delay the usual 3 yearly review of the Capital Endowment Fund and requests staff to provide advice on winding up the Fund and the implications of so doing.*

6.1.7 *Note the recommendations from the Audit and Risk Management Committee.*

**COUNCIL 12. 03. 2015**  
**CHRISTCHURCH CITY COUNCIL 26. 02. 2015**

- 4 -

6.1.8 *Resolve to hold an Extraordinary meeting at 9.30 am on Tuesday 10 March to consider the consultation document for the 2015/25 Long Term Plan.*

*Councillor Johanson moved by way of amendment, seconded by Councillor Turner:*

1. *That the Council resolve to modify the capital works programme by deferring the start of the stadium contribution to the 2025/26 financial year.*
2. *Delete 6.1.3 (b) (ii) are replace with:*  
  
*That the Council resolve to solve for any potential funding shortfall by saving at least \$200 million dollars of capital expenditure in the worst case scenario.*
3. *That the Council request staff to modify the draft financial strategy to include credible alternative options that save capital expenditure instead of releasing capital and increasing rates.*

The meeting adjourned at 12.41 pm and resumed at 12.50 pm.

The Mayor ruled amendments 1 and 3 out of order.

Amendment 2 when put to the meeting was declared **lost** on electronic vote No. 1 by 6 votes to 8, the voting being as follows:

**For (6):** Councillors Chen, Clearwater, Cotter, Johanson, Livingstone and Turner.

**Against (8):** The Mayor and Councillors Buck, East, Gough, Jones, Lonsdale, Manji and Scandrett.

The original motion when put to the meeting was declared **carried** on electronic vote No. 2 by 8 votes to 6, the voting being as follows:

**For (8):** The Mayor and Councillors Buck, East, Gough, Jones, Lonsdale, Manji and Scandrett.

**Against (6):** Councillors Chen, Clearwater, Cotter, Johanson, Livingstone and Turner.

## 7. NOTICES OF MOTION

Nil.

## 8. RESOLUTION TO EXCLUDE THE PUBLIC

At 1.30 pm it was **resolved** on the motion of the Mayor, seconded by Councillor Scandrett, that the resolution to exclude the public set out on page 41 of the agenda be adopted.

**CONFIRMED THIS 12<sup>TH</sup> DAY OF MARCH 2015**

**MAYOR**

**AKAROA/WAIREWA COMMUNITY BOARD****17 DECEMBER 2014****Report of a meeting of the Akaroa/Wairewa Community Board  
held on Wednesday 17 December 2014 at 9.30am in the  
Akaroa Sports Complex, Akaroa Recreation Ground, 28 Rue Jolie, Akaroa**

**PRESENT:** Pam Richardson (Chairman), Maria Bartlett, Lyndon Graham, Janis Haley and Andrew Turner.

**APOLOGIES:** An apology for absence was received and accepted from Bryan Morgan. An apology for lateness was received from Maria Bartlett who was not in attendance for Clauses 1, part of 2.1 and 13.

The Board reports that:

**PART B – REPORTS FOR INFORMATION****1. DECLARATION OF INTEREST**

There were no declaration of interests received.

**2. DEPUTATIONS BY APPOINTMENT****2.1 AKAROA POLICE**

Senior Constable Lyle Pryor of the Akaroa Police updated the Board on activities and offences that have occurred recently, including the theft of a number of wool bales from two Peninsula properties.

The Board was reminded that inconsiderate and/or erratic driving could be reported at any time by dialling \*555.

**2.2 HOLLIE HOLLANDER – AKAROA DISTRICT PROMOTIONS**

Hollie Hollander of Akaroa District Promotions updated the Board on the activities of the group and the steps taken to promote Akaroa as a tourist destination.

Ms Hollander also updated the Board on planned activities for the 175<sup>th</sup> anniversary of Akaroa, in her role as co-ordinator for the event.

**2.3 AKAROA CIVIC TRUST**

Victoria Andrews, representing the Akaroa Civic Trust, addressed the Board regarding the District Plan Review and the Akaroa Design and Appearance Advisory Committee. She advised that the Trust believed it was important to retain the Akaroa Design and Appearance Advisory Committee because it enabled both the planning staff and resource consent applicants to seek advice on development proposals in Akaroa. The Board was informed that a workshop will be scheduled early in 2015 to enable the Trust to provide further feedback and information to the Board on this issue.

Jan Cook, also representing the Civic Trust, addressed the Board regarding the Akaroa Historic Area. She said the Akaroa Civic Trust wishes to see the Historic Area properly recognised in policies and maps in the District Plan and for provisions to be applied in a consistent and workable manner.

The Board **decided** that a workshop should be held as soon as possible in January 2015 with Councillor Turner, Board members, appropriate staff and representatives from the Akaroa Civic Trust, to discuss the inclusion of provisions in the District Plan for the Akaroa Historic Area.

The Chairman thanked the deputations for attending and speaking to the Board.

**COUNCIL 12. 03. 2015**

**Akaroa/Wairewa Community Board 17.12.2014**

**3. PRESENTATION OF PETITIONS**

Nil.

**4. NOTICES OF MOTION**

Nil.

**5. CORRESPONDENCE**

**5.1 IVAN CRAW**

Ivan Craw had written to the Board regarding the damage to Pipers Valley Road following a recent car rally.

The Board **agreed** to receive the correspondence and requested that it be forwarded to staff for comment on whether car rally organisers were required to reinstate Council roads following rally events.

**5.2 MARGARET LYNE**

Margaret Lyne had written to the Board regarding an historic cemetery in Waikerikikari (Hickory Bay).

The Board **agreed** to receive the correspondence and requested that it be forwarded to staff for comment on what protocols and processes are in place if there are human remains present, and whether if that were the case the area should be a registered archaeological site.

**5.3 KAY TERRY**

Kay Terry had written to the Board requesting that Akaroa District Promotions be asked to update its maps regarding campervan parking areas.

The Board **agreed** to receive the correspondence and asked staff to inform Ms Terry that Akaroa District Promotions has updated its tourist brochures to coincide with the new restrictions for freedom campers in Akaroa.

**6. AKAROA MUSEUM ADVISORY COMMITTEE – 1 DECEMBER 2014**

The Board **received** the minutes of the Akaroa Museum Advisory Committee meeting held on Monday 1 December 2014.

In relation to the Cultural Mapping Project, it was suggested that the Board have a seminar presentation from Takarei Norton of Te Rūnanga o Ngāi Tahu, who is working on a similar project.

**7. RESERVE MANAGEMENT COMMITTEES**

**7.1 RESERVE MANAGEMENT COMMITTEES ORDINARY MINUTES**

**7.1.1 Ataahua Reserve Management Committee**

The Board was informed that the chain from the post and chain fence around the cricket area at the Kaituna Domain had been stolen and temporary measures taken to protect the cricket patch had not been successful.

The Board **requested** that staff be asked if assistance could be given to the Ataahua Reserve Management Committee to replace the chain around the cricket area, at the Kaituna Domain.



**COUNCIL 12. 03. 2015****Akaroa/Wairewa Community Board 17.12.2014****7 Cont'd**

The Board **received** the minutes of the following Reserve Management Committee meetings:

- Stanley Park Reserve Management Committee – 9 October 2014
- Ataahua Reserve Management Committee – 3 November 2014
- Duvauchelle Reserve Management Committee – 10 November 2014
- Okains Bay Reserve Management Committee – 14 October 2014

**8. COMMUNITY ORGANISATIONS REPORTS****8.1 BANKS PENINSULA WATER MANAGEMENT ZONE COMMITTEE – 21 OCTOBER 2014**

The Board **received** the minutes of the Banks Peninsula Water Management Zone Committee meeting held on Tuesday 21 October 2014.

**8.2 ORTON BRADLEY PARK BOARD - 25 AUGUST 2014**

The Board **received** the minutes of the Orton Bradley Park Board meeting held on Monday 25 August 2014.

**9. BRIEFINGS****9.1 ANDREW HENSLEY – TRAFFIC ENGINEER**

The Traffic Engineer updated the Board on traffic matters. Issues raised by the Board for follow up were:

- Christchurch-Akaroa Road/Council Hill Road, Little River – pedestrian safety
- Rue Balguerie - vehicle congestion
- Parking time limit outside relocated pharmacy business
- Workshop regarding traffic issues with Little River community
- Review of speed limit at top end of Rue Balguerie

**9.2 PAUL DEVLIN - AREA HEAD RANGER**

The Area Head Ranger updated the Board on the Okuti Track (Reserve Road) Walkway proposal.

The Board **requested** that an update on the proposal be given to the Little River Wairewa Community Trust which is holding funds for this project.

**10. COMMUNITY BOARD ADVISER'S UPDATE**

The Board received information from the Community Board Adviser on various matters.

- **Dion McGrail – Youth Development Grant**

The Board **received** a letter from Dion McGrail, which acknowledged the grant from the Board's Youth Development Fund as a contribution towards a voyage on the Spirit of New Zealand.

**COUNCIL 12. 03. 2015**

**Akaroa/Wairewa Community Board 17.12.2014**

**11. ELECTED MEMBERS' INFORMATION EXCHANGE**

Board members received information on various matters.

- **Akaroa Service Centre**

The Board was informed that the repairs to the service centre building on Rue Lavaud are on hold while other options for integrated Council facilities in Akaroa are being investigated.

- **Christchurch-Akaroa Road, Duvauchelle - Slip**

The Board **decided** to request that staff contact the New Zealand Transport Authority for an update on when the slip on State Highway 75 at Duvauchelle would be repaired, and if better temporary traffic controls could be erected to improve safety, prior to Christmas.

- **Neighbourhood Park Survey**

The Board **requested** information on a recent survey which had been carried out on neighbourhood parks in Akaroa, including any provision for advising the Board of such surveys.

**12. QUESTIONS UNDER STANDING ORDERS**

Nil.

**PART C – DELEGATED DECISIONS**

**13. CONFIRMATION OF MEETING MINUTES – 12 NOVEMBER 2014**

The Board **resolved** that the minutes of its ordinary meeting (both open and public excluded sections) held on Wednesday 12 November 2014 be confirmed.

**14. APPLICATION TO THE AKAROA/WAIREWA DISCRETIONARY RESPONSE FUND (YOUTH DEVELOPMENT SCHEME) – LILY NORMAN**

The Board considered a Youth Development funding application from Lily Norman to the Board's 2014/15 Discretionary Response Fund.

The Board **resolved** to approve a grant of \$400 from its 2014/15 Discretionary Response Fund to Lily Norman for seven months of volunteering in Fiji through Latitude.

**15. APPLICATION TO AKAROA/WAIREWA COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – AKAROA HARVEST FESTIVAL**

The Board considered an application for funding from its 2014/15 Discretionary Response Fund from the Akaroa Harvest Festival Board towards the Akaroa Harvest Festival.

The Board **resolved** to approve a grant of \$1,250 from its 2014/15 Discretionary Response Fund to the Akaroa Harvest Festival Board towards the Akaroa Harvest Festival 2015 for promotional materials, venue and rubbish bin hire and entertainment costs.

**COUNCIL 12. 03. 2015****Akaroa/Wairewa Community Board 17.12.2014****16. APPLICATION TO AKAROA/WAIREWA COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – AKAROA RESOURCE COLLECTIVE TRUST**

The Board considered an application for funding from its 2014/15 Discretionary Response Fund from the Akaroa Resource Collective Trust for Trinity Garden equipment and materials.

The Board **resolved** to approve a grant of \$500 from its 2014/15 Discretionary Response Fund to the Akaroa Resource Collective Trust for Trinity Garden for equipment and materials.

**17. AKAROA/WAIREWA COMMUNITY BOARD – APPOINTMENT OF RECESS COMMITTEE 2014/15**

The Board considered a report to put in place delegation arrangements for the making of any required decisions (including applications for funding) that would otherwise be dealt with by the Board, covering the period following its final scheduled meeting for the year on 17 December 2014 until the resumption of its ordinary meeting on 11 February 2014.

The Board **resolved**:

17.1 To appoint a Recess Committee comprising the Board Chairman and Deputy Chairman (or their nominees from amongst the remaining Board members) plus any other Board members available, to be authorised to exercise the delegated powers of the Akaroa/Wairewa Community Board for the period following its ordinary meeting on 17 December 2014 up until the Board resumes normal business on 11 February 2015.

17.2 That the application of any such delegation be reported back to the Board for record purposes.

17.3 That any meeting of the Recess Committee be publicised and details forwarded to all Board members.

The meeting concluded at 1.10 pm.

**CONFIRMED THIS 11<sup>TH</sup> DAY OF FEBRUARY 2015**

**PAM RICHARDSON  
CHAIRMAN**



## COUNCIL 12. 03. 2015

**TE HAPORI O ŌHINEHOU RAUA KO AHU PĀTIKI  
LYTTELTON/MT HERBERT COMMUNITY BOARD  
10 DECEMBER 2014**

**Report of a meeting of the Lyttelton/Mt Herbert Community Board  
held on Wednesday 10 December 2014 at 9.30am  
in the Boardroom, Lyttelton Service Centre, 15 London Street, Lyttelton**

**PRESENT:** Paula Smith (Chairperson), Ann Jolliffe, Adrian Te Patu, Andrew Turner and Christine Wilson.

**APOLOGIES:** An apology for lateness was received and accepted from Andrew Turner, who arrived at the meeting at 9.45am and was absent for clauses 1 and 12, and part of clause 2.2.

**KARAKIA TIMATANGA:** Adrian Te Patu

**NGĀ MATE:**

The Board stood in silence to remember Lachie Griffen (Governors Bay resident) and David McNaughton (staff member).

The Board meeting adjourned from 11.05am and resumed at 11.17am.

The Board reports that:

**PART B – REPORTS FOR INFORMATION**

**1. DECLARATION OF INTEREST**

Nil.

**2. DEPUTATIONS BY APPOINTMENT**

**2.1 LYTTELTON PORT COMPANY –PORT LYTTELTON PLAN AND LYTTELTON PORT RECOVERY PLAN**

Allanah James, Strategic Communications Manager, Jared Pettersson, Project Manager of Port Lyttelton Plan, and Kim Kelleher, Environmental Manager, of Lyttelton Port Company (LPC) were in attendance to provide an update on the LPC progress on the Lyttelton Port Recovery Plan. The Minister for Canterbury Earthquake Recovery directed LPC and Environment Canterbury (ECan), with stakeholders, to develop the Lyttelton Port Recovery Plan.

The Board and LPC noted that, as some land use provisions are in the Proposed Christchurch Replacement District Plan and the Lyttelton Port Recovery Plan, the public need to submit comments on provisions to both plans. ECan will conduct consultation on the Lyttelton Port Recovery Plan in 2015.

LPC tabled its new quarterly update and the summary of feedback it received from consultation on the Port Company's Port Lyttelton Plan. The Board was advised that in November 2014, LPC's Senior Team was at Port Talk on London Street to discuss this feedback with the community.

LPC requested that the Board provide feedback on the Company's newly formatted website. The Board advised the shipping forecast is one of the most useful parts of the website.

## COUNCIL 12. 03. 2015

## 2 Cont'd

## 2.2 LYTTELTON HISTORICAL MUSEUM SOCIETY UPDATE

Peter Rough, Therese Angelo and Ray Sleeman of the Lyttelton Historical Museum Society were in attendance to provide an update on the Society's activities. They advised the Society has recently developed and distributed a postcard (tabled), developed several exhibitions and launched its website. The Board noted the website is well-designed and easy to use. The Society tabled its "Newsletter Summer 2014." The Board asked if the Society could distribute its newsletters to the Board.

Lyttelton Museum was operated by the Society until it was forced to close as a result of damage from the earthquakes. The Society has commenced a feasibility study to determine the viability of a new museum, including evaluation of potential museum sites at Dampier Bay, Norwich Quay and the site of the former Lyttelton Service Centre on London Street, where the Museum could have a shared entrance with the Library.

The Society tabled the Lyttelton Museum Market Analysis Report, which highlighted the importance of raising Lyttelton's profile as a destination to ensure local businesses are sustainable. The Society suggested the community, business owners, the Lyttelton Harbour Business Association, the Council, Lyttelton Port Company, Christchurch and Canterbury Tourism and other stakeholders develop a shared vision for Lyttelton and a tourism plan to achieve this vision.

The Chairperson thanked the deputations.

## 3. PETITIONS

Nil.

## 4. NOTICES OF MOTION

Nil.

## 5. CORRESPONDENCE

## 5.1 PURCHASE OF MOEPUKU POINT FOR PUBLIC OWNERSHIP

The Board **received** correspondence from Sarah Pritchett and Nancy Vance regarding their interest in the purchase of Moepuku Point for public ownership.

## 5.2 EVIDENCE REGARDING PROPOSED CHRISTCHURCH REPLACEMENT DISTRICT PLAN

The Lyttelton/Mt Herbert Community Board made a submission on the Proposed Christchurch Replacement District Plan in October 2014, and a further submission in November 2014.

The Board **received** evidence submitted by the Board in November 2014 to the Independent Hearings Panel of the Christchurch Replacement District Plan to be presented by the Board on 12 December 2014 at Hearing 1 on Chapter 1.9 and Chapter 3. The Board thanked the Community Board Support Officer for her assistance in preparing the evidence.

*Copies of evidence submitted by the Board and other submitters are available to view at <http://www.chchplan.ihp.govt.nz/Hearings/Pages/Home.aspx>.*

## COUNCIL 12. 03. 2015

### 6. BRIEFINGS

#### 6.1 NORMAN KIRK MEMORIAL POOL AND LYTTELTON RECREATION CENTRE UPDATE

David Lees, Contract Project Manager, and Nadine Higgins, Junior Project Manager, were in attendance to give an update on the rebuild of Norman Kirk Memorial Pool and the Lyttelton Recreation Centre.

The Board was advised the construction completion date of the pool has been delayed until 26 January 2014, as the main concrete pour was delayed. The Board **decided** to request that staff provide the Board with information regarding the main concrete pour and that staff have an open conversation with Project Lyttelton regarding the plan for the Community Garden site above the pool retaining wall, and how Project Lyttelton can be involved with planting on this site. The Board expressed support to have a display area inside the Norman Kirk Memorial Pool for the former Swimming Club swimming cups.

The Board was advised the proposed construction completion date of the Lyttelton Recreation Centre is June 2015. The construction completion date for Trinity Hall is January 2015, with restricted occupancy until June 2015 owing to accessibility.

It was noted that the Lyttelton Historical Museum Society would like to borrow a quilt from the Recreation Centre for its exhibition on Women and Democracy. The Board **requested** that staff remove the quilt from storage and loan to the Society.

#### 6.2 STRENGTHENING COMMUNITIES TEAM UPDATE

Andrea Wild, Strengthening Communities Adviser (Banks Peninsula), was in attendance to provide an update on recent activities of the Strengthening Communities Team. She advised that the Team has been conducting preliminary consultation with community groups and individuals on the upcoming Representation Review, including gathering information on how people define their communities. The Team completed consultation on the Southern Bays priorities for the Council's Long Term Plan, which the Board will note when developing its submission to the Long Term Plan. The Team liaised with property owners during a recent investigation into the risk of slips on properties. The Team is liaising with Facilities Rebuild staff and community members regarding the rebuild of the Governors Bay Community Centre.

### 7. COMMITTEE REPORTS

#### 7.1 LYTTELTON RECREATION GROUND RESERVE MANAGEMENT COMMITTEE

The Board **received** the draft minutes of the Lyttelton Recreation Ground Reserve Management Committee meeting held on 28 April 2014.

### 8. EXTERNAL ORGANISATIONS REPORTS

#### 8.1 BANKS PENINSULA WATER MANAGEMENT ZONE COMMITTEE MINUTES – 21 OCTOBER 2014

The Board **received** the minutes of the Banks Peninsula Water Management Zone Committee meeting held on 21 October 2014.

#### 8.2 ORTON BRADLEY PARK BOARD MINUTES – 25 AUGUST 2014

The Board **received** the minutes of the Orton Bradley Park Board meeting held on 25 August 2014.

## COUNCIL 12. 03. 2015

### 9. COMMUNITY BOARD ADVISER'S UPDATE

#### 9.1 BOARD FUNDING BALANCES

A copy of the Board's funding balances as at 10 December 2014 was received for information.

#### 9.2 COMMUNITY BOARDS CONFERENCE 2015

The Board was advised that the New Zealand Community Boards Conference 2015 is to be held in Waitangi, Bay of Islands from 14 – 16 May 2015 and of the Community Board Executive Committee Best Practice Awards.

The Board **decided** that it would be beneficial for all Board members, and particularly new members, to attend the conference. It was noted that all Board members are interested in attending the conference.

The Board **decided** to consider submitting two applications to the Community Boards Best Practice Awards 2015: Albion Square and the model used recently for the installation of Art in Public Places.

#### 9.3 LYTTELTON MASTER PLAN ACTION M5 – PARKING INVESTIGATIONS – STAFF ADVICE

A staff memorandum on Lyttelton Master Plan Action M5 – Parking Investigations, was tabled. The Board noted that public parking in Lyttelton will become an issue as more businesses open.

The Board **requested** that staff develop a parking strategy for Lyttelton, and present this strategy to the Board for comment.

#### 9.4 GOVERNORS BAY – PROPOSED GATED SUBDIVISION STAFF ADVICE

Staff advice in response to correspondence received at the Board's 15 October 2014 meeting from Karen Banwell, Chair, Governors Bay Community Association, outlining the Association's concerns regarding the proposed gated subdivision at 179 Main Road, Governors Bay, was received.

#### 9.5 CONSULTATION CALENDAR

The Council consultation calendar as at 10 December 2014 was tabled.

### 10. ELECTED MEMBERS' INFORMATION EXCHANGE

#### 10.1 STODDART COTTAGE

The Board was advised construction work on Stoddart Cottage is estimated to be completed in 2016.

#### 10.2 SUMMIT ROAD SOCIETY

The Board was advised that at its most recent meeting, the Summit Road Society advised Summit Road is clear of boulders and will soon be open to pedestrians and cyclists.

#### 10.3 LYTTELTON SEAFARER'S CENTRE

The Board was invited to the opening of the Lyttelton Seafarer's Centre in December 2014.

#### 10.4 MEMORIAL TO THOSE LOST AT SEA

The Board was advised that various sites are under consideration for the Memorial to Those Lost at Sea.



**COUNCIL 12. 03. 2015**

**10 Cont'd**

**10.5 GRUBB COTTAGE**

Board members discussed that progress has been made on clearing vegetation from the site of Grubb Cottage.

**10.6 DIAMOND HARBOUR HALL**

Diamond Harbour Hall was closed in November 2014 after asbestos was found in the building. Work to remove the asbestos is now complete and the hall is scheduled to reopen the week of 15 December 2014. The Board noted the Council may not have additional funding to upgrade the hall.

**10.7 DIAMOND HARBOUR RUGBY CLUB**

The Board advised that the Diamond Harbour Rugby Club held its Annual General Meeting on 9 December 2014.

**10.8 LYTTELTON/MT HERBERT COMMUNITY BOARD ART IN PUBLIC PLACES WORKING PARTY**

The Art in Public Places Working Party held a meeting on 9 December 2014 to discuss a sled dog sculpture proposed by the New Zealand Antarctic Society.

**10.9 GOVERNORS BAY JETTY**

The Board discussed that Council does not currently plan to repair the damage sustained during the earthquakes to the Governors Bay jetty due to the estimated repair cost of \$3.2 million. The Board noted community members are willing to organise funding and engage with the repair process.

The Board Chairperson tabled a structural condition assessment of the Governors Bay jetty by OCEL Consultants commissioned by the Council. The Board **decided** to hold a meeting with the Board, Governors Bay community members, Council staff, and OCEL Consultants staff to discuss lower cost repair options for the Governors Bay jetty.

**11. QUESTIONS UNDER STANDING ORDERS**

Nil.

**PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**10. ELECTED MEMBERS' INFORMATION EXCHANGE CONTINUED**

**10.1 CASS BAY RESERVES MANAGEMENT COMMITTEE**

Cass Bay community members have requested that the Lyttelton/Mt Herbert Community Board Cass Bay Reserves Management Committee be established. The Community Board Adviser advised the Board that a legal opinion was sought on aspects of the Board having subcommittees and the subcommittees' ability to fundraise.

Staff advice was given that the Local Government Act 2002 and other legislation requires that decision making must take into account all options and that sufficient time is given for that information to be received and considered.

**COUNCIL 12. 03. 2015****10 Cont'd**

The Board **resolved**:

- 10.1.1 That the Board believes it had sufficient information to make a decision on the establishment of a Cass Bay Reserves Management Committee.
- 10.1.2. That the Lyttelton/Mt Herbert Community Board establish the Cass Bay Reserves Management Committee as of 10 December 2014, and the Board invite the community to submit the names of members to the Board for formal approval.

**12. CONFIRMATION OF MEETING MINUTES – WEDNESDAY 19 NOVEMBER 2014**

The Board **resolved** that the open minutes of the Board's ordinary meeting held on Wednesday 19 November 2014 be confirmed.

**13. APPLICATION TO LYTTTELTON/MT HERBERT YOUTH DEVELOPMENT FUND – SAMANTHA MYTHEN**

The Board considered an application for funding from the Lyttelton/Mt Herbert 2014/15 Youth Development Fund from Samantha Mythen.

The Board **resolved** to grant \$500 from the 2014/15 Youth Development Fund to Samantha Mythen towards attending the Harvard and Yale Model United Nations and United States universities tour.

**14. LYTTTELTON/MT HERBERT COMMUNITY BOARD – APPOINTMENT OF RECESS COMMITTEE 2014/15**

The Board considered a report to put in place delegation arrangements for the making of any required decisions (including applications for funding) that would otherwise be dealt with by the Board, covering the period following its final scheduled meeting for the year on 10 December 2014 until its next ordinary meeting on 18 February 2015.

The Board **resolved**:

- 14.1 That a Lyttelton/Mt Herbert Community Board Recess Committee comprising a minimum of any three Board members including the Board Chairperson or Deputy Chairperson, be authorised to exercise the delegated powers of the Lyttelton/Mt Herbert Community Board for the period following its ordinary meeting on 10 December 2013 up until the first Board meeting in February 2015.
- 14.2 That the application of any such delegation be reported back to the Board for record purposes.
- 14.3 That it note that any meeting of the Recess Committee will be publicised and details forwarded to all Board members.

**15. ADOPTION OF SCHEDULE OF MEETINGS FOR THE 2013 – 2016 COUNCIL TERM**

The Board considered a report to adopt a programme for meetings of the Lyttelton/Mt Herbert Community Board to the end of the 2013 - 2016 Triennial Term.

The Board **resolved**:

- 15.1 To adopt the programme of meetings of the Lyttelton/Mt Herbert Community Board for the balance of the 2013 – 2016 Council Term as follows:

Wednesday 18 February 2015	9.30am
Wednesday 18 March 2015	1.30pm
Wednesday 15 April 2015	9.30am

**COUNCIL 12. 03. 2015****15 Cont'd**

Wednesday 20 May 2015	9.30am
Wednesday 17 June 2015	9.30am
Wednesday 15 July 2015	9.30am
Wednesday 19 August 2015	9.30am
Wednesday 16 September 2015	9.30am
Wednesday 21 October 2015	9.30am
Wednesday 18 November 2015	9.30am
Wednesday 16 December 2015	9.30am

Wednesday 17 February 2016	9.30am
Wednesday 16 March 2016	9.30am
Wednesday 20 April 2016	9.30am
Wednesday 18 May 2016	9.30am
Wednesday 15 June 2016	9.30am
Wednesday 20 July 2016	9.30am
Wednesday 17 August 2016	9.30am
Wednesday 21 September 2016	9.30am

- 15.2 That the Board delegate authority to the Lyttelton/Mt Herbert Community Board Adviser to make changes as necessary to meet extraordinary circumstances.

The meeting closed at 12.45pm

**KARAKIA WHAKAMUTUNGA:** Adrian Te Patu

**CONFIRMED THIS 18<sup>TH</sup> DAY OF FEBRUARY 2015.**

**PAULA SMITH  
CHAIRPERSON**



## Shirley/Papanui Community Board 4. 2. 2015

SHIRLEY/PAPANUI COMMUNITY BOARD  
4 FEBRUARY 2015Report of the meeting of the Shirley/Papanui Community Board  
held on Wednesday 4 February 2015 at 4pm in the Board Room  
Papanui Service Centre, corner Langdons Road and Restell Street, Papanui

**PRESENT:** Mike Davidson (Chairperson), Aaron Keown (Deputy Chairperson), Jo Byrne, Pauline Cotter, Ali Jones, Emma Norrish and Barbara Watson.

**APOLOGIES:** An apology for late arrival was received and accepted from Jo Byrne who arrived at 4.08pm and was absent for clause 3.  
Barbara Watson retired from the meeting at 5.17pm, returning at 5.20pm and was absent for part of clause 2.  
Pauline Cotter departed from the meeting at 5.30pm and was absent for clauses 9-11 and 13-16.

The Board adjourned from 5.25pm to 5.30pm.

The Board reports that:

**PART A – MATTERS REQUIRING A COUNCIL DECISION****1. PROPOSED WAIMAIRI TRACK REALIGNMENT**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture Leisure and Parks	N	
<b>Officer responsible:</b>	Unit Manager, Parks	N	
<b>Author:</b>	Peter Barnes, Senior Planner: Open Spaces	Y	DDI 941 8490

The Board considered a report seeking its recommendation to the Council that approximately 700 metres of the Waimairi track south of Darroch Street, Belfast be realigned within existing unformed legal road. This report was laid on the table at the Board's meeting of 20 August 2014 pending the Board's request for further information from staff and a site visit. This report provides the information that the Board requested in the form of two memoranda together with the original report to the Board.

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 The Proposed Waimairi Track Realignment (south of Darroch Street, Belfast, in the wider Groynes area) was last discussed by the Community Board in their 20 August 2014 meeting. The outcome of that meeting was that the Board requested further information from staff, while the report lay on the table. This report provides the information that the Board requested, in the form of two memoranda together with the original report to the Board (refer **Attachment 3**).

**2. EXECUTIVE SUMMARY**

2.1 Track realignment proposal features, including recreational demand for the track, options assessment and outcomes of public consultation are outlined in the Community Board report presented at the 20 August 2014 meeting.

**COUNCIL 12. 03. 2015**

**Shirley/Papanui Community Board 4. 2. 2015**

**1 Cont'd**

- 2.2 Two memoranda have been prepared by staff to cover additional information that the Community Board have requested, both at the 20 August Board meeting, and at a subsequent Board site visit.
- 2.3 The first memorandum covers waterways/drainage, vehicle crossings, consent application and track costings (refer **Attachment 1**).
- 2.4 The second memorandum covers earthworks information, and is prepared by the Resource Consents Unit (refer **Attachment 2**).

**3. BACKGROUND**

- 3.1 Full background information can be obtained in the 20 August 2014 report, refer to Attachment 3.

**4. COMMENT**

- 4.1 The project team have taken the opportunity to reanalyse all information, including that from submitters, relevant Council Units, and ECan. The Project Team are confident that the proposed track realignment can be implemented successfully, and in a style consistent with the greater Groynes area, and can operate safely for recreationalists. That is, a 700 metre section of track of mown grass and fine gravel, no wider than 2.5 metres.
- 4.2 Before works would begin, all adjoining neighbours would be given reasonable opportunity to provide feedback on landscape planting/fencing options outside their respective property frontage (all optional, the Council would not force any plantings or fencing upon any property owner).
- 4.3 It is noted that legal advice has been obtained in relation to the Community Board's delegated authority to make a decision on this matter. The advice is that the Community Board has some delegated powers in relation to roads and also to approve the design of landscape plans on reserves, parks and roads. However, it is not clear there is delegated authority for a Community Board to approve the proposal for the Waimairi Track. It is therefore advisable for the Community Board to make a recommendation to the Council, with the final decision to be made by the Council.

**5. FINANCIAL IMPLICATIONS**

- 5.1 Work for this proposal (unformed legal road option only) will be funded via approved operational budget.

**6. STAFF AND BOARD RECOMMENDATION**

It is recommended that the Council approve the realignment of a section of approximately 700 metres of the Waimairi track south of Darroch St, Belfast, within existing unformed legal road.

## COUNCIL 12. 03. 2015

## Shirley/Papanui Community Board 4. 2. 2015

## 2. LINK ROAD – PROPOSED PROHIBITED TIMES ON ROADS

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Community Services	N	
<b>Officer responsible:</b>	Unit Manager, Transport and City Streets	N	
<b>Author:</b>	Ryan Rolston, Traffic Engineer	Y	DDI: 941 8561

The Board considered a report seeking its recommendation to the Council for the approval of night time access restrictions on Link Road under Clause 15 'Prohibited Times on Roads' of the Council's Traffic and Parking Bylaw ("the Bylaw").

## 1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Shirley/Papanui Community Board's recommendation to Council for the approval of night time access restrictions on Link Road under Clause 15 'Prohibited Times on Roads' of the Council's Traffic and Parking Bylaw ("the Bylaw").
- 1.2 This report has been generated due to community and Police support for restrictions on Link Road through consultation on an earlier city wide initiative between the Police Antisocial Roaduser Squad and Council staff.

## 2. BACKGROUND

- 2.1 Under the Bylaw the Council may by resolution specify any road or part of a road and the days and times during which motor vehicles weighing less than 3,500 kilograms are prohibited from being used on that road. The purpose of this clause is to restrict the racing of motor vehicles and any associated activities. These activities may include noise, illegal driving behaviour (excessive speed, burn outs, etc), property vandalism and dumping of rubbish. Vehicular access is limited to legitimate users only, such as residents and business employees.
- 2.2 The Council has recently made a number of additions to the register of Prohibited Times on Roads. Through consultation on this process a number of submitters outlined persistent issues with congregations and vandalism on Link Road, which is a short industrial cul de sac accessed from Main North Road at Chaney's (refer **Attachment**). These issues were then substantiated by the Police. Consideration was not given to restrictions on Link Road originally.
- 2.3 The recommendation aligns with the Christchurch Transport Strategic Plan 2012 – 2042.

## 3. COMMENT

- 3.1 Consultation with affected parties was initiated to extend the restrictions to Link Road. There were five responses received on this proposal, all of which were in support of the restrictions. Submitter comments include "staff spend 2 hours a week cleaning up the mess - litter, bottles, human waste" and "this is a high problem area that has had issues for over 4 years every weekend".
- 3.2 Police have commented that Link Road is a common location for antisocial road users to gather. There is a history of vandalism in this location and damage and litter to the show home property on the corner of Link Road and Main North Road is a particular frustration.
- 3.3 Roads in the vicinity that already have night time road access restrictions include Lower Styx Road, Spencerville Road and Kainga Road. These restrictions are actively enforced by the police antisocial road user squad. Infringement is subject to a \$750 penalty. There is no history of genuine road users being inadvertently confronted by police on a road subject to the restrictions. This is because experience has shown that antisocial road users are easily identified by police.

**COUNCIL 12. 03. 2015****Shirley/Papanui Community Board 4. 2. 2015****2 Cont'd**

3.4 Part 2, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 enables the Council to, by resolution, specify any road or part of a road and the days and times during which motor vehicles weighing less than 3,500 kilograms are prohibited from being used on that road or part of that road or roads. The purpose of the clause is to restrict the racing of motor vehicles and any associated activities.

3.5 The installation of any street markings must comply with the Land Transport Rule Traffic Control Devices 2004.

**4. FINANCIAL IMPLICATIONS**

4.1 Costs associated with the proposed restrictions are approximately \$400 for new signage.

**5. STAFF AND BOARD RECOMMENDATION**

That the Council approves, pursuant to the Christchurch City Council Traffic Parking Bylaw 2008, Clause 15, motor vehicles weighing less than 3,500 kilograms are prohibited from being operated from 10pm on any day to 5am the following day on Link Road.

**PART B – REPORTS FOR INFORMATION****3. DECLARATION OF INTEREST**

Nil.

**4. DEPUTATIONS BY APPOINTMENT****4.1 THE VILLAGE PRESBYTERIAN CHURCH COMMUNITY SERVICES – MARTIN STEWART**

Martin Stewart, Minister, The Village Presbyterian Church, informed the Board about building plans for the proposed community facing facility on the former St Giles church site, Papanui Road. The Reverend Stewart also updated the Board on the types of community services to be provided at St Giles and in other areas of the ward.

**4.2 KEEP OUR ASSETS CANTERBURY – MURRAY HORTON**

Keep Our Assets Canterbury (KOA) is a local network of parties and groups committed to retaining public ownership of the Christchurch City Council's extensive portfolio of assets and to restoring and retaining local democracy. Murray Horton presented information on these issues to the Board.

**4.3 PROPOSED WAIMAIRI TRACK REALIGNMENT – D AND H POWELL**

Daniel and Hayley Powell sent apologies for non-attendance as a deputation due to ill health and requested that the Board defer consideration of the proposed realignment of the Waimairi Walking Track, until the next meeting of the Board on 18 February 2015 or take their deputation in the form of a written statement.



**COUNCIL 12. 03. 2015**

**Shirley/Papanui Community Board 4. 2. 2015**

**4 Cont'd**

Following consideration the Board declined the request to defer consideration of the matter, but heard the Powell's written submission which was read to the meeting. (Clause 1 above refers.)

The Board agreed to hear a deputation from Canterbury Insurance Assistance Service.

**4.4 CANTERBURY INSURANCE ASSISTANCE SERVICE (CIAS) – LORRAINE GUTHRIE**

Lorraine Guthrie, Project Facilitator, informed the Board about the services offered by CIAS to assist people facing additional challenges in managing the insurance claim process resulting from the earthquakes.

**5. PRESENTATION OF PETITIONS**

Nil.

**6. NOTICES OF MOTION**

Nil.

**7. BRIEFINGS**

Nil.

**8. CORRESPONDENCE**

Nil.

**9. COMMUNITY BOARD ADVISER'S UPDATE**

The Community Board Adviser tabled an information memorandum containing current items of business including:

**9.1 WITHERS FAMILY PARK**

The Board discussed the information received regarding the options of a plaque or interpretive panel.

The Shirley/Papanui Community Board **decided**:

9.1.1 To install a plaque in the Withers Family Park with wording to be provided by the Board at a cost of up to \$1,000.

9.1.2 To investigate, in conjunction with the Parks Management Team, the planting of a suitable tree in the Park by members of the Withers family.

9.1.3 That funding for this project be provided from the Shirley/Papanui Community Board's 2014/15 Discretionary Response Fund.

9.1.4 That the installation of tiles detailing the contribution of the Withers family to the community be further investigated in conjunction with the Parks Management Team.

## COUNCIL 12. 03. 2015

## Shirley/Papanui Community Board 4. 2. 2015

## 9 Cont'd

## 9.2 CHANGE OF DATE FOR SEPTEMBER MEETING WITH WARD SCHOOL PRINCIPALS

The Board noted the change of date from 4 September 2015 to 21 August 2015 due to conflict with another meeting.

## 9.3 INNES ROAD PARKING TICK

The Board noted the information received from the Council's Traffic Engineer that the parking tick requested at the Board's meeting of 19 November 2014 has now been installed.

## 9.4 TSUNAMI WARNING SYSTEM – SPENCERVILLE

The Board noted the information received from the Council's CDEM Operational Readiness Coordinator that the Tsunami Siren will be installed in time for the scheduled daylight saving tests on 5 April 2015.

## 9.5 CLEARBROOK PALMS – PALM TREE AND PLANTINGS

The Board noted the information received from the Council's Pavement Maintenance Team and the Urban Parks Team relating to the Board's request at its meeting of 17 September 2014 that permanent repairs to the retaining walls at the corners of Palm Drive/Laguna Gardens, Palm Drive/Sanctuary Gardens and Sanctuary Gardens/Havana Gardens will be completed by September 2015. Further landscaping/planting of the gardens on the berms will then be carried out.

## 10. ELECTED MEMBERS' INFORMATION EXCHANGE

The Board **decided** to request:

- A report from staff on the prevention of trucks using Sail Street as a thoroughfare due to its narrowness and the vibrations this causes to houses in the immediate proximity and the use of Chapel Street as an alternative route.

## 11. QUESTIONS UNDER STANDING ORDERS

Nil.

## PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

## 12. CONFIRMATION OF MEETING MINUTES – 17 DECEMBER 2014

The Shirley/Papanui Community Board **resolved** that the minutes of the Board's ordinary meeting of Wednesday 17 December 2014 be confirmed.

## 13. SPENCERVILLE RESERVE – SPENCERVILLE RESIDENTS ASSOCIATION APPLICATION FOR LEASE

The Board considered a report seeking its approval to grant a lease to the Spencerville Residents Association Incorporated over part of Spencerville Reserve for the purpose of building a new community facility.

**COUNCIL 12. 03. 2015**

**Shirley/Papanui Community Board 4. 2. 2015**

**13 Cont'd**

The Shirley/Papanui Community Board under delegated authority from the Council **resolved** to:

13.1 Grant a lease over approximately 264 square metres of Res 4518, a classified Local Purpose (Community Buildings) Reserve that is part of Spencerville Reserve for a term of up to 33 years, to the Spencerville Residents Association Incorporated for the purposes of a community building, pursuant to section 61(2A)(a) of the Reserves Act 1977, subject to the following conditions:

13.1.1 That the Spencerville Residents Association Incorporated is to obtain all necessary resource and building consents before any development commences on the site.

13.1.2 That all costs associated with the issuing of the lease, development and subsequent maintenance of all facilities and structures are to be the responsibility of the Spencerville Residents Association Incorporated.

13.1.3 That the final design and colour scheme for the building, and any associated landscape plantings, are to be approved by the Unit Manager Parks, or his/her delegate, before installing on the site.

13.1.4 That before the Association and their contractors commence work on the site, a bond is to be paid to the Christchurch City Council via the Parks Unit Area Supervisor (Northern) at Fendalton Service Centre, and a temporary access licence signed. The bond less any expenses incurred by the Council will be refunded to the payee upon completion of the work.

13.2 Authorise the Property Consultancy Manager or his/her delegate, to negotiate, administer and conclude the terms and conditions of the lease agreement.

**14. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD'S 2014/15 POSITIVE YOUTH DEVELOPMENT SCHEME – BELFAST PRIMARY SCHOOL**

The Board considered a report seeking its approval of an application for funding from the Shirley/Papanui Community Board's 2014/15 Positive Youth Development Scheme for Belfast Primary School to assist 10 Prefects and four House captains attend the Papanui Youth Development Trust, Student Leadership Development Course from 3 to 4 March 2015.

The Shirley/Papanui Community Board **resolved** to make a grant of \$665 from the Positive Youth Development Fund to assist 10 Prefects and four House captains from Belfast Primary School to attend the Papanui Youth Development Trust, Student Leadership Development Course from 3 to 4 March 2015.

**15. COMMUNITY BOARD CODE OF CONDUCT**

The Board considered a report presenting a Code of Conduct for the Shirley/Papanui Community Board for consideration and adoption.

The Shirley/Papanui Community Board **resolved** to adopt its existing Code of Conduct, subject to the addition in Part 1 – Introduction under the heading 'Stewardship' of the words "*to the best of their ability and knowledge.*"

**COUNCIL 12. 03. 2015****Shirley/Papanui Community Board 4. 2. 2015****16. NEW ZEALAND LOCAL BOARDS AND COMMUNITY BOARDS CONFERENCE 2015 – BOARD MEMBERS' ATTENDANCE**

The Board considered a report seeking its approval for a member or members of the Shirley/Papanui Community Board to attend the New Zealand Community Boards Conference 2015 at the Copthorne Hotel, Waitangi, Bay of Islands from 14 to 16 May 2015.

The Shirley/Papanui Community Board **resolved** to approve the attendance of Mike Davidson and Emma Norrish at the New Zealand Community Boards Conference 2015 at the Copthorne Hotel, Waitangi, Bay of Islands from 14 to 16 May 2015.

The meeting concluded at 6.34pm.

**CONFIRMED THIS 18TH DAY OF FEBRUARY 2015**

**MIKE DAVIDSON  
CHAIRPERSON**

COUNCIL 12. 03. 2015

Shirley/Papanui Community Board 4. 2. 2015

ATTACHMENT 1 TO CLAUSE 1

## Christchurch City Council Operations Group

### Memorandum

**Date:** 12 December 2014

**From:** PETER BARNES, SENIOR PLANNER – OPEN SPACE

**To:** SHIRLEY / PAPANUI COMMUNITY BOARD

**cc:** Judith Pascoe – Community Board Adviser (for distribution)

**Attachments:**

1. Map (TRIM 15/23367)
2. Photos (TRIM 15/23391)

### PROPOSED WAIMAIRI TRACK REALIGNMENT – FURTHER INFORMATION

**Background:**

This project update memo has been prepared at the request of the Community Board, to answer questions raised during their site visit.

In addition to the information provided in this memo, the Board requested information on the subject on earthworks. Earthworks information has been prepared in a separate memo (dated 24 November 2014), by staff from the Resource Consents Unit.

1. Waterway / Drain Ownership and Maintenance

To clarify waterway and drain ownership and maintenance in the area adjacent to the Waimairi track, I spoke directly with the Christchurch City Council (CCC) Land Drainage Area Supervisor and ECan Principal River Engineer. Both agree on the attached map which shows the RED drain parallel to the unformed legal road to be a private drain. That is, it was not established by either CCC or ECan, and is not maintained by either Council. A private party established the drain, and a private party is responsible for maintaining the drain. Neither Council have records of exactly when this open drain was established.

Private drains are very common on rural land (land either side of the unformed legal road is zoned rural). The BLUE line (refer **Appendix 1**) identifies another private drain within the area, on private land. There are many other private drains on the attached map, just two are marked in on the map, being two that are close to the unformed legal road.

## COUNCIL 12. 03. 2015

## Shirley/Papanui Community Board 4. 2. 2015

## ATTACHMENT 1 TO CLAUSE 1 Cont'd

CCC Land Drainage maintains the waterway marked GREEN twice yearly (Oct/Nov and April/May).

I discussed potential flooding of the private and public drains in the area with both the ECan Principal River Engineer and CCC Land Drainage Area Supervisor. With the exception of extreme rainfall events (such as the 5 March 2014 storm/flooding event), it is their opinion that none of the drains (public or private) are poorly flowing or have poor capacity to the point that they may cause a flooding hazard.

### 2. Traffic Access on Legal Road

To clarify traffic access matters I sought advice from Council's Asset Engineer (Policy) and Transport Network Planner.

It is noted that being an unformed legal road, any member of the public can currently walk or drive a vehicle on the unformed legal road, whether a track exists or not.

Currently, from the Darroch St end of the unformed legal road, a locked metal gate is in place and prevents vehicles driving direct from Darroch St onto the legal road (refer **Appendix 2**).

However, it is possible for vehicles to drive from the driveway of 43 Darroch St, over the land of 43 Darroch Street, and onto the unformed legal road. This is possible as no boundary fence exists between 43 Darroch and the unformed legal road.

Similarly, at the southern end of the unformed legal road, where a private right of way (ROW) intersects with the unformed legal road (to the north of 50 Johns Rd), it is the observation of staff on site visits, and the Community Board on their site visit, that vehicles can freely access the unformed legal road from the private ROW. This is because no gate or lock has been in place to stop vehicles.

I have been advised that Hayley and Daniel Powell have stated to the Community Board that vehicles use the unformed legal road as a short-cut between Main North Road and Johns Road. The Council has no records of any complaints on this matter, nor does the Council have any records of any correspondence with the Police on this subject.

If vehicles are travelling between Main North Road and Johns Road, and using the unformed legal road (as the Powell's state they do), the vehicles are doing so on a mix of unformed legal road, private land and private ROW. If a landowner wishes to stop any vehicles that are taking short cuts to Johns Road, the private ROW could be shut/locked by its owners.

### 3. Management of Two Vehicle Crossings

Track safety for track users is paramount for this realignment proposal. Planning for this, including vehicle crossings, was led by the Area Head Ranger, Regional Parks Team, Parks Unit.

Within the 700 metres proposed Waimairi track realignment, there are two vehicle crossings. Each of the vehicle crossings are for vehicles that access one address – 43 Darroch Street.

The southern entrance to 43 Darroch Street is where vehicles can enter/exit onto the legal unformed road to travel down the private ROW. Vehicle access to/from this entrance is reliant on private owners making their own decisions about opening and shutting gates, and locking gates. Signage, track markers and "traffic calming" landscaping is proposed to be installed on the unformed legal road at this location.

## COUNCIL 12. 03. 2015

## Shirley/Papanui Community Board 4. 2. 2015

## ATTACHMENT 1 TO CLAUSE 1 Cont'd

The northern entrance to 43 Darroch Street is directly off Darroch Street itself. In addition to signage, track markers and "traffic calming" landscaping, the following site specific improvements are proposed.

While at the Darroch St (northern) end of the unformed legal road, a locked metal gate is in place, no boundary fence exists between the unformed legal road and 43 Darroch Street. This allows vehicle access onto the unformed legal road via the driveway of 43 Darroch Street, and 43 Darroch Street land.

To improve the situation for track users:

1. A new gate is proposed to be installed specifically to suit pedestrian traffic (ECan have offered to supply this, as advised by ECan Principal River Engineer); and
2. the erection of a section of boundary fence between the unformed legal road and 43 Darroch St – the Area Head Ranger, Regional Parks Team, Parks Unit is exploring options to install a section of fence here.

Overall, with regard to the proposed track realignment and the management of two vehicle crossings, it is noted that many other vehicle crossings for other tracks exist within the Groynes (and also within other Regional Parks across the City), many of which have heavy vehicles or buses using them. Park Rangers have significant experience in designing, operating and monitoring such vehicle crossings.

#### 4. Separation of Track Users and Vehicle Movements

Planning for the separation of track users and vehicle movements has included input from several staff, including the Area Head Ranger, Regional Parks Team, Parks Unit.

Current observations and future predictions suggest vehicle movements on the unformed legal road maybe low, but regardless of frequency, the proposal intends to ensure track users and any vehicles on the unformed legal road are separated.

With the use of track markers, clear and easily recognisable signage and landscaping, track users will have a clear and marked path to follow. The track alignment will keep away from the existing gravel area (with the exception of the two road crossings, as discussed above).

From the Darroch Street end travelling south, track users will be guided onto the stopbank track alignment with a new gate entrance suitable for pedestrian access only. The first 400 metres of the track realignment (up to the private ROW, north of 50 Johns Road) is proposed to be located on the high (eastern) side of the ECan stopbank, which ECan's Principal River Engineer is supportive of (refer **Appendix 2**). The track alignment is proposed to be located intentionally on the stopbank high point, close to the existing row of poplar trees which will offer an aesthetic setting (refer **Appendix 2**, taken 3 November 2014). Any vehicles on the unformed legal road would likely drive on the other (western) side of the unformed legal road, and find it difficult to get on top of the stop bank. It is noted that ECan does not permit vehicles to drive on top of their stopbank network.

Continuing to travel south, beyond the intersection with the private ROW, on the final 300 metres section of the proposed track realignment, access along the unformed legal road becomes difficult due to topography and the private drain being located within the legal road. This being the case vehicle access would be very challenging. This combined with the dead-end nature of the legal road from here means that vehicle access/usage is unlikely.

## COUNCIL 12. 03. 2015

## Shirley/Papanui Community Board 4. 2. 2015

## ATTACHMENT 1 TO CLAUSE 1 Cont'd

In summary, the Area Head Ranger, Regional Parks Team, Parks Unit is confident of managing the track, using signage, landscaping and track markers, based on successful experiences with other tracks.

The track realignment, as proposed, will provide improved safety for users of the track when any motor vehicles are also on the unformed legal road, compared to users on the unformed legal road in its current state (i.e. the walkers that currently use the legal road, without a formed track).

#### 5. Track Costings

Track costings were updated in October 2014, by the Area Head Ranger, Regional Parks Team, Parks Unit

#### **A - Costing for Proposed Track Realignment:**

The proposed track is budgeted to cost approx. \$7,000 (gravel, shrubs, trees, signage, etc). This cost is relatively low, as it is located on Council land, access is straightforward for planting and the laying of gravel, and as drainage is satisfactory enough to not require timber, benched tracks or raised track sections. Funding is available for this option to implement immediately.

#### **B – Costings to Re-open Track on ECan Land Closed by Tree-Fall (Sept 2013 wind storm)**

(NOTE: This route is no longer viable as ECan have stated they cannot approve formal access for recreationists over its flood control land. ECan is supportive of the track realignment proposal. ECan Principal River Engineer confirmed this in October 2014)

**Step one** - Arborist to remove dangerous trees. This would be the bare minimum of trees to make the track safe for users over the 700 metre section. This job is for only the removal of trees with significant decay and storm damage which could fall on the track.

**Step two** - Construct a track. Given the low lying wet nature of the area, and the topography with large tree stumps, a unique track would be required. This includes partially gravel track with batten edges, and partially board walk (basic raised timber track only, for example no handrail).

Up until the September 2013 wind-storm (which closed the track), the track alignment wove in-and-out of the ECan land and 43 Darroch Street land. Depending on whether the Council could legally agree upon easements with the owners of 43 Darroch Street for access, to be a mix of Ecan/ 43 Darroch Street land, or whether the alignment would purely be on ECan land would determine the exact final cost.

Total costs to reopen the now closed track would be between \$128,297 and \$259,299 depending on exact route (plus any consenting and easement/legal costs).

It is noted that high construction expense for "B" is at least partially related to the fact that there is no vehicle access, so materials need to be carried in, and generally construction will take more resources. This is also a relevant issue for future ongoing maintenance, which is likely to be relatively high.

Funding is not currently available for this option. Re-opening of this track (if ECan were able to give approval) would rely upon funding being included in the next LTP.



## COUNCIL 12. 03. 2015

## Shirley/Papanui Community Board 4. 2. 2015

## ATTACHMENT 1 TO CLAUSE 1 Cont'd

6. Consent for Utility Shed

To source information for the Community Board's request regarding the utility shed being constructed at the southern end of 43 Darroch Street, I requested information from the Team Manager, Commercial Processing Team, Commercial Consents Unit.

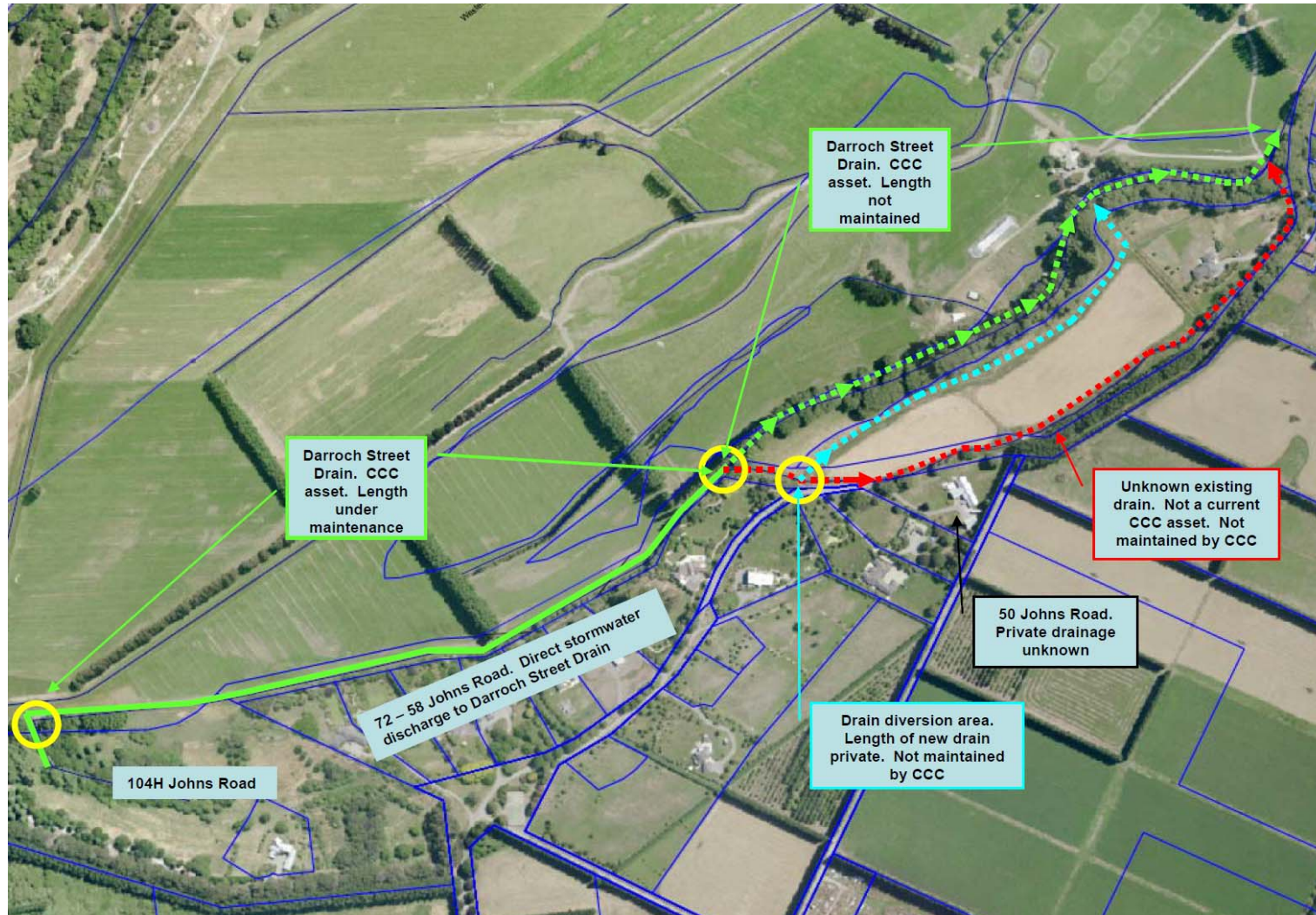
Application was made for a "rural shed and drainage soak pit" on this Rural 3 land. Building consent was granted in September 2011. As at November 2014, the shed is partially constructed. Once the work is completed, consents staff will conduct a full inspection to ensure completeness, and accuracy relative to the application. Consents staff will have to pass the application in order for the applicant to get a Code Compliance Certificate. In the future, if the ongoing use of the building differs from that which is consented, Council compliance staff would investigate and take appropriate action.

**Conclusion:**

The information contained in this memo, together with the information contained in the earthworks memo prepared by Resource Consents Unit staff (dated 24 November 2014), covers off all the information the Community Board have requested, following the presentation of the 20 August 2014 report and the subsequent Community Board site visit.



Peter Barnes  
**SENIOR PLANNER – OPEN SPACE**



Shirley/Papanui Community Board 4. 2. 2015

- 15 -

**ATTACHMENT 1 TO CLAUSE 1 Cont'd  
Appendix 2**

**Six Photographs showing part of the  
Proposed Waimairi Track Realignment Route.**



Photo 1: Gate at Darroch St end of unformed legal road, looking SE.



Photo 2: Looking SE along top of ECan stopbank.

Shirley/Papanui Community Board 4. 2. 2015

- 16 -

**ATTACHMENT 1 TO CLAUSE 1 Cont'd  
Appendix 2**



Photo 3: Looking SE along top of ECan stopbank.



Photo 4: Looking NW (towards Darroch St) along top of ECan stopbank.

Shirley/Papanui Community Board 4. 2. 2015

- 17 -

ATTACHMENT 1 TO CLAUSE 1 Cont'd  
Appendix 2



Photo 5: Looking SE along top of ECan stopbank.



Photo 6: Looking NW (towards Darroch St) along top of ECan stopbank.

## Shirley/Papanui Community Board 4. 2. 2015

- 18 -

ATTACHMENT 2 TO CLAUSE 1

**Christchurch City Council  
Resource Consents****Memorandum**

**Date:** 24 November 2014

**From:** DORU HOZIAS, SUBDIVISION ENGINEER  
JESSE BURGESS, PLANNING TEAM LEADER

**To:** SHIRLEY / PAPANUI COMMUNITY BOARD

**cc:** Judith Pascoe – Community Board Adviser (for distribution)

**EARTHWORKS INVESTIGATIONS REGARDING THE RE-ALIGNMENT  
OF THE WAIMAIRI TRACK WITHIN LEGAL ROAD RESERVE AND  
ADJACENT 43 DARROCH STREET****Introduction:**

Council staff in the Resource Consents Unit have been asked to provide a memo to inform the Shirley/Papanui Community Board in relation to the earthworks undertaken at 43 Darroch Street.

The review of the resource consents obtained, background to the works undertaken, and the planning framework applicable under the Christchurch City Plan has been provided by Mr Doru Hozias, Subdivision Engineer and Jesse Burgess, Planning Team Leader, both from the Resource Consents Unit of the Christchurch City Council.

**Background:**

Earthworks have occurred along the unformed legal road adjacent to 43 Darroch Street as well as within the property at 43 Darroch Street. The following earthworks were consented and undertaken pursuant to resource consents approved by the Christchurch City Council.

**Earthworks at 43 Darroch Street (owned by "Darroch Holdings Limited")**

Works related to moving quantities of soil, for various reasons, were consented prior to the issuing of the most recent resource consent RMA92020326. These resource consents are listed as follows:

## Shirley/Papanui Community Board 4. 2. 2015

- 19 -

**ATTACHMENT 2 TO CLAUSE 1 Cont'd**

- RMA92007992, issued by way of consent order from the Environment Court (granted 19 June 2009) to Environment Canterbury (ECAN) in respect of works (reshaping of existing profile) for the Waimakariri Stop Bank already located within the unformed legal road. In the technical documentation associated to this consent there are cross-section details about the ECAN stop bank as well as about the alignment of the stop bank.
- RMA92013863 (granted 11 August 2009 to the Belfast Community Trust) for earthworks allowed vehicle movements to carry earth from Lot 2 DP 365498 to RS 34409 being 43 Darroch Street. The conditions of that consent allowed creation of an earth bund (of maximum 1.1 metres in height and a maximum volume of 4,000m<sup>3</sup>) at 43 Darroch Street.
- RMA92018974 (granted 22 November 2011) allowed earthworks to shift 4,500m<sup>3</sup> of fill from 58 Johns Road to 43 Darroch Street. That consent allowed for 1 metre (height) of fill over an area of around 4,500m<sup>2</sup>. The fill was placed on site at 43 Darroch St to marry into the adjoining existing bund (ECAN stop bank).
- RMA92020326 (the most recent resource consent, granted 10 October 2012), allowed earthworks for permanent fill using excess soil material (top soil). A total of 34,430m<sup>3</sup> was allowed to be shifted. From the approved / stamped plans for RMA92020326 it is clear that the Waimakariri Stop Bank has the toe of its slopes located within the property boundary at 43 Darroch Street. That is confirmed by cross-section 038 shown in Plan D03 (linked to drawing RCA 03) associated technical documentation for RMA92007992.

Enlargement of the existing stop bank

The approved earthworks has allowed enlargement of the existing stop bank volume (see cross-section B-B in drawing C271 approved under the RMA92020326). While fill was placed against the stop bank without resource consent for a short period prior to June 2012, consent was retrospectively approved. There is also fill over part of an existing private drain located within 43 Darroch Street. The approved plans for RMA 92020326 show the non-consented fill as "Initial Fill". This was retrospectively approved by the resource consent.

Filling of the existing private drain

With respect to filling of the private existing drain, resource consent RMA92020326, as approved, has accepted that the interruption of the private drain alignment can be alternatively displaced with a solution that allows the remainder of the existing (pre-works) drainage system to work to an appropriate level.

That resource consent application was lodged with the Council retrospectively in response to the action taken by Council Subdivision Engineer, Bruce Craig. Accordingly, Mr Craig raised the issue with the developer (Mr John Powell) and Council Enforcement Officer, Bill Townsend, making it clear to Mr Powell that the earthworks that were carried out on site (namely those that have resulted with the volumes identified as "Initial Fill") were without consent (but then retrospectively approved by resource consent). Mr Craig also advised John Powell that he was incorrectly relying on RMA92018974 for his non-consented works.

The remaining leg / branch of the private drain (after the main course was interrupted with fill), running to the west and parallel with the property at 50 Johns Road was unaltered by the applicant. The flow, due to the flat grade, has been reversed, and now flows east to west, and then through the new waterway created within 43 Darroch Street.

## Shirley/Papanui Community Board 4. 2. 2015

- 20 -

**ATTACHMENT 2 TO CLAUSE 1 Cont'd**

While this is a private drain (and not part of the drainage network that the Christchurch City Council (CCC) or ECan are responsible for), nevertheless, both ECan and CCC staff consider the new drain and the new channel to be working well and to be in good condition, allowing proper conveyance (to the north-east) of the output discharge from the properties located at 50 to 58 Johns Road (which have outfalls into the existing drain). In Mr Hozias' opinion the construction and operation of ECan's stopbank is fully consented.

Mr Hozias notes that in processing the earthworks resource consent applications, Council staff liaised with ECan staff. The proposed earthworks application plans for RMA92020326 were sent by the Council planner to Ian Heslop at ECan for assessment. Mr Heslop raised no concerns with the Council. It has been confirmed as recently as October 2014 that ECan have no outstanding issues with any earthworks related consenting matters.

**Questions to Inform the Community Board**

Q1. *Whether or not illegal earthworks have occurred on any section of the unformed legal road? If so, exactly what section(s)?*

- A. The Resource Consents Unit concludes that there were no illegal earthworks within the unformed legal road for the area to the west of the confluence point between the private ROW (36 Johns Road) and the unformed legal road. However, there was unconsented fill (earthworks) placed on the shoulder of the unformed legal road east of the confluence point between the private ROW (36 Johns Road) and the unformed legal road (43 Darroch Street side of the road). This was probably placed there in 2012 after consent RMA92018974 was issued. This fill did not raise the maximum height of the road as it was placed on the lower shoulder, raising the shoulder area by a maximum height of 1 metre. This fill was later approved by a retrospective resource consent.



Above: The confluence point of the private ROW (36 Johns Road) mid way along unformed legal road

Fill was placed within the property boundary of 43 Darroch Street over the period February to March 2012, based on the plans approved under RMA92018974.



## Shirley/Papanui Community Board 4. 2. 2015

- 21 -

## ATTACHMENT 2 TO CLAUSE 1 Cont'd

At that time, in addition to the fill volume laid over the approved (localised) area, the applicant (Darroch Holdings Limited) also placed fill material (soil) beyond the approved area and keyed/married the non-consented volume into the north batter of the existing ECan stop bank. The fill approved under RMA92018974 as well as the (non-consented) "initial fill" was to a maximum of height of 1 metre above the pre-consent existing levels. The non-consented fill was retrospectively approved by resource consent.

This fill did not raise the centre level of the unformed legal road, but was placed on the (lower) shoulder.

The (originally) non-consented fill has been then shown as "Initial Fill" on the plans associated with the subsequent earthworks resource consent RMA92020326 (issued in October 2012). That fill (unlawful between March and October 2012) was then accepted as an amalgamated volume with what was proposed and approved (in terms of shape / size, volume and height) with resource consent RMA92020326.



ABOVE: Extent of "Initial Fill" (grey line) and area of consented fill (shown as red dotted line) that reached a maximum of around 2.5m above existing pre-consent levels (mostly next to the stop bank and wherever designed to reach the exiting stop bank top levels) - RMA92020326.

Q2. *Whether or not the ground level of the unformed legal road has increased? If so, by how much, and in exactly which section(s)?*

A. The Resource Consents Unit concludes that the ground level of the unformed legal road has not increased in maximum height along any portion of the road as a result of any of the earthworks associated with 43 Darroch Street.

The achieved height for the volume of fill (from earthworks) within the unformed legal road was as per the height consented by the resource consent conditions for RMA92020326.

The work within the unformed legal road, for the area to the west of the confluence point between the private ROW (36 Johns Road) along the legal paper road has been carried out in accordance with the resource consent conditions for RMA92020326. The maximum height achieved is that of the existing bank top. The additional fill was only placed on the batter of the existing bank. The highest (non-engineered) fill area is in the region of a maximum 2 metres above the existing ground level and only for the area indicated with a dotted red line (diagram above), and only within 43 Darroch, not within the unformed legal road.

## Shirley/Papanui Community Board 4. 2. 2015

- 22 -

**ATTACHMENT 2 TO CLAUSE 1 Cont'd**

The fill within the unformed legal road corridor for the area east of the confluence point between the private ROW (36 Johns Road) along the unformed legal road was illegally placed as acknowledged above (at the shoulder of the road, on 43 Darroch St side, up to 1 metre in height, retrospectively consented). The work within the unformed legal road was consented in order to marry into the top of the existing stop bank.

- Q3. *Is further action required with regards to earthworks consenting on the unformed legal road?*
- A. Following several meetings with the Council's Enforcement Unit in respect to potential illegal earthworks on and adjacent to the unformed legal road, the Enforcement Unit have informed the Council's Resource Consents Unit staff that no action is required.
- Q4. *Whether or not the laying of gravel (by J. Powell, in about 2012) on the unformed legal road required a resource consent.*
- A. The Resource Consents Unit concludes that the laying of gravel within part of the unformed legal road did not legally form a road, did not breach any other rules in the City Plan and did not require a separate consent.



Bruce Craig (on behalf of Doru Hozias)  
**SUBDIVISION ENGINEER**



Jesse Burgess  
**PLANNING TEAM LEADER**

## Shirley/Papanui Community Board 4. 2. 2015

- 23 -

## ATTACHMENT 3 TO CLAUSE 1

## PROPOSED REPLACEMENT FOR CLOSED SECTION OF WAIMAIRI TRACK

		Contact	Contact Details
<b>General Manager responsible:</b>	Chief Operating Officer, City Operations Group	N	
<b>Officer responsible:</b>	Unit Manager, John Mackie	N	
<b>Author:</b>	Philippa Upton, Consultation Leader Peter Barnes, Senior Planner: Open Space	Y Y	Philippa Upton, DDI 941 8808 Peter Barnes, DDI 941 8490

## 1. PURPOSE AND ORIGIN OF REPORT

- 1.1 Staff request for Community Board approval to realign a section of approximately 700m of the Waimairi track south of Darroch St, Belfast, in the wider area of the Groynes, to be placed within existing legal (but unformed) road.

## 2. EXECUTIVE SUMMARY

- 2.1 The proposed track realignment was shown in the 2003 Council approved "The Groynes - A Concept for the Future" as a replacement north east to south west link for a section of the Waimairi Track. The planned work was delayed until storm damage closed the existing track in September 2013.
- 2.2 Reasons for realignment were to relocate the track to Council property from unsecured Environment Canterbury (ECan) flood protection land, and to remove the expense of ongoing windfall and drainage issues associated with the original track.
- 2.3 This report has been submitted because in June 2013, Council staff began realigning the track to maintain a link for recreational users. This approved maintenance budget work was undertaken without formal consultation. The construction work and process used was challenged by an adjacent landowner.
- 2.4 In response, staff considered viable track alternatives, including permanent closure of that section of the track altogether, and retention of the existing (now closed) section. The project team confirmed that permanent closure is not seen as viable because there is a commitment to retain the link to other sections of track in the area including the Groynes Regional Park loop. Retention of the existing track is not recommended for legal, drainage, health and safety, track linkage and maintenance reasons (see Section 3.Background). Consultation on the proposed plan for realignment was carried out.
- 2.5 The proposed plan (refer Attachment 1 Plan for Board Approval IP 355001) is the same alignment as presented in the Groynes Concept Plan. The proposal is recommended as a long term solution, and reinstates walking and cycling access to the Groynes Reserve and other tracks. This option is strongly supported through the consultation feedback.
- 2.6 Following consideration of all feedback, no changes have been made to the proposed plan. However, staff will work with adjacent landowners as needed, to help mitigate any concerns about the track's proximity to property boundaries. Impact can be minimised through plantings and track alignment within the 20 metre road reserve.

## Shirley/Papanui Community Board 4. 2. 2015

- 24 -

**ATTACHMENT 3 TO CLAUSE 1 Cont'd****3. BACKGROUND**

- 3.1 Consideration of track alternatives. The option of permanent closure removes access to wider tracks in the area including the Groynes Otukaikino track loop. The currently closed section of track (closed following the September 2013 storms) has been an important link to others in the Groynes region including popular loop track access, and it is important that access is re-established as soon as possible.
- 3.2 The option of retaining the track on the existing alignment is not viable for the following reasons:
- 3.2.1 Legal: The existing (now closed) section of track is on land vested in the Canterbury Regional Council (CRC) for the purposes of river protection. There is no formal access agreement, and CRC have indicated a preference not to grant long term access. Relocation to nearby existing Council legal road is the preferable alternative.
- 3.2.2 Drainage: The proposed track is located on higher ground, well draining and will allow use in all weather conditions. The existing section of track is low-lying, prone to high water flows/flooding and often muddy, and this is predicted to increase with future residential development upstream. Given the low-lying nature of the (ECan flood protection) area, track solutions are not clear or straightforward, and would require significant investment.
- 3.2.3 Track use and maintenance: The existing (now closed) section of track has never been fully developed in line with the remainder of the track network, as it was always envisaged to be closed and realigned to the legal road (in-line with the 2003 Council approved Concept Plan). Many of the adjacent trees have grown from random wild saplings, and not from planted specimens in specific locations. Having now aged, they are in poor condition. This is part of the reason why they have been susceptible to windfall, with limbs or whole trees having fallen onto the track, which represents a significant health and safety risk to track users. The track is currently narrower and not fully formed, compared to other track sections within the Groynes. To allow access for maintenance, the track needs to be consistent in width of 2.5 m for shared use, and ideally a grass shoulder.
- 3.3 Even if agreement with ECan was possible, considerable investment would be required to bring the track and trees to required standards of maintenance, which would include a significant loss of tree numbers.

**4. COMMENT**

- 4.1 Community consultation via CCC Have Your Say leaflet and feedback form was carried out over a twelve day period during March 2014 via website, mail-out, and email. Approximately 250 leaflets were mailed or delivered to residents and property owners in the vicinity, and emailed or mailed to relevant walking and other recreational groups and internal and external stakeholders. A two hour public drop in session at the Groynes reserve was attended by two supporters of the proposal.
- 4.2 A total of 34 submissions were received. A summary of feedback and project team response is provided below. (Refer also - Attachment 2 Consultation feedback and response table, Attachment 3 Submission 25).

**Shirley/Papanui Community Board 4. 2. 2015**

- 25 -

**ATTACHMENT 3 TO CLAUSE 1 Cont'd**

- 4.3 29 submitters indicated support for the proposal, four opposed and one agreed with the realignment but questioned its location. The majority of the submissions in support were from individual and group walkers, runners and dog owners including a large proportion of residents living in surrounding streets.
- 4.5 Key feedback from those in support is that there is high demand for local and community access to walking routes accessed through this section including the wider circuit. Several expressed frustration that the section of track has been closed for an extended period and would like the work done as soon as possible - 'can't wait!'
- 4.6 It is noted that as the current track is on ECan river protection reserve land there is no long term security for the tracks continued occupation. River protection reserve land is set aside for managing stormwater, drainage and flooding, and is not intended for public access. Stormwater from nearby proposed subdivisions will contribute to increased water levels on this ECan land, and increase the significance of drainage issues if the track was to remain on the current alignment.
- 4.7 ECan supports the realignment because 'the proposed new track would be secure on CCC controlled land on more elevated ground, not be affected by water and tree damage, closure issues or high on-going maintenance'. ECan has indicated they could hold future discussions with Council regarding possible future use to the flood protection land, once the adjacent proposed subdivisions are completed and stormwater flows fully understood. However, timeframes for the subdivisions are uncertain as some consents are yet to be applied for, and track solutions on such waterlogged land are not clear or straightforward, and would require significant investment. With so many uncertainties, ECan support the proposed realignment.
- 4.8 One supporter who lives next to the track noted that families have been trying to walk the existing track since it has been closed. Some have been getting lost and coming through private property, which they see reinforces the need for formal realignment.
- 4.9 One dog owner in support requested a 'sturdy barrier' between track and any roads. The proposed realignment intersects with one road, Darroch Street (the same as the existing alignment). No fence or gate is proposed or possible as this would prevent vehicle access over the stop bank to access properties west of Darroch Street. One submitter also requested "dog on leash" signs are installed along the proposed alignment. This is proposed to be the case, to be consistent with adjacent Groynes tracks.
- 4.10 An adjacent property owner at Devondale supports the proposal as long as there is a security fence. A submission from four Devondale Estate property owners states they are keen to see the new track and would like direct access through a security gate. However, one Devondale Estate resident opposes the realignment because he thinks it will spoil walkers' enjoyment to be passing closer to houses, including his own. Where required, fencing may be installed as part of the proposal, consistent with other similar adjoining Groynes tracks (i.e. basic post and wire fence). A gate may be possible if the landowner can work with Council to construct.
- 4.11 One regular track user opposed the proposal to realign the track because of a preference to retain and upgrade what they see as the more interesting existing track section. They would like to see the track upgraded to manage drainage and windfall but left as a narrow walking track. The existing track is on private land for which the Council has no agreement to occupy, and is very low lying (which explains the drainage issues). Managing the windfall issues is very expensive. These issues mean selecting the road reserve option is attractive.

**Shirley/Papanui Community Board 4. 2. 2015**

- 26 -

**ATTACHMENT 3 TO CLAUSE 1 Cont'd**

- 4.12 Support from one submitter included a request for landscaping and privacy including plantings on the stop bank at the western end of Darroch Street, a location that is outside of the scope for this project. Similarly, another submission contains a request for other landscaping/maintenance to the north of the project area. While these two requests cannot be dealt with on this project, they have been forwarded onto regional parks rangers for consideration.
- 4.13 A request was made for a designated car park at Darroch Street entrance away from residents' properties. The submitter suggests via linking Rushmore Drive with Dickey's Road to avoid dangerous access via Main North Road and Darroch Street. However the track realignment is not intended to increase track use and parking capacity at the Groyne's, Darroch and Rushmore is considered adequate.
- 4.14 Of the opposing submissions received, two would prefer to retain the current closed route. Reasons given were that it is narrower, more interesting and scenic, and follows the creek line. However these two submitters also indicated that the priority is to restore the loop so people can use the track.
- 4.15 Two submitters from adjoining properties state they have concerns regarding loss of privacy and amenity from the proposed track. The track has always had the potential to be constructed, given The City Plan provides for a track, even with a "Road to be Stopped" (for vehicles) classification (as confirmed by a legal opinion requested by the project team). As other property owners have done to the south on the Waimairi track, plantings can be introduced for screening. For the proposed alignment section, the exact proposed alignment steers away from dwellings on purpose, to provide areas for landscape plantings within the road reserve. Council anticipates discussing landscape plantings with individual landowners, to maximise amenity and reduce privacy issues. As the track is only 2.5m wide, and the road reserve is 20m wide, there is plenty of scope for plantings.
- 4.16 Two submitters questioned the length of time the track realignment has been planned for, and stated that the track could not have been fairly anticipated by the community. The proposed track realignment was consulted on in 2003, and approved in a Full Council meeting in April 2003, as part of "The Groyne's - A Concept for the Future". In addition, as with any legal road, there has always been the possibility of the formation of a track (as discussed above).
- 4.17 One adjacent landowner is opposed to the proposal as they claim illegal earthworks have been undertaken on adjacent land, and on the road reserve itself. The submission stated earthworks should be investigated before any decision is made on the track realignment proposal. The adjacent earthworks were subsequently investigated by an appropriate qualified staff member delegated by a Resource Consents Unit Team Leader. Legal advice was also sought. All earthworks activities were fully investigated to the satisfaction of The Resource Consents Unit. No potentially illegal earthworks have been/are considered to impact upon the stability or drainage of the road reserve, and its ability to safely and adequately provide for the proposed track. Accordingly, the project team consider the earthworks issue is not relevant to decision making for this proposal.
- 4.18 Other 'out of scope' issues raised were concerns about drainage in the surrounding area. Two opposing submissions cited drainage issues north or south of this section of track or on adjacent properties as reasons for their opposition. Wider drainage and maintenance concerns were also raised by five other submitters who supported the proposal to realign the track. Drainage operations / maintenance staff have been made aware of these concerns, and have advised they will be managed via maintenance programmes and contracts.

**Shirley/Papanui Community Board 4. 2. 2015**

- 27 -

**ATTACHMENT 3 TO CLAUSE 1 Cont'd**

- 4.19 One adjacent land owner questioned the Council's ability to utilise the road reserve for the proposed realigned track given the City Plan rules, including the "road to be stopped" status. The same landowner has also questioned whether the Council requires resource consent to lay gravel and operate the proposed track on the road reserve. A legal opinion was sought on these and other matters raised in the submission by the adjacent landowner. The legal opinion confirmed that a track for pedestrian and cycle use can be legally constructed and operate on the road reserve, under the existing "road to be stopped" status. The legal opinion also confirmed that no resource consent is required.
- 4.20 Following consideration of all consultation feedback, the project team have not suggested any changes to the plan, which is now presented to the Board as the Plan for Board approval. A copy of the Plan for Board approval, summary of feedback and project team response, and details of the Board meeting has been sent to all submitters.
- 4.21 Staff will work with adjacent landowners as needed, to help mitigate concerns about the proposed track's proximity to property boundaries. Impact can be minimised through plantings, fencing and track alignment available given a track width of approximately 2.5 metres within the 20 metre road reserve.

**5. FINANCIAL IMPLICATIONS**

- 5.1 Work for this proposal will be funded via approved operational budget.

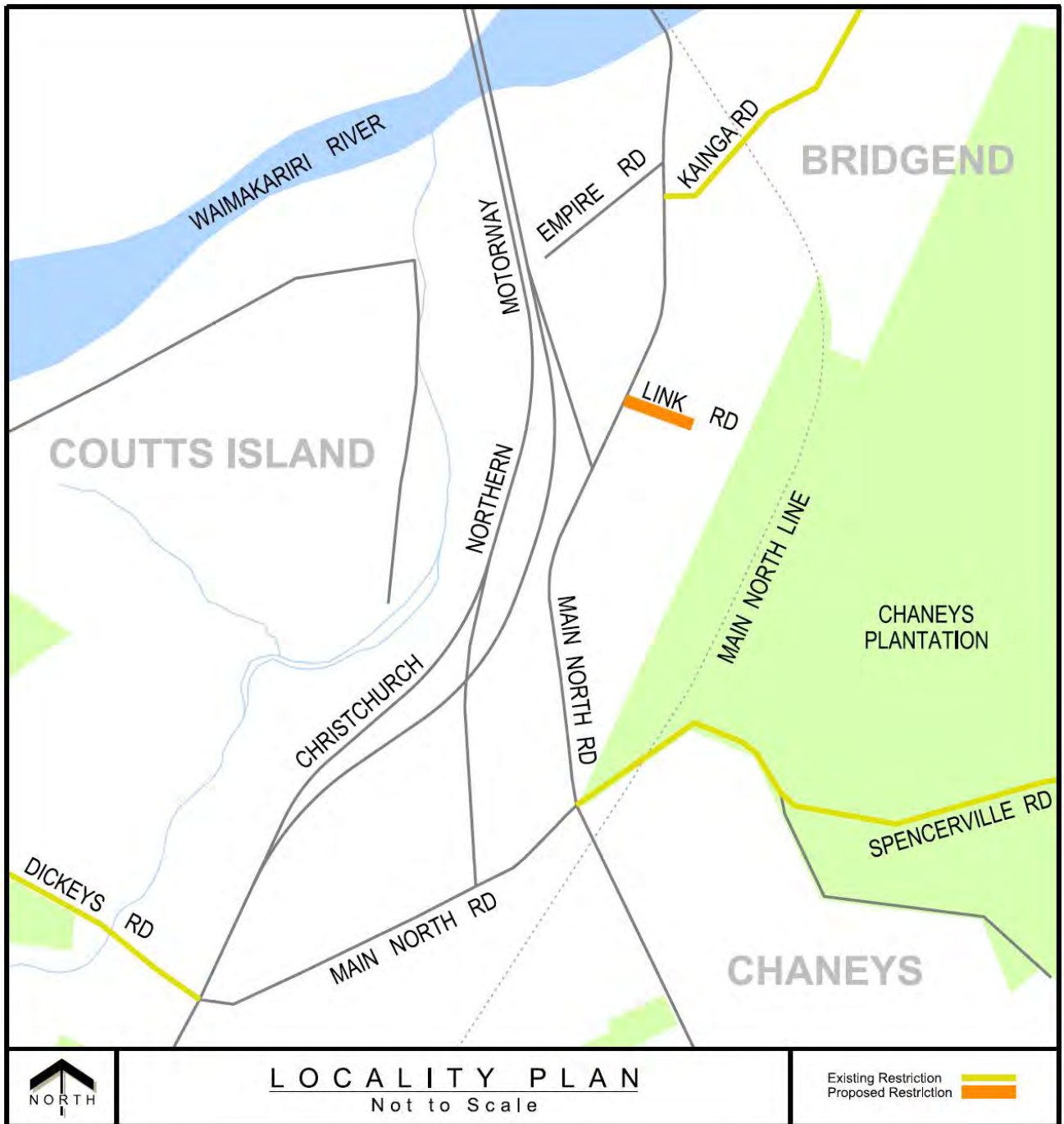
**6. STAFF RECOMMENDATION**

- 6.1 It is recommended that the Shirley/Papanui Community Board approve the staff recommendation to realign a section of approximately 700m of the Waimairi track south of Darroch St, Belfast, in the wider area of the Groyne, to be placed within existing legal (unformed) road.

Shirley/Papanui Community Board 4. 2. 2015

- 28 -

ATTACHMENT TO CLAUSE 2





**SHIRLEY/PAPANUI COMMUNITY BOARD  
18 FEBRUARY 2015**

**Report of the meeting of the Shirley/Papanui Community Board  
held on Wednesday 18 February 2015 at 4pm in the Board Room  
Papanui Service Centre, corner Langdons Road and Restell Street, Papanui**

**PRESENT:** Mike Davidson (Chairperson), Jo Byrne, Pauline Cotter, Ali Jones, Aaron Keown, Emma Norrish and Barbara Watson.

**APOLOGIES:** Aaron Keown arrived at 4.04pm and was absent for clauses 2 and 11.  
Ali Jones arrived at 4.12pm and departed at 5.44pm and was absent for clauses 1 to 7, 11 to 12 and part of clause 9.  
Pauline Cotter arrived at 4.20pm and was absent for clauses 1 to 7, 11 to 12 and part of clause 8.

The Board adjourned from 5.10pm to 5.15pm

The Board reports that:

**PART A – MATTERS REQUIRING A COUNCIL DECISION**

**1. BLIGHS ROAD/PAPANUI ROAD SIGNALS ALTERATIONS**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture Leisure and Parks	N	
<b>Officer responsible:</b>	Transport and City Streets Unit Manager	N	
<b>Author:</b>	Bill Homewood – Traffic Engineer	Y	DDI 941 6758

The Board considered a report seeking its endorsement and recommendation to the Council for the approval of a new cycle lane on Papanui Road.

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is to seek the Shirley/Papanui Community Board's endorsement and recommendation to the Council to approve a new cycle lane on Papanui Road.
- 1.2 This is a staff initiated report following an optimisation study of Papanui Road.

**2. BACKGROUND**

- 2.1 Improvements to the signals at the Papanui Road/Blighs Road intersection have been identified during an optimisation study of this corridor.
- 2.2 This intersection currently has three phases for the signals, the left turn from Papanui Road (south) to Blighs Road runs for one of these phases.
- 2.3 The Blighs Road approach currently has sole use of the intersection for the third Phase. However as this is a T intersection, left turners could run from Papanui Road at the same time as they would not come into conflict with any other movement.

## Shirley/Papanui Community Board 18. 2. 2015

## 1 Cont'd

## 3. COMMENT

- 3.1 Installing a left turn arrow for the Papanui Road south approach will allow the left turn to be run for two of the three phases, improving travel times for all vehicles that make this manoeuvre throughout the day.
- 3.2 To operate the left turn separately from the straight through movement it is necessary to separate the cyclists from the left turning and straight ahead lanes. This is to be achieved via a new cycle lane as shown in the plan (refer **Attachment 1**).
- 3.3 No consultation has been carried out as none of the surrounding properties are directly impacted by the proposal.

## 4. FINANCIAL IMPLICATIONS

- 4.1 The proposal is estimated to cost \$8,000 and will be funded from the 2014/15 CAPEX budget for optimisation work.

## 5. STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board recommend to the Council:

- 5.1 That all existing special vehicle lanes on the west side of Papanui Road, commencing at a point 41 metres south of its intersection with Blighs Road and continuing in a northern direction for 41 metres be revoked.
- 5.2 That a special vehicle lane for the use of northbound bicycles only, be established on the west side of Papanui Road, commencing at a point 41 metres south of intersection with Blighs Road and continuing in a northern direction for 41 metres be approved. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

## 6. BOARD RECOMMENDATION

The Shirley/Papanui Community Board **decided** to recommend to the Council that the staff recommendation be adopted.

## PART B – REPORTS FOR INFORMATION

## 2. DECLARATION OF INTEREST

Nil.

## 3. DEPUTATIONS BY APPOINTMENT

## 3.1 POSITIVE YOUTH DEVELOPMENT SCHEME REPORT BACK – WIREMU WAAKA

Wiremu Waaka reported back to the Board on his attendance at the Basketball Pacific Tour 2015 from 15–24 January 2015.

## 4. PRESENTATION OF PETITIONS

Nil.

**Shirley/Papanui Community Board 18. 2. 2015****5. NOTICES OF MOTION**

Nil.

**6. BRIEFINGS**

Nil.

**7. CORRESPONDENCE**

Nil.

**8. COMMUNITY BOARD ADVISER'S UPDATE**

The Board **received** information from the Community Board Adviser on Board-related activities, including upcoming meetings and events.

**8.1 PRESTONS ROAD YELLOW LINES**

At its meeting of 2 July 2014 the Board approved the installation of no stopping yellow lines on the south side of Prestons Road.

Information was presented by staff to the Board at a seminar prior to this meeting regarding the processes for tendering this type of work and the timeframe for the installation.

**8.2 ROSEFIELD LANE/VAGUES ROAD PARKING**

Following a memorandum from Traffic staff received at its meeting on 19 November 2014 the Board requested the installation of a parking tick at the entrance to Rosefield Lane. This request was in response to a letter from residents of Rosefield Lane presented to the Board meeting of 6 August 2014.

The Board were advised that the parking tick and white triangle had been installed.

**8.3 ENVIRONMENT CANTERBURY (ECAN) AIR PLAN**

The Board were advised that Ecan's Air Plan will be notified on 28 February with submissions closing on 29 April 2015. The Council will be preparing a submission on the plan and Community Boards are invited to contribute to this submission. These contributions need to be received by Council by Friday 10 April 2015 to be compiled into a single document to go to the Council's Hearing Panel for approval.

The notified plan will be circulated to Board members on 28 February together with a template for a response.

The Board agreed to hold a workshop late March or early April to prepare a submission.

**8.4 GRASSMERE/RUTLAND STREETS SHARED CYCLE PATH**

At its meeting of 5 February 2014 the Board received information on the Grassmere Street/Rutland Street Shared Cycle Path Project. Following public consultation a report was presented to the Board's meeting of 18 June 2014 for its approval and recommendation to the Council for the installation of the cycle path.

Information has been received from the Project Manager – Capital Projects that the project is now in the final stages of design and will go out to tender late February/early March 2015.

## Shirley/Papanui Community Board 18. 2. 2015

## 8 Cont'd

## 8.5 BOARD REPRESENTATION ON EXTERNAL ORGANISATIONS

The Board was advised that the Northwest Richmond Residents' Association is once again active but currently does not have a Board member assigned to it.

The Board **decided** that Jo Byrne be appointed as the Board's representative to the Northwest Richmond Residents' Association.

## 8.6 LONG TERM PLAN (LTP) CONSULTATION

The Board was advised that consultation on the LTP will commence approximately mid-March with one to two meetings to be organised in each Ward to consult with the public.

The Board agreed their preference is to attend a joint Community Board Workshop to inform them on the LTP process before the public consultation takes place.

## 9. ELECTED MEMBERS' INFORMATION EXCHANGE

- The Board expressed concern regarding the proposal for quarries to excavate below the one metre buffer zone to the aquifer.
- The Board **decided** to write to the Chief Executive to request that the Council conduct a referendum on adding fluoride to the city water supply at the next triennial elections in 2016.

(Note: Pauline Cotter, Mike Davidson and Barbara Watson asked that their vote against this motion be recorded.)

- A Board Member advised that he had received a number of complaints regarding the R18 T-Shirt exhibition currently being held at the Canterbury Museum.
- Board Members noted that the community are still unable to access the Edgware Village Green site and requested an update on the progress of the infrastructure project.
- A Board member provided information on meetings to be held for Flockton Basin residents regarding an update on the commissioning of the Tay Street pump station.

## 10. QUESTIONS UNDER STANDING ORDERS

Nil.

## PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

## 11. CONFIRMATION OF MEETING MINUTES – 4 FEBRUARY 2015

The Board **resolved** that the minutes of the Board's ordinary meeting of Wednesday 4 February 2015 be confirmed.

**Shirley/Papanui Community Board 18. 2. 2015**

**12. PROPOSED ROAD NAME – BELFAST BUSINESS PARK**

The Board considered a report seeking its approval to one new road name in the Belfast Business Park.

The Board **resolved** to approve the name Frank Coxon Road for the new road in the Belfast Business Park.

The meeting concluded at 5.50pm.

**CONFIRMED THIS 4TH DAY OF MARCH 2015**

**MIKE DAVIDSON  
CHAIRPERSON**

Shirley/Papanui Community Board 18. 2. 2015

ATTACHMENT 1 TO CLAUSE 1



© Copyright Christchurch City Council © Aerial Photography Copyright Terrainlink International Ltd

**Christchurch**  
City Council



**Papanui Road - Blighs Road**  
Proposed Cycle Lane Advance Box  
Consultation Plan

Original Plan Size: A4  
ISSUE.1 09/12/2014  
TG128201 VMI

**COUNCIL 12. 03. 2015****SPREYDON/HEATHCOTE COMMUNITY BOARD  
3 FEBRUARY 2015****Report of a meeting of the Spreydon/Heathcote Community Board  
held on Tuesday 3 February 2015 at 5pm in the Board Room,  
Beckenham Service Centre, 66 Colombo Street, Beckenham.**

**PRESENT:** Paul McMahon (Chairperson), Phil Clearwater, Melanie Coker,  
Helene Mautner, Karolin Potter, Tim Scandrett and Rik Tindall

**APOLOGIES:** An apology for lateness was received and accepted from  
Phil Clearwater who arrived at 5.15pm and was absent for clauses  
1 and 2 and part of clause 3.

Tim Scandrett departed the meeting at 6.51pm and was absent for  
clauses 4 and 10, and part of clause 15.

The meeting adjourned at 5.45pm and reconvened at 6.00pm.

The Board reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION****1. ELECTED MEMBERS' INFORMATION EXCHANGE****1.1 PUBLICATION OF COUNCIL AND COMMUNITY BOARD MEETINGS**

Mention was made of the desirability of increasing public awareness of the ability to speak at the Council and Community Board meetings.

**BOARD RECOMMENDATION**

The Board recommends to the Council that it includes in the public notification of Council and Community Board meetings, a welcome the public to attend with phone contact details to arrange speaking rights at all meetings so notified.

**PART B - REPORTS FOR INFORMATION****2. DECLARATION OF INTEREST**

Nil.

**3. DEPUTATIONS BY APPOINTMENT****3.1 MEMORIAL TO ANIMALS LOST IN THE EARTHQUAKE – PAM FRASER**

The scheduled deputation did not attend.

**COUNCIL 12. 03. 2015****Spreydon Heathcote Community Board 3. 2. 2015****3. Cont'd****3.2 KEEP OUR ASSETS CANTERBURY**

Mr Steve Howard and Mr Jeremy Agar addressed the Board on behalf of Keep Our Assets Canterbury (KOA), in relation to the importance of retaining Christchurch City Council's portfolio of assets in public ownership.

The Chairperson thanked Messrs Howard and Agar for their deputation.

**3.3 RAPAKI TRACK PROPOSED NO STOPPING RESTRICTION**

Mr Mike Smith, resident of Rapaki Road, addressed the Board on concerns with the proposed no stopping restrictions for Rapaki Road. While supportive of the proposed restrictions, Mr Smith suggested that the proposal does not go far enough and restrictions should be extended further down the road. Further, he outlined his safety concerns and asked that consideration be given to further no stopping lines on the road.

The Chairperson thanked Mr Smith for attending.

The Board **agreed** to consider the restrictions currently recommended by staff and suggested that staff monitor the situation and come back to the Board with a further recommendation, if required.

Clause 14 (Part C) of these minutes records, the Board's decision on this matter.

**4. ELECTED MEMBERS' INFORMATION EXCHANGE**

The Board noted:

**4.1 PUBLIC CONSULTATION BY MEMBERS**

Members are keen to engage with residents on matters such as the Representation Review and the Long Term Plan.

The Board **decided** to request that staff provide the Board members with resource packs to enable members to conduct consultation with individual members of the public on the Representation Review and Long Term Plan.

**4.2 PUBLICATION OF COUNCIL AND COMMUNITY BOARD MEETINGS**

Mention was made of the desirability of increasing public awareness of the ability to speak at the Council and Community Board meetings.

Clause 1 (Part A) of these minutes records the Board's recommendation to the Council on this matter.

**4.3 ERNLE CLARK RESERVE**

The Board discussed the Ernle Clarke Reserve.

**4.4 DISABILITY ACCESS**

Mention was made of the advice provided in response to the Notice of the Council Resolution regarding Council, partners, recipients of funding and others to be disability accessible.



**COUNCIL 12. 03. 2015****Spreydon Heathcote Community Board 3. 2. 2015****5. COUNCILLORS' UPDATE**

Information was given on the following:

- Audit of the quality of bus stops
- Bus Interchange
- Proposed bus interchange for Riccarton
- Cycleways
- Waltham Pool re-opening
- St Martins Voluntary Library
- Resource consents and subsequent variations
- District Plan Review
- Old Stone House
- Waihora Water Zone Committee

**6. PRESENTATION OF PETITIONS**

Nil

**7. NOTICE OF MOTION**

7.1 The following notice of motion was submitted by Paul McMahon.

7.1.1 The Board requested:

- 7.1.1.1 That the Board make a (late) submission to the Government Administration Select Committee opposing the Gambling Amendment Bill (No.3)

Explanation:

The Board has consistently taken a view opposing the extension (and transfer) of Class 4 Gambling Licenses, supporting the Council's sinking-lid policy, and supporting consumer protections.

The Bill, if enacted, would allow a commission-based system to be used in place of the current cost-recovery system.

Department of Internal Affairs' compliance investigations have revealed inconsistent and poor host responsibility on the part of many license-holders. A commission-based system for Class 4 Gambling ('pokies') would encourage and likely exacerbate such behaviour, because problem gamblers contribute disproportionately to the pokie takings.

The current system of "reasonable costs" is a failure on multiple levels and a system that sets a limited amount per machine would be easier to administer, simpler, and would not encourage anti-social behaviour.

Note: The submission deadline was 30 January 2015, but the Chairperson of the Committee, Hon Ruth Dyson MP, has granted us leave to make one late by Tuesday 10 February. 2015.

**COUNCIL 12. 03. 2015**

**Spreydon Heathcote Community Board 3. 2. 2015**

**7. Cont'd**

The Notice of Motion was seconded by Karolin Potter and being put to the meeting was declared **carried**.

Councillors Clearwater and Scandrett withdrew from the meeting and took no part in the discussion and voting on this item.

**8. CORRESPONDENCE**

Nil.

**9. BRIEFINGS**

**9.1 STRENGTHENING COMMUNITIES – KEY ISSUES FOR BIG CITYWIDE NON GOVERNMENT ORGANISATIONS AND THEIR CLIENT GROUPS**

Ms Gail Payne, Strengthening Communities Advisor Citywide, addressed the Board on the key issues for the bigger voluntary and non-for-profit organisations. Ms Payne also spoke of investigations underway on the social bonds between the public and social sector.

The Chairperson thanked Ms Payne for briefing the Board.

**10. COMMUNITY BOARD ADVISER'S UPDATE**

The Board **received** information on the following:

**10.1 SUBURBAN INTERCHANGE AT/OR NEAR BARRINGTON SHOPPING CENTRE**

The Board **decided** to hold a workshop with the Board and passenger transport staff to consider the most suitable location for the proposed Suburban Bus Interchange at Barrington.

**10.2 BOARD MEETING OF 8 APRIL 2015**

The Board **decided** that its scheduled Ordinary Meeting of 8 April 2015 be cancelled as it falls in a Council recess week.

**10.3 REPRESENTATION REVIEW**

The Board was informed that a further workshop on the representation review will be held with representatives of residents associations on 17 February 2015 with a further meeting with the wider public being tentatively set for 9 March 2015.

**11. QUESTIONS UNDER STANDING ORDERS**

Nil.

**PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**12. CONFIRMATION OF MINUTES – 2 DECEMBER 2015**

The Board **resolved** that the minutes of its Ordinary Meeting of 2 December 2014 (both open and public excluded sections), be confirmed.

**COUNCIL 12. 03. 2015**

**Spreydon Heathcote Community Board 3. 2. 2015**

**13. ORBELL STREET - PROPOSED P30 PARKING RESTRICTIONS**

The Board considered a report seeking its approval to install 30 minute parking restrictions on Orbell Street.

The Board **resolved** to:

13.1 Approve that any parking restrictions on the east side of Orbell Street commencing at a point 20 metres south of its intersection with Burke Street and extending in a southerly direction for a distance of 30 metres, be revoked.

13.2 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes at any time on the east side of Orbell Street commencing at a point 20 metres south of its intersection with Burke Street and extending in a southerly direction for a distance of 30 metres.

(Note: The Board requires that there be no implementation of recommendations until Board approval has been given.)

**14. RAPAKI TRACK - PROPOSED NO STOPPING RESTRICTION**

The Board considered a report seeking its approval to install no stopping restrictions on Rapaki Road.

The Board **resolved** to:

14.1 Approve that any existing parking restriction on the eastern side of Rapaki Road commencing at a point 283 metres south of its intersection with Centaurus Road and extending in a southerly direction for a distance of 64 metres, be revoked.

14.2 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Rapaki Road commencing at a point 283 metres south of its intersection with Centaurus Road and extending in a southerly direction for a distance of 64 metres.

Clause 3.3 (Part B) records the Board's discussion on this matter.

**15. NEW ZEALAND LOCAL BOARDS' AND COMMUNITY BOARDS' CONFERENCE 2015 – BOARD MEMBER ATTENDANCE**

The Board considered a report seeking approval for one member to attend the New Zealand Local Boards' and Community Boards' Conference 2015 at Waitangi, Bay of Islands from 14 to 16 May 2015.

The Board **resolved** to approve the attendance of Karolin Potter to the New Zealand Local Boards' and Community Boards' Conference 2015 at Waitangi, Bay of Islands from 14 to 16 May 2015.

**16. APPLICATION TO SPREYDON/HEATHCOTE COMMUNITY BOARD 2015/15 DISCRETIONARY RESPONSE FUND**

The Board considered a report seeking to approve the Project Esther Trust funding application for the rent project from its 2014/15 Discretionary Response Fund.

**STAFF RECOMMENDATION**

The Spreydon/Heathcote Community Board approves a grant of \$9,000 from its 2014/15 Discretionary Response Fund to Project Esther Trust for the rent project.

**COUNCIL 12. 03. 2015****Spreydon Heathcote Community Board 3. 2. 2015****16. Cont'd****BOARD CONSIDERATION**

The Board discussed the application, and noted the work that Project Esther undertakes. The Board was of the view that given the amount remaining in the Discretionary Response Fund, and the length of time remaining in the current financial year, \$9,000 would be too large a proportion of that fund and that a grant \$3,000 would be more appropriate.

**BOARD DECISION**

The Board **resolved** to grant \$3,000 from its Discretionary Response Fund 2014/15 to the Project Esther Trust for its rent project.

**17. APPLICATION TO SPREYDON/HEATHCOTE COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – ARTS VOICE CHARITABLE TRUST**

The Board considered a report seeking to approve the Arts Voice Christchurch Charitable Trust funding application for the First Thursdays Sydenham project from its 2014/15 Discretionary Response Fund.

The Board **resolved** to approve a grant of \$6,000 from its 2014/15 Discretionary Response Fund to the Arts Voice Christchurch Charitable Trust for the First Thursdays Sydenham project.

**18. APPLICATION TO THE SPREYDON/HEATHCOTE COMMUNITY BOARD'S YOUTH ACHIEVEMENT AND DEVELOPMENT FUND – MEGAN ROSE ELLIS**

The Board considered a report seeking approval of an application for funding from the Board's 2014/15 Youth Achievement Fund.

The Board **resolved** to approve a grant to Megan Rose Ellis of \$350 from the 2014/15 Spreydon/ Heathcote Youth Achievement and Development Fund to take part in the Australia Country Junior Basketball Cup in Albury New South Wales from 7 to 19 January 2015.

The meeting concluded at 7.16pm.

**CONFIRMED THIS 20TH DAY OF FEBRUARY 2015**

**PAUL MCMAHON  
CHAIRPERSON**

**COUNCIL 12. 03. 2015**

**SPREYDON/HEATHCOTE COMMUNITY BOARD  
20 FEBRUARY 2015**

**Report of a meeting of the Spreydon/Heathcote Community Board  
held on Friday 20 February 2015 a 8.02am in the Board Room,  
Beckenham Service Centre, 66 Colombo Street, Beckenham**

**PRESENT:** Paul McMahon (Chairperson), Phil Clearwater, Melanie Coker, Helene Mautner, Karolin Potter, Tim Scandrett, and Rik Tindall

**APOLOGIES:** Apologies for absence were received and accepted from Karolin Potter.

An apology for early departure was received and accepted from Tim Scandrett and Phil Clearwater who departed at 8.37am and were absent for clauses 2, 5, 7, 8, 9, 11, 12, and 14 and part of clause 1.

The Board reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**1. OPERATIONALLY REDUNDANT PROPERTY 1 CARLYLE STREET**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture, Leisure & Parks	N	N
<b>Officer responsible:</b>	Unit Manager, Asset and Networks	N	N
<b>Author:</b>	Stuart McLeod	Y	941 8520

The Board considered a report seeking its recommendation to the Council for the disposal of the subject property.

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 This report is being written to determine the future use of a Council property, whether it is required for an alternative public work or not. A resolution is sort to dispose of the subject property.

1.2 The report originates from key action point N4 in the Sydenham Master Plan (The Plan).

**2. BACKGROUND**

2.1 1 Carlyle Street has an area of 936 m<sup>2</sup>, described as Lot 22 DP 63724, was acquired by the Council in 2001 with the intention to use it as a neighbourhood park. It is not a reserve subject to the Reserves Act 1977.

2.2 The Sydenham Master Plan was adopted by Council on 21 June 2012. The plan has several key actions one of them being "(N4) Relinquish and replace Carlyle Park", page 57 of the plan (refer **Attachment 3**).

2.3 The Property Consultancy Team have been instructed to dispose of the property and to do so must ascertain if there is any alternative public work for which the property is suited.

**COUNCIL 12. 03. 2015**

**Spreydon/Heathcote Community Board 20. 2. 2015**

**1. Cont'd**

2.3.1 A circular was sent to the Executive Team, Unit Managers and the Spreydon Heathcote Community Board asking if there were any alternative uses. No alternative public work has been identified and no business case has been presented.

**3. COMMENT**

3.1 This site is underperforming as a park, it does not provide amenities or space that is suited to the high population of workers in the area or day time shoppers.

3.1.1 It is poorly sited, being near the end of the down slope of the Colombo Street over head bridge. It is located close to the railway and business areas (refer **Attachment 1**).

3.1.2 This property is subject to numerous easements over the Colombo Street frontage and a right of way easement in favour of (now) Orion New Zealand Limited that bisects the property from Carlyle Street to Orion's property to the north (refer **Attachment 2**).

3.2 Part of the (N4) action point in the plan suggests that a strip along the Colombo Street frontage is retained to create a northern "gateway" into Sydenham (with signage, sculpture, trees and landscaping)

3.2.1 The action points in paragraph 3.2 cannot be delivered because the numerous easements prohibit the planting of trees and building over the easement area.

3.2.2 However there are alternative sites within the northern section of Colombo Street that have the potential to be suitable for "gateway" signage for Sydenham, these include:

i) Directly across the road from this site on the corner rounding or

ii) the neighbourhood park on the corner of Colombo and Byron Streets that may lend itself to signage and landscaping. This site is only one block removed from Carlyle Street.

3.3 Because of the location and nature of the easements over the property it is not considered financially viable to subdivide the property to maximise financial return to Council. The cost to relocate the easements is prohibitive.

3.4 This site is currently zoned Open Space 1 and is surrounded to the north by Special Purpose (Railway) and east by land zoned Business 3 (Inner City Industrial Buffer). The District Plan Review proposes to change the zoning for this site and the surrounding land to the east as Industrial General.

3.5 If declared surplus the property will be subject to an offer back under Section 40 of the Public Works Act 1981 to the Crown being the entity from whom it was acquired.

**4. FINANCIAL IMPLICATIONS**

4.1 None – if the recommendations in this report are adopted an independent valuation will set a minimum tender amount.

**COUNCIL 12. 03. 2015**

**Spreydon/Heathcote Community Board 20. 2. 2015**

**1. Cont'd**

**5. STAFF RECOMMENDATION**

It is recommended that the Council:

- 5.1 Declare the property situated at 1 Carlyle Street described as Lot 22 DP 63724 and contained in Computer Freehold Register CB38A/220 to be surplus.
- 5.2 Staff be authorised to commence offer back obligations under Section 40 of the PublicWorks Act 1981 relating to Lot 22 DP 63724.
- 5.3 Subject to the above, the property be offered for sale by way of public tender with a minimum tender amount to be set by an independent valuer.
- 5.4 That the Property Consultancy Manager is delegated authority to conclude the sale of this property, as supported by valuation advice and in consideration of other factors including marketing and market dynamics, including if the minimum price is not achievable by tender then the property may be sold by private treaty.

**BOARD CONSIDERATION**

The Board deliberations on the report included a discussion on the site at 1 Carlyle Street being at the gateway to Sydenham and the desirability of it being used for a development that is compatible with the new look of Sydenham.

The Board noted also that the right of way easement bisecting the section, may limit the saleability of the site, and it considered that it would be worthwhile investigating the possibility of the right of way being moved.

**BOARD RECOMMENDATION**

The Board **decided** to recommend that:

- 1.5 The Council adopt the staff recommendation.
- 1.6 That any sale agreement contain within it, a condition that development design meet the principles of the Sydenham Master Plan and recognises the significance of the gateway to Sydenham.
- 1.7 Staff be requested to look at the matter of moving the right of way easement prior to disposal.

**COUNCIL 12. 03. 2015**

**Spreydon/Heathcote Community Board 20. 2. 2015**

**2. RESERVE DECLARATION AND NAMING OF 201 ANNEX ROAD**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Chief Operating Officer	N	
<b>Officer responsible:</b>	Unit Manager, Asset and Networks	N	
<b>Author:</b>	Property Consultant	Y	Tony Liu, DDI 941 8582

The Board considered a report seeking its resolution to declare 201 Annex Road a Local Purpose (Stormwater Retention) Reserve and its recommendation to the Council to:

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 The purpose of this report is to seek:

1.1.1 A resolution from the Spreydon/Heathcote Community Board to declare 201 Annex Road, legally described as Section 1-3 SO Plan 461179 being all the land contained in Computer Freehold Register 658616, as Local Purpose (Stormwater Retention) Reserve pursuant to section 14(1) of the Reserves Act 1977, and;

1.1.2 A recommendation from the Spreydon/Heathcote Community Board to the Council that it, on behalf of the Minister of Conservation, approve and cause the Board's resolution to be gazetted pursuant to section 14(4) of the Reserves Act 1977, and;

1.1.3 A recommendation from the Spreydon/Heathcote Community Board to the Council that it approve the naming of the reserve to be Curletts Drainage Reserve.

1.2 This report is initiated by staff because the respective decision making powers rest with the Board and the Council of which are necessary to satisfy the statutory requirements of the Reserves Act 1977.

**2. BACKGROUND**

2.1 The South West Area Plan (SWAP) was adopted by the Council in 2009 after a comprehensive public consultation process. This plan has allowed for an area of growth with one of the principal issues being mitigation of storm water. This coupled with the Government's prioritisation of delivering the Christchurch Southern Motorway (CSM) project as part of the Roads of National Significance programme has led to an opportunity for the Council to acquire certain land for water retention basins and green corridors.

2.2 201 Annex Road was originally owned by NZTA for the purpose of the CSM project. Upon completion of the motorway, it was declared surplus to NZTA's requirements. At the same time, Council had identified that this property was suitable to locate a major water quality mitigation facility within the SWAP to service the Upper Heathcote sub catchment. Subsequently Council resolved to purchase this property in 2011 with the transfer occurring in 2013.



## COUNCIL 12. 03. 2015

## Spreydon/Heathcote Community Board 20. 2. 2015

## 2. Cont'd



## 3. COMMENT

**Local Authority Resolution**

- 3.1 Section 14(1) of the Reserves Act 1977 provides that any local authority may by resolution declare any land vested in it to be a reserve within the meaning of this Act to be held for any of the purposes specified in sections 17 to 23.
- 3.2 Community Boards have been delegated authority from the Council to declare land as a reserve pursuant to section 14 of the Reserves Act 1977.
- 3.3 No resolution shall be passed, however, without the publication of its notice of intention to pass the same and considerations have been given to all objections received, if any, pursuant to section 14(2) of the Act.
- 3.4 Publication of such notice has taken place from 12 September to 13 October and there were no submissions received. It is therefore recommended that the Board exercise its delegation from the Council to declare the land as Local Purpose (Stormwater Retention) Reserve subject to the Reserves Act 1977. The proposed reserve classification is consistent with the purpose for which the land was acquired for.

**Consent of the Minister of Conservation**

- 3.5 Should the Board resolve to do so, the consent of the Minister of Conservation is required to cause the resolution to be published in the New Zealand Gazette accordingly pursuant to section 14(4) of the Reserves Act 1977.
- 3.6 This consenting power has recently been delegated to the full Council, not Community Boards, from the Minister of Conservation. Therefore a recommendation from the Board to the Council to grant the Minister's consent is also being sought.

**Naming of Reserves**

**COUNCIL 12. 03. 2015**

**Spreydon/Heathcote Community Board 20. 2. 2015**

**2. Cont'd**

- 3.7 Council policy of Naming of Reserves and Facilities states that all reserves vested in or under the control of the Council shall be given an appropriate name. The procedure for the naming of reserves includes referring the proposed name to the Community Board in the first instance, and then to the Council for adoption.
- 3.8 Council officers have considered this and propose the name of Curletts Drainage Reserve to be adopted. The proposed naming is fitting to reflect the location as well as the intended use of this reserve-to-be.

**4. FINANCIAL IMPLICATIONS**

- 4.1 There is no direct financial implication arising from this matter.

**5. STAFF RECOMMENDATION**

That the Council:

- 5.1 Pursuant to cause 5.1 above being adopted, the Council hereby resolve to exercise it's delegated authority from the Minister of Conservation to give effect to the classification through publication in the New Zealand Gazette; and
- 5.2 Resolve to adopt the name of Curletts Drainage Reserve for this reserve; and
- 5.3 Delegate authority to the Property Consultancy Manager to do all things necessary to give effect to all of the above resolutions.

**BOARD CONSIDERATION**

As part of its deliberations the Board discussed the recommended name of the reserve as Curletts Drainage Reserve and considered that an alternative name maybe better and that the use of a Maori name could be explored with Ngai Tahu.

**BOARD RECOMMENDATION**

The Board **decided** to recommend that the Council adopt 5.1 and 5.3 of the staff recommendation.

In relation to 5.2 of the staff recommendation the Board requests that staff approach Ngai Tahu to investigate appropriate names for the reserve.

Clause 2 (Part C) continued of these minutes, records a related decision made by the Board under delegated authority.

**PART B - REPORTS FOR INFORMATION**

**3. DECLARATION OF INTEREST**

Nil.

**4. DEPUTATIONS BY APPOINTMENT**

Nil.

**COUNCIL 12. 03. 2015****Spreydon/Heathcote Community Board 20. 2. 2015****5. ELECTED MEMBERS' INFORMATION EXCHANGE**

The Board noted:

- Hoon Hay Library Building
- Place Making – creating communities through shared space
- Opawa Public Library
- Disability Access
- Ernle Clarke Reserve
- Heathcote River Update
- Sydenham Heritage Church site
- Leadership in Communities (LinC)
- Proposed environmental award scheme.

**6. COUNCILLORS' UPDATE**

The Board noted:

- The Old Stone House
- The Proposed District Plan
- Barrington Bus Exchange
- The passing of Barbara Flower-James was acknowledged with regret.

**7. PRESENTATION OF PETITIONS**

Nil.

**8. NOTICES OF MOTION**

Nil.

**9. CORRESPONDENCE****9.1 PROPOSED BARRINGTON BUS EXCHANGE**

The Board **received** correspondence from Mr Jim King regarding the Proposed Barrington Bus Exchange.

Clause 9 (Part C) continued of these minutes, records a decision made by the Board in relation to this matter.

**COUNCIL 12. 03. 2015****Spreydon/Heathcote Community Board 20. 2. 2015****10. BRIEFINGS****10.1 STRONGER CHRISTCHURCH INFRASTRUCTURE REBUILD TEAM (SCIRT) UPDATE**

Mr Ian Campbell, General Manager, Mr Ross Herrett, Liaison Manager, Ms Annemarie Mora, Communications Manager, and Mr Will Doughty, Infrastructure Rebuild Leader from SCIRT, updated the Board on progress with SCIRT's programme.

The Chairperson thanked Messrs Campbell, Herrett, Doughty and Ms Mora for their briefing.

**10.2 BUCHAN PARK - REMODELLING**

Ms Sandra Novais, Project Manager, and Ms Katie Smith, Policy Planner – Neighbourhood Urban Regeneration Team, addressed the Board on the proposed Buchan Park remodelling to make the park more visible and useable. When proposals have been developed a report will come to the Board.

The Chairperson thanked Ms Novais and Ms Smith for updating the Board.

**11. COMMUNITY BOARD ADVISER'S UPDATE**

The Board **received** information on the following:

- Consultation re Long Term Plan
- Donation from the Hoon Hay Library
- Anzac Day Commemoration
- Representation Review Update

**12. QUESTIONS UNDER STANDING ORDERS**

Nil.

**PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD****2. RESERVE DECLARATION AND NAMING OF 201 ANNEX ROAD CONTINUED**

Further to Clause 2 (Part A) of these minutes, the Board considered a report seeking inter alia, a decision to declare 201 Annex Road as Local Purpose (Stormwater Retention) Reserve.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board pass the following resolution:

- 2.6 The Spreydon/Heathcote Community Board acting under a delegation from the Christchurch City Council, resolves to exercise powers under the Reserves Act 1977 to declare the land described in the schedule hereto, as a Local Purpose (Stormwater Retention) Reserve for the purpose specified in section 23 of the Reserves Act 1977.

Schedule

Canterbury Land District – Christchurch City.

Area - ha Description

10.1694 Section 1-3. Survey Office Plan – 461179 (All Computer Freehold Register 658616)

**COUNCIL 12. 03. 2015**  
**Spreydon/Heathcote Community Board 20. 2. 2015**

**BOARD DECISION**

The Board **resolved** to adopt the staff recommendation.

Clause 2 (Part A) of these minutes, records a related recommendation to the Council on this matter.

**9. CORRESPONDENCE CONTINUED**

Further to Clause 9.1 (Part B) of these minutes:

The Board **resolved** to hold an Extraordinary Meeting to consider the location of the Proposed Barrington Bus Exchange at a date to be determined by the Board Chairperson.

**13. CONFIRMATION OF MINUTES – 3 FEBRUARY 2015**

The Board **resolved** that the minutes of its Ordinary Meeting of 3 February 2015 be confirmed, subject to the following amendments:

Alteration to Clause 1 (Elected Members' Information Exchange) to read:

"The Board recommends to the Council that it includes in the public notification of Council and Community Board meetings, a welcome to the public to attend with phone contact details to arrange speaking rights at all meetings so notified".

Alteration to Clause 4.4 (Elected Members' Information Exchange) to read:

"Mention was made of the advice provided in response to the Council resolution regarding Council partners, recipients of funding and others to be disability accessible".

Alteration to Clause 3.3 (Part B) Rapaki Track Proposed No Stopping Restriction. Removal of the word "being" so as to read:

"Mr Mike Smith, resident of Rapaki Road, addressed the Board on concerns with the proposed no stopping restrictions for Rapaki Road".

**14. COMMUNITY BOARD CODE OF CONDUCT**

The Board considered a report presenting a Code of Conduct for consideration and adoption by the Spreydon/Heathcote Community Board.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board considers its existing Code of Conduct, determines and agrees to any modification and adopts it, either in its current form, or modified, with immediate effect.

**BOARD DECISION**

The Board **decided** to let the report lie on the table until after it holds a workshop to consider adoption of a code of conduct.

The meeting concluded at 10.29am.

**COUNCIL 12. 03. 2015**  
**Spreydon/Heathcote Community Board 20. 2. 2015**

**CONFIRMED THIS 3RD DAY OF MARCH 2015**

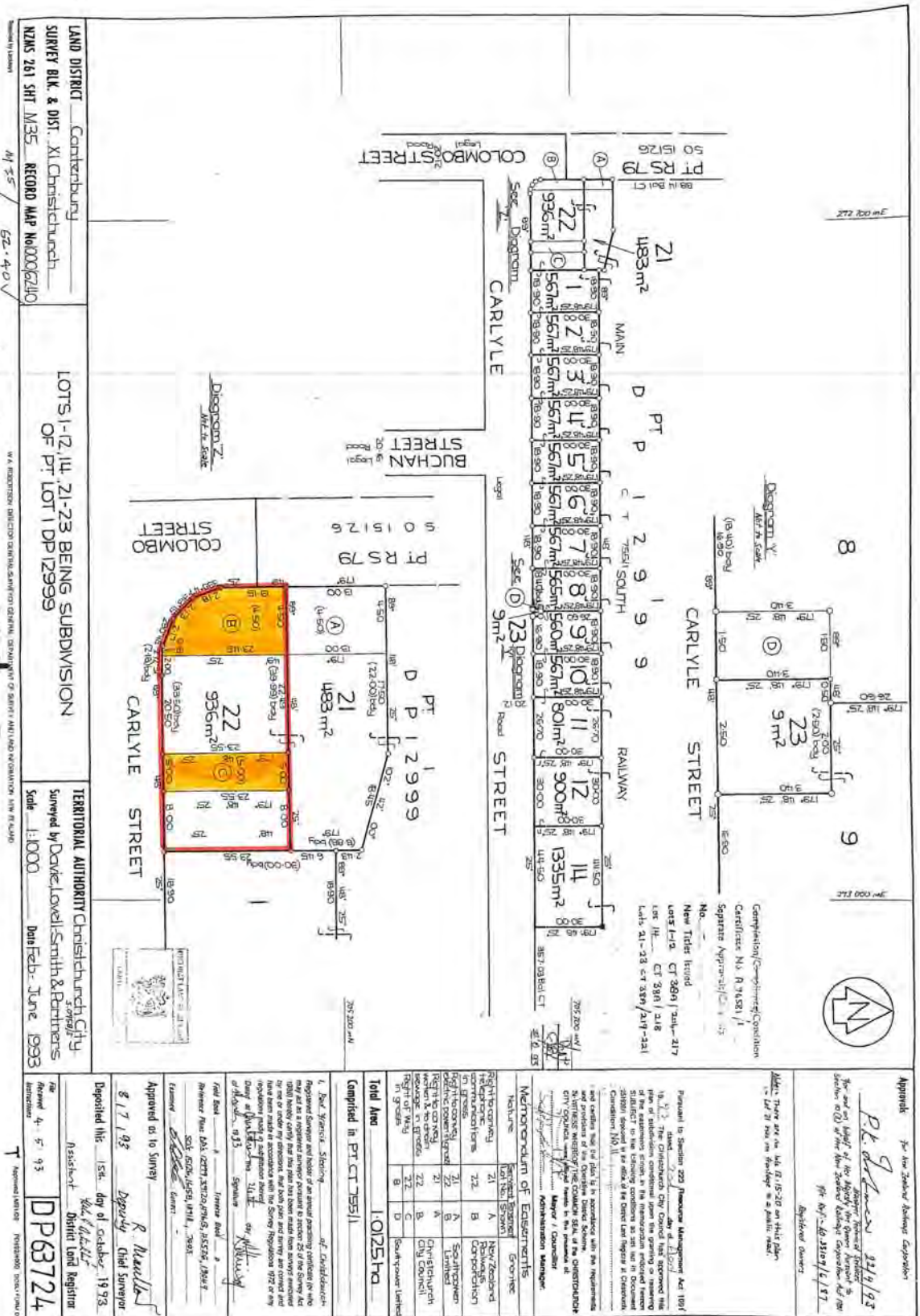
**PAUL MCMAHON**  
**CHAIRPERSON**

COUNCIL 12. 03. 2015  
Spreydon/Heathcote Community Board 20. 2. 2015

ATTACHMENT 1 TO CLAUSE 1



ATTACHMENT 2 TO CLAUSE 2



LAND DISTRICT Canterbury  
 SURVEY BLK. & DIST. XI Christchurch  
 NZMS 261 SHF M35 RECORD MAP No 00062410

LOTS 1-12, 14, 21-23 BEING SUBDIVISION  
 OF PT LOT 1 DP 12999

TERRITORIAL AUTHORITY Christchurch City  
 Surveyed by David Lovell Smith & Partners  
 Scale 1:1000 Date Feb - June 1993

Approved as to Survey  
 8 / 7 / 93 Deputy Chief Surveyor  
 Deposited this 15th day of October 1993  
 Assistant District Land Registrar  
 DP 63724

Method of Easements	Lot No.	Benefit	Grantee
Right of Way	21	Over	Christchurch City Council
Right of Way	22	Over	Christchurch City Council
Right of Way	23	Over	Christchurch City Council

Total Area 1025ha  
 Completed in PT CT 79511

1. Sec 223(1) Statute Book of 1953  
 Registered Surveyor and holder of an annual practicing certificate (or who may act as a registered surveyor) for the purposes of the provisions of the Statute Book of 1953, and who is a member of the Institution of Surveyors in New Zealand, has caused this plan to be prepared and deposited in accordance with the Survey Regulations 1972 or any amendments thereof, and has caused this plan to be deposited in the office of the District Land Registrar.

2. Sec 223(2) Statute Book of 1953  
 I, James and Partners, Registered Surveyors, have caused this plan to be prepared and deposited in accordance with the Survey Regulations 1972 or any amendments thereof, and has caused this plan to be deposited in the office of the District Land Registrar.

3. Sec 223(3) Statute Book of 1953  
 I, James and Partners, Registered Surveyors, have caused this plan to be prepared and deposited in accordance with the Survey Regulations 1972 or any amendments thereof, and has caused this plan to be deposited in the office of the District Land Registrar.

4. Sec 223(4) Statute Book of 1953  
 I, James and Partners, Registered Surveyors, have caused this plan to be prepared and deposited in accordance with the Survey Regulations 1972 or any amendments thereof, and has caused this plan to be deposited in the office of the District Land Registrar.

5. Sec 223(5) Statute Book of 1953  
 I, James and Partners, Registered Surveyors, have caused this plan to be prepared and deposited in accordance with the Survey Regulations 1972 or any amendments thereof, and has caused this plan to be deposited in the office of the District Land Registrar.

6. Sec 223(6) Statute Book of 1953  
 I, James and Partners, Registered Surveyors, have caused this plan to be prepared and deposited in accordance with the Survey Regulations 1972 or any amendments thereof, and has caused this plan to be deposited in the office of the District Land Registrar.

7. Sec 223(7) Statute Book of 1953  
 I, James and Partners, Registered Surveyors, have caused this plan to be prepared and deposited in accordance with the Survey Regulations 1972 or any amendments thereof, and has caused this plan to be deposited in the office of the District Land Registrar.

8. Sec 223(8) Statute Book of 1953  
 I, James and Partners, Registered Surveyors, have caused this plan to be prepared and deposited in accordance with the Survey Regulations 1972 or any amendments thereof, and has caused this plan to be deposited in the office of the District Land Registrar.

9. Sec 223(9) Statute Book of 1953  
 I, James and Partners, Registered Surveyors, have caused this plan to be prepared and deposited in accordance with the Survey Regulations 1972 or any amendments thereof, and has caused this plan to be deposited in the office of the District Land Registrar.

10. Sec 223(10) Statute Book of 1953  
 I, James and Partners, Registered Surveyors, have caused this plan to be prepared and deposited in accordance with the Survey Regulations 1972 or any amendments thereof, and has caused this plan to be deposited in the office of the District Land Registrar.



**COUNCIL 12. 03. 2015**  
**Spreydon/Heathcote Community Board 20. 2. 2015**

**ATTACHMENT 3 TO CLAUSE 3**

*Vision, goals and actions* | Natural environment actions

**(N4) Relinquish and replace Carlyle Park**

<b>Description:</b>	<p>Sell the bulk of Carlyle Park to the private sector and investigate options within Council to ensure the funds obtained from the sale of land are used to purchase better located open spaces elsewhere in Sydenham.</p> <p>Retain a landscape strip along the Colombo Street frontage to create a northern 'gateway' into Sydenham (with signage, sculpture, trees and landscaping). Ensure a good design quality of any new building on the site, especially the built interface to both Carlyle and Colombo streets.</p> <p>Note: Carlyle Park is zoned Open Space 1 and is currently fee simple land held by the Council. Since it is not a public reserve, no Reserves Act process is required to re-classify it. The land is, however, still subject to the Resource Management Act. If the land is to be exchanged or swapped, a plan change process may be required to change the zoning prior to establishing a commercial or residential activity on former open space land. Resource consents may also be required prior to undertaking initiatives.</p>		
<b>Rationale:</b>	<p>This reserve area is underperforming (refer to the analysis of Carlyle Park under action N1). It is in a less than ideal location adjacent to the over-bridge, railway line and industrial activities.</p>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Investigate:</p> <ul style="list-style-type: none"> <li>Legal status of Carlyle Park and resource management requirements for rezoning.</li> <li>Options to subdivide fee simple land to relinquish greater portion to private ownership.</li> </ul>	<p>Approvals:</p> <ul style="list-style-type: none"> <li>Reclassification and rezoning requiring a Plan Change.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>Set up quality control mechanisms through a site design brief attached to the sale of land.</li> <li>Sale of land.</li> <li>Look for replacement spaces elsewhere in Sydenham.</li> </ul>	
<b>Lead:</b>	Christchurch City Council - City Environment		
<b>Partner agencies/ organisations:</b>	Christchurch City Council - Property Consultancy Team		
<b>Related actions:</b>	N2, N6		

**Possible response**



Carlyle Park (current)





**COUNCIL 12. 03. 2015**

**BURWOOD/PEGASUS COMMUNITY BOARD  
2 FEBRUARY 2015**

**Report of a meeting of the Burwood/Pegasus Community Board  
held on Monday 2 February 2015 at 4.30pm in the Boardroom,  
Corner Beresford and Union Street, New Brighton, Christchurch.**

**PRESENT:** Andrea Cummings (Chairperson), Tim Baker, David East, Glenn Livingstone, Tim Sintes, Linda Stewart and Stan Tawa.

**APOLOGIES:** There were no apologies.

The Board reports that:

**PART A - REPORTS FOR INFORMATION**

**1. FINAL NEW BRIGHTON CENTRE MASTER PLAN**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Chief Planning Officer Strategy and Planning Group		
<b>Officer responsible:</b>	Unit Manager, Urban Design & Regeneration	Y	03 941 8239
<b>Author:</b>	Miranda Charles		

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 The purpose of this report is to:

- 1.1.1 Advise the Burwood/Pegasus Community Board and the Council of final amendments to the New Brighton Centre Master Plan ('the Master Plan'); and
- 1.1.2 Request that the Community Board recommend to the Council the adoption of the final Master Plan.

**2. EXECUTIVE SUMMARY**

- 2.1 In April 2012, the Council approved the preparation of a Draft New Brighton Centre Master Plan, to create a framework, vision and action plan for its rebuild and recovery. The Council approved a Draft Master Plan for public consultation, and a nine week period of public consultation took place between December 2012 and February 2013. Three hundred and seventeen public submissions were received and, overall, submissions were very positive.
- 2.2 In response to community feedback being received by the Council on aquatic facilities at the same time, the Council decided to delay the next stages of the Master Plan in order to initiate several other relevant and related projects. These projects include:
  - 2.2.1 Investigations into New Brighton aquatic facilities/a waterpark;
  - 2.2.2 Investigations into site options for an Eastern Recreation and Sports Facility;
  - 2.2.3 A new Community Advisory Group to provide further feedback and recommendations on the Draft Plan;
  - 2.2.4 A review of the extent of the New Brighton commercial zone, for Phase 2 of the District Plan Review; and
  - 2.2.5 An investigation into the development of a 'New Brighton Legacy Project'.

**COUNCIL 12. 03. 2015**

**1 Cont'd**

- 2.3 As these projects progressed and/or concluded, officers reported to the Burwood Pegasus Community Board (hereafter “the Board”) on 21 July 2014 on the Summary of Submissions, CAG recommendations to the Draft Master Plan, proposed amendments to the final Master Plan and the need for hearings. The Board recommended to Council at its meeting on 31 July 2014, that hearings not be held and that final amendments to the Master Plan be prepared.
- 2.4 These amendments have now been made to the New Brighton Master Plan and officers request that the Board recommends to Council the adoption of a final Master Plan. A list of the final changes that have been made to the Master Plan is set out in **Attachment 1**. A complete text version of the Master Plan is set out in **Attachment 2**.
- 2.5 Once the content of Attachment 1 has been approved, officers will organise further design work (i.e. layout, formatting and typographical adjustments) in order for the document to comply with the Council’s standards for publication. The final Master Plan will then be ready for printing and distribution.

**3. BACKGROUND**

- 3.1 The Suburban Centres Programme was approved by the Council in June 2011 to respond to damage caused by the 2010/2011 Canterbury earthquakes. The programme focuses on Business 1 and 2 zones of the Christchurch City Plan, and draws on the context of the surrounding area. Eight master plans have already been adopted under this programme. The master plans are non-statutory documents that create a vision, framework and action plans for the repair and recovery of the centre. Delivery is a shared responsibility with the Council, land and business owners and the wider community.
- 3.2 The Council approved the commencement of the New Brighton Centre Master Plan in April 2012. Following a series of open forums and workshops which collected feedback from the community and a diverse range of internal and external stakeholders, officers prepared a Draft Plan comprising four ‘big picture’ themes and seventeen projects/actions.
- 3.3 Public consultation on the Draft Plan took place over nine weeks, from 17 December 2012 to 18 February 2013. Three hundred and seventeen submissions were received. The public’s response to the Draft Master Plan was generally very positive.
- 3.4 Before receiving the Summary of Submissions to the Draft Master Plan, the Council directed staff to further investigate New Brighton aquatic facilities/a waterpark, and site options for an Eastern Recreation and Sports Facility, and to report back in the latter part of 2013.
- 3.5 In December 2013, the Council then directed the Burwood Pegasus Community Board (‘the Board’) to establish a Community Advisory Group. The Community Advisory Group (CAG) was Chaired by Community Board Chair, Andrea Cummings, and comprised representatives from the following organisations/groups<sup>1</sup>:
- Burwood Pegasus Community Board;
  - New Brighton Project Inc.;
  - New Brighton Pier and Foreshore Promotion Society;
  - Renew Brighton;
  - New Brighton Business and Landowners’ Association;
  - Eastern Vision; and
  - WOW Brighton.

---

<sup>1</sup> New Zealand Police and Mahaanui Kurataio Limited were also kept informed as honorary members.

## COUNCIL 12. 03. 2015

## 1 Cont'd

- 3.6 The role of the CAG was to “*identify key elements of private investment and public place-making initiatives which would assist in revitalising the centre, and funding options to achieve those*”. The CAG prepared thirty recommendations which were presented back to the Board and the Council on 21 July 2014, along with officer recommendations regarding the need for hearings and a recommended direction for finalising the Master Plan.
- 3.7 On 31 July 2014, the Council resolved not to hold hearings of submissions based on:
- 3.7.1 The level of submitter support for the Master Plan;
  - 3.7.2 The officer’s recommended direction for making final amendments to the Master Plan, reflecting on public submissions and the recommendations of the CAG; and
  - 3.7.3 The Board’s recommendation not to hold hearings, and its request that the Council ensure that the Master Plan is in place to enable consideration in the Long Term Plan (LTP).
- 3.8 Before commencing final amendments to the Master Plan, officers held two further workshops with land and business owners to discuss land rezoning, building heights, and the potential reduction of the commercial zone. These workshops were in line with the Council resolution dated 3 October 2013 for staff to further consider options for consolidating New Brighton’s commercial centre.
- 3.9 Held in August and September 2014 and attended by a variety of land and business owners, the workshops confirmed the direction for the commercial centre as proposed in the Draft Master Plan, for a more consolidated commercial core (i.e. reduced commercial area). In addition to confirming the approach in the Master Plan, the information was necessary to inform ‘Phase 2’ of the District Plan Review. Public consultation on the Proposed District Plan provisions will occur in 2015.
- 3.10 Since July 2014, officers have also undertaken further engagement with Ngāi Tūāhuriri Rūnanga, through Mahaanui Kurataio Limited (MKT), and officers received confirmation that final text changes to the Master Plan are endorsed by the Rūnanga.
- 3.11 A list of the final changes to the New Brighton Centre Master Plan is set out in **Attachment 1**. A complete text version of the Master Plan is set out in **Attachment 2**. The document will require further design work (i.e. layout, formatting and typographical adjustments) to meet the Council’s standards for publication. This will be done once the content has been approved. The final Master Plan will then be ready for printing and distribution.
- 3.12 In making final amendments to the final Master Plan, officers have:
- 3.12.1 Increased the level of accuracy and detail by introducing new text, diagrams and maps, and by reviewing the order and flow of the Master Plan’s contents;
  - 3.12.2 Acknowledged in more detail the historic and contemporary relationships between Ngai Tahu and the area;
  - 3.12.3 Strengthened the relationship between the centre and the foreshore area, and identified potential future development opportunities such as the Legacy Project;
  - 3.12.4 Updated several design concepts, including concepts for Marine Parade, New Brighton Mall, and Beresford Street;
  - 3.12.5 Provided more specific guidance on community focal points and features, and overarching urban design principles and aspirations;
  - 3.12.6 Identified new opportunities to facilitate economic investment within the commercial centre, by considering future research on development incentives;
  - 3.12.7 Refined the Master Plan’s vision, goals and implementation plan, to ensure they reflect the other amendments made throughout the document.

**COUNCIL 12. 03. 2015**

**1 Cont'd**

- 3.13 So that implementation of the Master Plan can commence in a timely fashion, officers request the Community Board endorse the amended Master Plan in **Attachment 2**, and recommend to Council that the Master Plan is adopted.

**4. FINANCIAL IMPLICATIONS**

- 4.1 For 2014/15 there is a capital project (2383) for New Brighton Transport activities. The budget is \$2.2 million and is for the purchase of land for a new road extension at Oram Ave. This budget is very unlikely to cover costs for the formation of the road.
- 4.2 Deliberations on the draft 2015-2025 Long Term Plan will conclude timing and funding decisions for other Master Plan actions, including formation of the new road, refresh of Brighton Mall, streetscape works for surrounding streets and open space projects along the foreshore.

**5. SIGNIFICANCE AND ENGAGEMENT POLICY**

- 5.1 The decision recommended in this report is of medium significance in relation to the criteria in the Council's Significance and Engagement Policy.
- 5.2 With respect to community and stakeholder engagement, paragraphs 3.2 to 3.10 above describe the level of engagement that has occurred since the project commenced back in April 2012. Engagement has been comprehensive and inclusive. Furthermore, community and stakeholder engagement is ongoing as many Master Plan projects will require further input as part of their implementation (e.g. during 'detailed design' stages). Community engagement will also occur as part of the Council's funding processes for the Annual and Long Term planning cycles.
- 5.3 With respect to the potential impact of the adoption and implementation of the Master Plan on the community and land and business owners, it is expected that the Master Plan will have a positive impact. By signalling the Council's commitment and intention to support the New Brighton centre, it is anticipated that the Master Plan will stimulate positive cycles of developer interest, economic growth and private investment. Furthermore, the implementation of public realm improvement projects will help to increase the function, amenity, safety, and overall enjoyment of the centre: directly benefitting land and business owners, residents and visitors.
- 5.4 While the implementation of the Master Plan will have financial implications for the Council, there are possible risks and costs should the Master Plan not be adopted. These include the potential decline of community wellbeing and safety, and the further decline of the local New Brighton economy.
- 5.5 With respect to the proposed consolidation of the commercial centre, the implementation of the Master Plan may have a direct impact on land and business owners through potential zoning changes. Public consultation on these matters will occur in 2015, as part of the notification of the Proposed District Plan.

**6. STAFF RECOMMENDATION**

That the Council:

- 6.1 Receive Attachments 1 and 2.
- 6.2 Adopt the amended New Brighton Centre Master Plan.

**COUNCIL 12. 03. 2015**

**1 Cont'd**

**7. BOARD CONSIDERATION**

The Board took into account information received from New Brighton businesses which opposed the concept of opening Seaview Mall as a slow road to Marine Parade.

The Board acknowledged the work of staff in preparing the New Brighton Centre Master Plan and thanked them for the high level of engagement undertaken.

**8. BOARD RECOMMENDATION**

That the Council:

8.1 Receive the report and Attachments 1 and 2.

8.2 The amended New Brighton Centre Master Plan be adopted subject to the following amendment: the Board recommends the retention of the pedestrianised portion of Seaview Mall and that associated references to a shared space slow street in the longer term be removed from the Master Plan.

**Note:** Tim Baker recorded his opposition to the amendment in Clause 8.2.

**PART B - REPORTS FOR INFORMATION**

**2. DECLARATION OF INTEREST**

There were no declarations of interest.

**3. DEPUTATIONS BY APPOINTMENT**

Nil.

**4. PRESENTATION OF PETITIONS**

Nil.

**5. NOTICES OF MOTION**

Nil.

**6. CORRESPONDENCE**

**6.1 NORTHSHORE RESIDENTS' ASSOCIATION – LONG TERM PLAN LINE ITEM REQUEST FOR PEGASUS BAY COASTAL PATH**

The Board **received** correspondence from the Northshore Residents' Association regarding the Long Term Plan, line item request for Pegasus Bay Coastal Path.

The Board noted its intention of supporting within its own submission on the Long Term Plan, the request from the Northshore Residents' Association regarding the line item request for Pegasus Bay Coastal Path.

**COUNCIL 12. 03. 2015**

**6 Cont'd**

**6.2 EASTERN VISION – ENVIROFORCE EAST**

The Board **received** correspondence from Eastern Vision requesting support from the Board in establishing and resourcing of the organisation's EnviroForce East project.

The Board **decided** to support in principle the proposal from Eastern Vision in relation to establishing a volunteer environmental workforce in the east of Christchurch.

**6.3 AVON-OTAKARO – GALLIPOLI RESTORATION PROJECT**

The Board **received** correspondence from Avon-Otakaro Network requesting the Board's support for the Gallipoli Restoration Project.

The Board received advice from staff that the option of relocating the poppies sculpture onto firmer ground at the same location had been investigated and a budget for that work established. There is, however, no current Council budget for landscaping.

The Board **decided** to liaise with the Avon-Otakaro Network and staff to discuss options for completing the Poppies over Gallipoli Restoration Project.

**6.4 SOUTH BRIGHTON RESIDENTS' ASSOCIATION – NOTIFICATION OF NEW CHAIRPERSON**

The Board **received** correspondence from the South Brighton Residents' Association notifying the Board of a new Chairperson, Mr Hugo Kristinsson, as of 15 January 2015.

The Board **decided** to congratulate Mr Hugo Kristinsson on his appointment as Chairperson of the South Brighton Residents' Association and look forward to working with him in the future.

**6.5 SOUTH BRIGHTON RESIDENTS' ASSOCIATION – SOUTH NEW BRIGHTON PARK PROPOSED PLAYGROUND UPGRADE**

The Board **received** correspondence from the South Brighton Residents' Association in support of the South New Brighton Park Proposed Playground upgrade.

**6.6 SOUTH BRIGHTON RESIDENTS' ASSOCIATION – STOP BANKS IN THE SOUTH BRIGHTON AREA**

The Board **received** correspondence from the South Brighton Residents' Association regarding the condition and maintenance of stop-banks in the South Brighton area.

The Board **decided** to receive the correspondence from the South Brighton Residents' Association regarding the condition and maintenance of stop-banks in the South Brighton area and to refer the matter to staff for comment.

**7. COMMUNITY BOARD ADVISER'S UPDATE**

The Board **received** information from the Community Board Adviser on Board related activities including upcoming meetings, current consultations and the allocations from the 2014/15 Discretionary Response Fund and Youth Development Fund.

**7.1 CHANGE OF MEETING DATE**

Refer to Clause 7.1 (Part C) of these minutes for the Board's decision on this matter.

**7.2 NGA PUNA WAI SPORTS HUB MASTER PLAN**

Refer to Clause 7.2 (Part C) of these minutes for the Board's decision on this matter.



**COUNCIL 12. 03. 2015**

**7 Cont'd**

**7.3 EASTERN RECREATION AND SPORT CENTRE ON QEII PARK**

The Board **received** information from staff on the expressions of interest (EOI) process for consultants interested in tendering for the proposed Eastern Recreation and Sport Centre on QEII Park.

**7.4 ARANUI COMMUNITY CENTRE FOUNDATION COST ESTIMATE**

The Board **received** a response to the Board's request of 1 December 2014 regarding the estimate for the foundations/ground works to the Aranui Community Centre.

**7.5 SOCIAL HOUSING RESTRUCTURE**

The Board **received** a response from staff to the Board's request of 7 July 2014 on the social housing restructuring option and the implication if the majority shareholder makes changes to the arrangement.

**7.6 FIRE HAZARDS**

The Board **received** a response from staff to the Board's request of 9 December 2013 regarding measures that could be taken to mitigate fire hazards.

**7.7 BERESFORD STREET CARPARK – FREEDOM CAMPING**

Anne Columbus, Inspections and Enforcement staff briefed the Board on the issue of freedom camping within the ward. It was noted this was a short term situational issue. Freedom campers have left the Beresford Street carpark following enforcement action which was made possible from Council's position as the private property owner. Campers have relocated to the Waimairi Beach carpark and surrounds. Staff are investigating a bylaw to provide a long term solution and aim to report that to the Council on this shortly. Staff are also working with freedom campers to advise them on managing their rubbish and respecting the local community. It was noted that freedom campers can legitimately park and stay overnight on the road.

The Board thanked Anne Columbus for her briefing and the work that she and her staff are undertaking with freedom campers.

**7.8 NEW ZEALAND COMMUNITY BOARD EXECUTIVE COMMITTEE BEST PRACTICE AWARDS 2015**

Refer to Clause 7.8 (Part C) of these minutes for the Board's decision on this matter.

**8. QUESTIONS UNDER STANDING ORDERS**

Nil.

**9. ELECTED MEMBERS' INFORMATION EXCHANGE**

- Staff confirmed that for large one off events in New Brighton, such as Kite Day, extra rubbish collections and clean ups are arranged as a matter of course.
- Several of the ocean outfall stormwater pipes installed in Waimairi Beach are damaged and need fixing. The Board **decided** that staff be requested to follow up on an already lodged customer service request for remedial action on the damaged ocean outfall stormwater pipes at Waimairi Beach.

**PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD****10. CONFIRMATION OF MEETING MINUTES – 15 DECEMBER 2014**

It was **resolved** that the minutes of the Board's ordinary meeting of 15 December 2014 be confirmed.

**7. COMMUNITY BOARD ADVISER'S UPDATE (CONT'D)****7.1 CHANGE OF MEETING DATE**

The Board **resolved** to approve a change of its meeting schedule to shift the 7 April 2015 meeting to 30 March 2015 to accommodate the Council Recess Week.

**7.2 NGA PUNA WAI SPORTS HUB MASTER PLAN**

The Board **resolved** to retrospectively approve its Submission on the Nga Puna Wai Sports Hub Master Plan.

**7.8 NEW ZEALAND COMMUNITY BOARD EXECUTIVE COMMITTEE BEST PRACTICE AWARDS 2015**

The Board **decided** to prepare an entry to the New Zealand Community Board Executive Committee Best Practice Awards 2015 on the topic of Community Engagement in the east.

The Board Chairperson declared the meeting closed at 6.02pm.

**CONFIRMED THIS 16TH DAY OF FEBRUARY 2015**

**ANDREA CUMMINGS  
CHAIRPERSON**

## ATTACHMENT 1 TO CLAUSE 1

## List of Text Changes to the Final New Brighton Centre Master Plan Following Public Submissions, Community Advisory Group (CAG) Recommendations, and Further Analysis

No.	Heading	Stakeholder feedback	Change
1	<b>Mayor Foreword</b>		Removed at Mayor's request
2	<b>Board chairperson foreword and photo</b>		Forward updated. Photo to be added during graphic design stage.
3	<b>How to make a submission</b>		Consultation information removed.
4	<b>Table of contents</b>		Updated
5	<b>Executive summary</b>		Minor changes to text, to reflect updates to other parts of the Master Plan.
6	<i>Overall Master Plan concept</i>	Various updates to individual project concepts sought.	Updated
7	<i>Introduction</i>	General feedback received from MKT to Draft Master Plan.	New reference to acknowledge cultural values and the role of manawhenua.
8	<b>Master Plan scope</b>		New section added to clarify principal focus is on the commercial centre but consideration has been given to wider context and foreshore connections.
9	<b>Master Plan framework</b>	General feedback received from MKT to the Draft Master Plan, and sign-off of final text changes.	New sections on Mahaanui Iwi Management Plan and Whakaoratia Otautahi: Ngai Tahu Aspirations for Christchurch Recovery and Rebuild

## COUNCIL 12. 03. 2015

## ATTACHMENT 1 TO CLAUSE 1 CONT'D

No.	Heading	Stakeholder feedback	Change
10	<i>A brief description to the suburb</i>		New sub-headings created for 'People and the land; historic and contemporary associations', 'Maori connections', 'European connections' and 'Natural heritage', and increased detail added. Some sub-headings in this section have been re-ordered, to improve flow.
11	<i>Maori connections</i>	General feedback received from MKT to the Draft Master Plan, and sign-off of final text changes.	Previously under 'History and heritage', this section has been updated to better reflect historic and contemporary connections between Iwi and the area.
12	<i>Natural character</i>		Increased detail on landscape, flora and fauna.
13	<b>Leisure, recreation and lifestyle</b>		Text changes to add more detail on events, and new figure added to emphasise the wider recreation network in proximity to New Brighton centre.
14	<b>Land use zoning</b>		Reference to New Brighton as being a 'Key Activity Centre' (brought forward from the 'Commercial Analysis' section).
15	<b>Built Character</b>		Minor changes to text, with some paragraph re-ordering.
16	<b>Commercial analysis</b>		Minor changes to text.
17	<b>The movement network</b>		Minor changes to text to increase detail as well as new sub-headings added.

## COUNCIL 12. 03. 2015

## ATTACHMENT 1 TO CLAUSE 1 CONT'D

No.	Heading	Stakeholder feedback	Change
18	Site analysis		New diagram added showing current issues and constraints. Links to new 'Master Plan rationale' diagram (item 28).
19	Pre-earthquake character		Contents of this section now merged with 'A brief description of the suburb' and 'Built character' sections.
20	Earthquake damage		Updated building demolitions map.
21	Process and community engagement		Text changes to include reference to the Community Advisory Group, property and business owners workshops on centre consolidation, further consultation with Iwi, and the Council's decision not to hold hearings of submissions. Updated flow diagram.
22	Previous regeneration work		Minor text changes.
23	Issues, strengths and opportunities		Minor text changes to increase detail.
24	Technical considerations and constraints		<p>New sub-headings created and detail added for 'Ongoing natural hazard risks', 'Future status of the red zone', 'Infrastructure repair decisions and timings', and 'The New Brighton School site'.</p> <p>References to the proposed hot salt water pools (i.e. also sometimes referred to as the 'Legacy Project') and the concept plan for the children's playground moved to A1 'Foreshore connections'.</p>

## COUNCIL 12. 03. 2015

## ATTACHMENT 1 TO CLAUSE 1 CONT'D

No.	Heading	Stakeholder feedback/Officer's response	Changes made
25	<b>Vision</b>	Strong submitter support.	Text changes to better reflect other changes to the Master Plan.
26	<b>Goals</b>	Strong submitter support.	Text changes to better reflect other changes to the Master Plan.
27	<b>The 'big picture'</b>	Strong submitter support.	Minor changes to sub-headings and some re-ordering of headings. Changes to text for greater detail and diagrams have been updated.
28	<b>Project rationale</b>		New diagram to explain Master Plan rationale. Links with new Site Analysis diagram (item 18).
29	<b>Big picture theme 1: Centre consolidation</b>	Strong submitter support. CAG Recommendation 1.1 also supports centre consolidation. Officers to reflect the outcome of property and business owner workshops (held in August and September 2014) in the Final Master Plan	Only minor text changes made as property and business owner workshops confirmed the original direction of the Draft Master Plan for centre consolidation through land rezoning.
30	<b>Big picture theme 2: Precinct development</b>	Strong submitter support. No applicable CAG recommendation. Officers to increase detail and clarity in the Final Master Plan.	New sub-headings introduced and changes to text changes to increase detail.

## COUNCIL 12. 03. 2015

## ATTACHMENT 1 TO CLAUSE 1 CONT'D

No.	Heading	Stakeholder feedback/Officer's response	Changes made
31	<b>Big picture theme 3: River to sea connections</b>	<p>Strong submitter support.</p> <p>CAG Recommendation 5.1 supports new options for more public space projects, focal points, gateways and landmarks, and visitor wayfinding.</p> <p>Officers to explore opportunities to strengthen foreshore linkages in the Final Master Plan.</p>	<p>A new wider recreation context map has been prepared to emphasise New Brighton's status as an 'eastern playground' and to highlight future opportunities and connections. Gateways, views and landmarks are identified on the new site analysis map (see item 18). And, reference is also made to the use of landscape elements (e.g. planting, signage, seating, lighting, paving etc) to express the river to sea connection. A new action along the foreshore has also been introduced in response to CAG's recommendation for new public space projects, focal points, gateways and landmarks and to better integrate the foreshore with the commercial centre (see item 34, action "A1").</p>
32	<b>Big picture theme 4: Circulation and movement</b>	<p>Strong submitter support.</p>	<p>Text changes for greater detail, with reference to undertaking new research.</p>
33	<b>Actions – Streets and public open space</b>		<p>New sub-headings added throughout this section for project 'Description'; 'Rationale'; and 'Next Steps'. New actions have been introduced for the foreshore. The action for future urban design guidelines has been replaced with an urban design code, materials and planting palette. Also, the Bus Interchange (originally action 'A3') has been re-ordered as a 'B' action as it is an off-street facility (see item 45, action 'B4' below).</p>

## COUNCIL 12. 03. 2015

## ATTACHMENT 1 TO CLAUSE 1 CONT'D

No.	Heading	Stakeholder feedback/Officer's response	Changes made
34	<b>New action: 'Foreshore connections' (A1)</b>	<p>CAG Recommendation 5.1 supports new options for more public space projects, focal points, gateways and landmarks, and visitor wayfinding.</p> <p>Officers to consider the foreshore area in light of the important relationship between this space and the commercial centre, and in response to the potential Legacy Project.</p>	New action added to the Final Master Plan for a 'foreshore connections' project.
35	<b>Marine Parade upgrade (A2)</b>	<p>Strong submitter support.</p> <p>CAG recommendation 4.1 support a shared space concept along Marine Parade, to better connect the foreshore with the commercial centre and to create a more flexible and multi-purpose space.</p> <p>Officers to review text and drawings so improvements to connectivity and the flexible use of the space is clearer and more explicit.</p>	Text changes and revised drawings.
36	<b>New north-south corridor (A3)</b>	<p>Strong submitter support.</p> <p>CAG recommendation 1.2, 2.1 , 2.2 and 2.3 support this action as the number one priority of the Master Plan, that land acquisition and road construction is fast-tracked and that the District Plan ensures that the street will have 'active edges'.</p> <p>Officers to work with District Plan staff, progress land acquisition, and to make associated text amendments.</p>	Changes to text and revised drawings.



## COUNCIL 12. 03. 2015

## ATTACHMENT 1 TO CLAUSE 1 CONT'D

No.	Heading	Stakeholder feedback/Officer's response	Changes made
37	<b>New open space and public toilets (A4)</b>	<p>Strong submitter support.</p> <p>CAG recommendation 3.3 supports the provision of well-located modern toilet facilities in the centre.</p> <p>Officers to review Draft Master Plan text, to increase clarity and detail where appropriate.</p>	<p>The position of this action in the document has been brought forward as it relates to the new north-south corridor (action 'A3'). Minor text changes acknowledge important cultural values.</p>
38	<b>Brighton Mall upgrade (A5)</b>	<p>Submitters are divided in their support or opposition to the introduction of slow, one-way vehicle traffic back into Brighton Mall.</p> <p>CAG Recommendation 3.1 and 3.2 support the development of a new village square, framed by buildings and connected by an over-bridge to the library and pier across Marine Parade (i.e. "a reverse pier"). This concept related to CAG's desire to enclose Brighton Mall and create an 'Eat Street' concept and village square/piazza.</p> <p>Officers to present this as an alternate option in the appendices of the Master Plan, and retain the space as a pedestrian mall in the short to medium term.</p>	<p>Changes to text and drawings showing the retention of the pedestrian mall in the short to medium term. New information on slow shared-space streets is included in the event that the Council decides to trial the idea and re-consult the community at some point in the future.</p> <p>The 'Eat Street' concept has been referred to under the 'New north – south corridor' (see 'A3').</p> <p>Appendix 2 of the Master Plan includes the illustrations submitted by the CAG for the village square/piazza concept.</p>

## COUNCIL 12. 03. 2015

## ATTACHMENT 1 TO CLAUSE 1 CONT'D

No.	Heading	Stakeholder feedback/Officer's response	Changes made
39	<b>General streetscape enhancements (A6)</b>	<p>Strong submitter support.</p> <p>CAG recommendation 5.1, 5.2, 5.3, and 4.2 support the improvement of the centre's streets, the creation of new gateways and landmarks, the use of environmental design principles and low impact urban design features, and the retention of the slow-road on Seaview Road.</p> <p>Officers to review Draft Master Plan text and drawings to increase clarity and detail.</p>	<p>Changes to text to increase detail, and to identify a range of opportunities associated with this action. The updated 'staging plan' is also relevant (see 'Master Plan implementation').</p>
40	<b>Materials and planting palette implementation (A7)</b>		<p>New action added to the Final Master Plan, to replace original action in the Draft Master Plan for a design guideline. (There is now no need for design guidelines as a design code has been prepared). The landscape palette intends to progress Council-led public space improvement projects (action 'A6').</p>
41	<b>Actions – Land, buildings and private development</b>		<p>New sub-headings have been added for project 'Description'; 'Rationale'; and 'Next Steps'. Some re-ordering of projects has occurred. Action 'B6' for the preparation of the design guidelines has been updated to 'urban design code implementation'.</p>

## COUNCIL 12. 03. 2015

## ATTACHMENT 1 TO CLAUSE 1 CONT'D

No.	Heading	Stakeholder feedback /Officer's response	Changes made
42	<b>New residential development (B1)</b>	<p>Strong submitter support.</p> <p>CAG recommendation 1.3 and 3.5 support the reordering of this action to highlight it's importance in the Final Master Plan, and the promotion of live-work opportunities.</p> <p>Officers to review Draft Master Plan text and drawings to increase clarity and detail.</p>	<p>The position of this action in the document has been bought forward. Text changes increase detail, and drawings have been updated.</p>
43	<b>Supermarket relocation (B2)</b>	<p>Strong submitter support.</p> <p>Officers to show a supermarket expansion option, in the event the supermarket does not relocate. The concept needs to support pedestrian connectivity, strong frontages and active edges.</p>	<p>Minor changes to text to increase detail.</p>
44	<b>New pedestrian links (B3)</b>	<p>Strong submitter support.</p> <p>Officers acknowledge relationship between the action and the preparation of a design guide ('B6' in the Draft Master Plan).</p>	<p>The position of this action in the document has been bought forward. Minor changes to text to increase detail.</p>
45	<b>Bus interchange (B4)</b>	<p>Strong support from submitters.</p> <p>CAG recommendation 4.3 (a – d) and 4.4 support the safety and accessibility of public transport facilities and infrastructure, and the avoidance/reduction of any negative effect of bus layovers on adjacent property owners.</p> <p>Officers to review existing text and make any necessary amendments.</p>	<p>This action was originally A3 in the Draft Master Plan and is now addressed as 'B' action. Changes to text to increase detail.</p>

## COUNCIL 12. 03. 2015

## ATTACHMENT 1 TO CLAUSE 1 CONT'D

No.	Heading	Stakeholder feedback /Officer's response	Changes made
46	<b>Car parking improvements (B5)</b>	Strong submitter support. CAG recommendation 4.7 supports improvements to the appearance, function and management of off-street parking on Hawke Street and potentially increasing the Council's role and influence to achieve better outcomes. Officers to further investigate Council's role in addressing fragmented ownership/management issues.	Changes to text to increase detail with respect to the role of parking, the management of parking spaces, the quality of the pedestrian experience, and the Council's role (including opportunities and limitations).
47	<b>Design code implementation (B6)</b>	Strong submitter support.	New action added to the Final Master Plan, replacing 'B6' in the Draft Master Plan for the preparation of a design guidelines. The design code provides immediate ideas on a future New Brighton style which could strengthen the character and identity of the centre, in a way that complements the District Plan.
48	<b>Partnering for recovery</b>		New sub-headings have been added for project 'Description'; 'Rationale'; and 'Next Steps'. Some re-ordering of projects has occurred. New action added to this section for 'development incentives research' (see item 50, action 'C2').
49	<b>New Brighton Business Association (C1)</b>	Strong submitter support.	Changes to text to increase detail and accuracy, with respect to progress already being made by the Association and other opportunities for the Council to support the Association (e.g. a store front improvement programme, further market research etc).

## COUNCIL 12. 03. 2015

## ATTACHMENT 1 TO CLAUSE 1 CONT'D

No.	Heading	Stakeholder feedback /Officer's response	Changes made
50	<b>Development incentives research (C2)</b>	CAG recommendation 6.1 (a – f) and 6.2 support the introduction of incentives or a 'economic development zone' to help achieve Master Plan goals. Project team to liaise with Council colleagues Policy Team and/or Finance Team.	New project added so that further research and investigations can occur. This new action does not commit the Council to introducing incentives in New Brighton, just to further research and consideration.
51	<b>Transitional projects and events (C3)</b>		Minor text updates.
52	<b>Graffiti removal (C5)</b>		Minor text updates.
53	<b>Case management (C6)</b>		Minor text changes to provide the Council with greater flexibility.
54	<b>Council services (C7)</b>		Minor text changes to provide the Council with greater flexibility.
55	<b>Master Plan Implementation</b>		Changes to text and revised time frames. Subsequent updates made to the staging plan diagram and the implementation table, which also shows the new projects added.
56	<b>Appendices</b>		Updated so that the appendices remains useful and current.

**ATTACHMENT 2 TO CLAUSE 1**

**Attachment 2** of the Final New Brighton Centre Master Plan has been separately circulated to Board Members.

# *Suburban Centres Programme New Brighton Centre Master Plan*

*A plan for  
rebuild and recovery*



### ***Foreword of the Burwood-Pegasus Community Board -***

The three-year journey in getting final sign-off of the New Brighton Centre Master Plan has involved hard work, persistence and a huge dose of belief in the future of New Brighton. During this time the Burwood–Pegasus Community Board has learned a lot about the resolve of the local community to see this master planning process through, and we sincerely thank them for their continued interest.

It is said adversity brings people together – in the case of New Brighton this really rings true. There is no doubt the people, landowners and businesses in this community have had it hard. Yet, they have generously given up their time to provide feedback and expertise, attend forums, prepare submissions, and volunteer on advisory panels. Members of the business community have been especially helpful in providing strong leadership.

All of these contributions have strengthened and focused the Plan. It is now fit-for-purpose, with a cohesive vision and actions that support the centre’s future vitality, prosperity, and identity.

The Burwood–Pegasus Community Board look forward to witnessing a new era for New Brighton’s centre. The journey continues...

**Andrea Cummings**  
**Chairperson, Burwood-Pegasus Community Board**





## Table of contents

### Executive Summary

#### Introduction

Overview-what is a master plan?	7
Master plan scope	7
Master plan contents	7
Master plan framework	8
A brief description of the suburb	9
People and the land: historic and contemporary associations	12
Natural character	12
Leisure, recreation and lifestyle	12
Land use zoning	15
Built character	15
Commercial analysis	15
The movement network	16
Earthquake damage	17

#### Process and community engagement

Iwi	20
Property and business owners, community groups and residents	20
Community Advisory Group	20
Land and business owner workshops	21
Previous regeneration work	21
Issues and challenges, strengths and opportunities	22

#### Technical considerations and constraints

Ongoing natural hazards	24
Future status of the 'Red Zone'	24
Infrastructure repair decisions and timings	25
Central New Brighton School site	25

Vision	26
Goals	27

#### The 'big picture'

Consolidation of the commercial area for a more vibrant centre	29
Precinct development with mixed uses to improve user experiences	29
Reinforced connections through the centre between the river and the sea	31
Enhanced circulation and flow of pedestrians and cyclists to and through the centre	32

#### Actions

<i>Streets, parks and public open spaces</i>	33
A1 Foreshore connections	35
A2 Marine Parade upgrade	35
A3 New north-south corridor	38
A4 New open space and public toilets	41
A5 Brighton Mall upgrade	42
A6 General streetscape enhancements	45
A7 Materials and planting palette implementation	48

#### *Land, buildings and private development*

B1 New residential development	52
B2 Supermarket relocation	53
B3 New pedestrian links	54
B4 Bus interchange	56
B5 Car parking improvements	57
B6 Urban design code implementation	59

#### *Partnering for recovery*

C1 New Brighton Business Association	62
C2 Development incentives research	63
C3 Transitional projects and events	65
C4 Graffiti removal	66
C5 Case management	66

C6 Council customer services	67
<b>Master Plan implementation</b>	<b>68</b>
Timeframes	68
Council costs	69
Other funding sources	69
Implementation plan	70
<b>Appendices</b>	<b>73</b>
Appendix 1 – New Brighton Economic Assessment – summary document	
Appendix 2 – Community Advisory Group’s concept for New Brighton Mall	
Appendix 3 - List of hardscape materials and plants for the New Brighton palette	
Appendix 4 - Brighton Mall Crime Prevention Through Environmental Design (CPTED) Improvement summary report	

Disclaimer: This is an aspirational plan for the recovery and regeneration of New Brighton Centre. There is no binding commitment on the Christchurch City Council to proceed with any actions detailed in this document. The Council’s spending priorities are reviewed frequently through the Long Term and Annual Plan processes. All funding decisions for Council-led projects remain with the Council.

## Executive summary

This Master Plan presents a future vision and sets goals for the redevelopment and recovery of New Brighton Commercial Centre. It has been prepared in response to the damage caused to the centre in the 2010 and 2011 earthquakes. It forms part of the Council's Suburban Centres Programme and has been prepared in consultation with key stakeholders and the local community.

The purpose of the New Brighton Centre Master Plan is to help direct land and business owners in the redevelopment of the centre and to attract private investment. The plan also sets a potential framework for public expenditure. The implementation of the Master Plan's goals and actions will help to bring new optimism and investment to the centre and create a more resilient community. It builds upon an already strong community spirit which has been driving the revitalisation of the centre since before the earthquakes.

Multiple meetings and workshops have been undertaken with Iwi, land and business owners, community groups and residents to help inform the vision, goals and actions for the Centre's recovery. Several positive aspects of the centre were identified that the Master Plan should build upon:

- The beach and pier.
- Good quality cafés.
- Good services in the form of a post shop and banks.
- The natural environment, sea, sand dunes and river.
- The contemporary and ancestral links between Iwi and the area.
- Street furniture – the 'surf board seating'.
- A strong passionate and enthused local community, and good programme of events.

During these sessions, the following issues were identified as being important for the master plan to address:

- The size, function and viability of the commercial centre;
- Appropriate recognition of the cultural values and associations of Iwi with the area.
- A lack of identity or 'point of difference'.
- Long, monotonous blocks of building.
- The need for stakeholder collaboration.
- The poor relationship and connections between buildings and public spaces / car parking areas.
- A lack of an integrated transport interchange.
- Weak connectivity between the centre and the river, sea and parks.
- Concerns regarding safety and vandalism.

This Master Plan introduces the 'big picture' themes that lead through to the specific actions, to address the main issues of the centre. The big picture themes are:

- 1. Consolidation of the commercial area for a more vibrant centre.**
- 2. Precinct development with mixed uses to improve user experiences.**
- 3. Reinforced connections through the centre between the river and the sea.**
- 4. Enhanced circulation and flow of pedestrian and cyclists to and through the centre.**

These themes are key drivers that underlie the majority of Master Plan actions. They have the potential to transform the centre's public and private spaces, and people's experiences of New Brighton as a centre and destination.

Spatial concepts and physical changes to the centre are shown in the figure below. The artist's impression below indicates the vision identified for New Brighton centre being fun, creative and relaxed and attracting visitors and tourists whilst also being functional in meeting the needs of the local community.

Several Master Plan actions focus upon non-physical changes to the centre (see 'C' projects). These actions include supporting the local business association, incentives research, supporting community-led transitional projects, and addressing issues of graffiti and vandalism.

Implementation of this Master Plan cannot be achieved by the Council alone and earthquake recovery requires participation from all sectors of the community, including Iwi, land and business owners, community groups, other government and non-government agencies, and residents living in and beyond New Brighton.



Figure: Artist's impression showing future vision for the New Brighton centre.

### Streets, parks and open spaces

- **A1** Foreshore connections
- **A2** Marine Parade upgrade
- **A3** New north–south corridor
- **A4** New open space and public toilets
- **A5** Brighton Mall upgrade
- **A6** General streetscape enhancements

### Land, buildings and private development

- **B1** New residential development
- **B2** Supermarket relocation
- **B3** New pedestrian links
- **B4** Bus interchange
- **B5** Car parking improvements



Figure: New Brighton Centre, overall concept plan.

## Introduction

This Master Plan has been prepared in response to the significant damage caused to the commercial centre in New Brighton in the 2010 and 2011 earthquakes as well as ongoing damage caused by aftershocks. The Plan recognises pre-earthquake issues in the centre and focuses on the need to support the centre's recovery and regeneration.

### Overview-what is a master plan?

A Master Plan helps to articulate a community's vision for the future of an area. It provides guidance to stakeholders who can influence that vision, including Iwi, residents, property and business owners, community groups and other agencies.

Master plans are typically underpinned by the following qualities:

- Integrated: multiple and sometimes competing issues and interests are brought together to achieve the best outcomes for community wellbeing.
- Tailored: every place is treated as unique and reflects an understanding of the specific character qualities, values and dynamics which make a place what it is.
- Achievable: people's ideas and aspirations are formed into achievable project actions backed up by a staged implementation schedule i.e. a master plan is not a wish list.
- Robust yet flexible: the needs of people and communities are provided for. In the event that circumstances change and unpredictable events take place, the master plan can be amended.

### Master Plan scope

The principal focus of the Master Plan is on the commercial shopping centre; an area defined by the Business 1 and 2 zones in the Christchurch District Plan. Appropriate consideration needs to be given to the wider context in which the commercial centre exists. It is practical and sensible for the Master Plan to seek to acknowledge, even optimise, the linkages between the various sites, corridors and assets. The Master Plan therefore has regard to adjacent spaces and important connections between the centre, the Ōtākaro / Avon River, the adjacent New Brighton foreshore/beach, and surrounding open spaces, community facilities and residential areas.

Greater consideration has been given to the foreshore/beach in this final version of the Master Plan, than was given in the Draft Master Plan. This is largely because of the feedback that was received on the Draft Plan, as well as a developing interest by the community to have a hot salt water complex established on the foreshore.

### Master Plan contents

The Plan proposes a vision for the centre as well as actions, both physical and non-physical, that respond to different aspects of the centre and its rebuild and recovery post-earthquakes. The Plan responds to:

- Loss of business premises.
- Loss of residential catchment.
- The size and viability of the centre.
- Lack of functionality and linkages between spaces within the centre.
- Opportunities for connections between the centre's biggest assets (the sea, river and parks).

- Opportunities for recognition of the role of manawhenua as kaitiaki (guardians) of the takiwa (territory) and the historic and contemporary values and associations important to them.
- The need for effective communication and joint decision making between business owners, stakeholders and residents.
- The need for a strong and positive identity for the centre, to improve people's perceptions of 'the eastern suburbs'.

### **Master Plan framework**

#### *Integrated Recovery Planning Guide*

The framework for developing and implementing the Plan follows five themes which are based on the *Integrated Recovery Planning Guide*, prepared by the Canterbury District Health Board and the Council post-earthquakes. These themes are:

- Economy and business.
- Movement.
- Natural environment.
- Community wellbeing/culture and heritage.
- Built environment.

The themes address different components of what makes a great commercial centre, and are broadly aligned with the Earthquake Recovery Strategy prepared by the Canterbury Earthquake Recovery Authority (CERA).

The Canterbury Earthquake Recovery Act 2011 does not require the Council to prepare plans for the recovery of suburban centres. However, the New Brighton Centre Master Plan must be consistent with the Earthquake Recovery Strategy prepared by CERA and give effect to the Landuse Recovery Plan.

#### ***Mahaanui Iwi Management Plan (2013)***

The Mahaanui Iwi Management Plan is a mandated statement from the six Ngāi Tahu Papatipu Rūnanga in and around Christchurch and Canterbury, for the recognition, protection and enhancement of Ngāi Tahu values and relationships with natural resources.

In accordance with that Management Plan, this Master Plan seeks to:

- Provide for the particular interest of Ngāi Tahu Papatipu Rūnanga in urban and township planning.
- Acknowledge tāngata whenua values in vision, goals and individual implementation actions.
- Recognise that the Te Tiriti o Waitangi is the basis for the relationship between Ngāi Tahu and local Government.

#### ***Whakaoratia Ōtautahi: Ngāi Tahu Aspirations for Christchurch Recovery and Rebuild***

Whakaoratia Ōtautahi describes Ngāi Tahu's aspirations for Christchurch Recovery and Rebuild, and contains guiding principles and objectives expressed in *Whakaoratia Ōtautahi*. In accordance with that document, this Master Plan seeks to acknowledge the status of manawhenua and promote the protection, restoration, and interpretation of cultural values and sites within the New Brighton Centre and its surrounds.

### A brief description of the suburb

New Brighton is a coastal suburb located at the eastern edge of Christchurch City. Its residential catchment extends from Waimairi Beach to the north and to South New Brighton (The Spit) to the south. This catchment would also encompass land to the west of Ōtākaro / the Avon River, much of which is now located within the residential red zone. New Brighton's location close to the sea, Te Ihutai / the Estuary, and Ōtākaro / the Avon River makes a strong contribution to the history, character and appeal of the suburb.

New Brighton is a lower socio-economic area, with a range of demographic diversity along lines of age, gender and ethnicity. Along the beach front and within New Brighton there a number of character properties. Despite its location, close to the sea, and the presence of medium density residential zoning, New Brighton has yet to develop with apartment type accommodation, typical of many seaside locations.

The commercial centre of New Brighton is spread over a large area (approximately 11 hectares), due its historical development as a shopping and tourist destination. From 1946, New Brighton was the only place in New Zealand where shops were allowed to open on Saturdays.

People flocked to New Brighton on their day off, but once Saturday trading began nationwide in the 1980s, business dropped off markedly and the centre has spiralled into decline.



Figure: The wider New Brighton context, and key features



The centre's function is now more locally focused, supplying goods and services to local residents. The centre has a supermarket, a range of banks, convenience shopping retailers, cafés, a post office, a local police station, a Work and Income New Zealand office, budget retail stores and second-hand goods suppliers. There are few chain store retailers within the centre, and the last remaining anchor tenancy is Countdown Supermarket.

Despite visitors being attracted to the beach and library in New Brighton, market data and local feedback indicates that people are not necessarily attracted into the main commercial shopping area.

### ***People and the land; historic and contemporary associations***

#### ***Māori connections***

New Brighton suburban area sits within a significant cultural landscape, with multiple values and associations to Māori. Ngāi Tahu are the kaitiaki (guardians) of this takiwa (territory) and holders of traditional and tribal knowledge. Te Ngāi Tuahuriri Runanga represent the collective interests of the whanau and hapu that have interests in the area, and hold 'manawhenua' status.

Te Tai o Mahaanui (the coast and surrounding land), Te Ihutai (the estuary) and Ōtākaro (the Avon River), and its margins, were places of settlement and mahinga kai (food and resource gathering) for Ngāi Tahu and their tūpuna/early ancestors, Ngati Mamoe and Waitaha, for over 600 years. Wāhi tapu (sacred sites) and wāhi taonga (treasures), including Māori archaeological sites, are located in the area.

The area once supported extensive wetlands, and along with the estuaries, were a rich source of various types of fish and shellfish. Sailing (waka) and walking trails between various Ngāi Tahu settlements passed close to the New Brighton commercial centre. The nearest historic settlements are at Te Kai a Te Karoro near the confluence of the Ōtākaro estuary, and Orua-paeroa at Travis wetland.

Landscape values associated with views across and to water bodies, the Port Hills, and the mountains to the west and north are also of cultural significance. Te Tihi O Kahukura (Castle Rock) and Maukatere (Mt Grey) are two examples of such landmarks. These ancestral links and associations with New Brighton are of great cultural significance and value, and remain important to Ngāi Tahu whānau today.

Further details of the relationship between Ngāi Tahu and the area, specifically Ngāi Tūāhuriri Rūnanga, can be found in the Mahaanui Iwi Management Plan 2013 – Part 3 Manawhenua.

#### ***European connections***

European settlement of the area began in 1860. The area was slow to develop and difficult to access. In the 1880's, New Brighton was still a relatively isolated community. However, as time elapsed, New Brighton began to develop as a weekend seaside resort. A turning point in the development of the area was the completion of a tramline to New Brighton in 1887. This offered regular, reliable transport to the City and living in the area became more appealing.

The construction of the original Pier was completed in 1894 and this served as the terminus of both the New Brighton and North Beach tram lines. However, by 1963, the pier had fallen into disrepair and was demolished in 1965. A new pier (opened 1997) and library (1999) were built by the City Council, and a landscaped area adjacent to these on the

beach front contains a clock tower (built between 1921-1934), a stone sea wall built between 1923-1924, a War Memorial Cenotaph, a small amphitheatre and a half basketball court.

The retail centre area on Seaview Road began to develop at the end of the 1880s, following the opening of the tram service. Despite a law change in 1946 forbidding Saturday trading, New Brighton retained the right to trade on a Saturday. From this time New Brighton developed Saturday trading as a major point of difference from the city's other suburban centres.

In 1977-1978 Seaview Road was developed into a pedestrian mall, the longest pedestrian mall in the country at that time. The mall area was re-landscaped in 1991 and large palm trees were planted in the mall. The Mall was subsequently shortened and opened to traffic from Union Street to Oram Avenue in 2006.



Figure above: Marine Parade in its heyday. Figure below: Seaview Road, ca.1910 (Christchurch City libraries).



### *Natural character*

Prior to European settlement the area surrounding New Brighton featured springs, waterways, wetlands, grasslands and lowland podocarp forests. The sand dunes supported pingao (golden sand sedge), kowhangatara (spinifex), waiū-o-kahukura (sand comprosa), cottonwood, milkweed and blue milkweed. Some of the local plant species collected by Māori were aruhe (fern root), wiwi (rushes), and harakeke (flax).

Te Ihutai (the estuary) was known to support both common and rare fish life including but not limited to tuna, short finned eel, kanakana (lamprey), inaka (whitebait), pātiki (flounder), ghost shrimp, tua tua and pipi. Te Ihutai also has the largest concentration of Arctic and wading birds on the east coast of the South Island. Local bird life includes geese, swans, Shoveler, Grey Teal, ducks, Oystercatchers, Godwit, Dotterels, Plovers, Stilts, herons, Spoonbills, Shag, Gulls, Terns and many other species of short and long distance migratory birds.

Over the past 150 or more years, the area has been significantly modified through the draining of former wetlands, sedimentation, loss of indigenous vegetation and the introduction of exotic plants, discharges to land and water, and land clearing for housing, roading, parks and other infrastructure.

With respect to near and distant landforms, there are coastal sand dunes to the east, and distant landforms of the Port Hills, and the mountains to the west and north (i.e. the Southern Alps). With only the sand dunes in close proximity to the centre, the centre has an open and expansive feel. This means that New Brighton is reliant on the built form to provide a sense of enclosure, and to define and shape the centre.

### *Leisure, recreation and lifestyle*

New Brighton serves as a key recreation destination for the Greater Christchurch region as well as providing extensive recreation opportunities for local residents. Many people are drawn to live in the New Brighton area because of the natural environment and the lifestyle, leisure and recreation opportunities it offers.

In addition to surfing, swimming, walking, lawn bowls, and fishing from the Pier, some recreational activities make positive use of the prevailing easterly wind. For example, kite flying is a common activity at the beach, appealing to all ages and supported by the annual kite festival which is held on the beach. Blow karts are also commonly found operating along the beach.

Every November, a dazzling Guy Fawkes fireworks show takes place from New Brighton pier and draws thousands of people from across the City. The annual World Buskers Festival also draws the crowds every January/February, showcasing a diverse range of quality international circus and comedy acts. Further south on Southshore Spit, an annual event is held to farewell to the Godwits before they fly non-stop to Alaska for the northern summer. A market operates in New Brighton Mall on a regular basis and, on Sundays, sand artist Peter Donnelly creates rich and elaborate patterns on the beach with a simple rake and stick.





Figure: Wider New Brighton recreation context, and opportunities

## Land use zoning

The Christchurch District Plan identifies and defines the following land-use zones within New Brighton:

- Business 1 Zone (Local Centre/District Centre Fringe);
- Business 2 (District Centre Core) Zone; and
- Business 2P (District Centre Parking) Zone.

The fringe residential land is zoned Living 3 (Medium-Density Residential) Zone and Living 4C (Central City and central New Brighton – Character) Zone. These zones enable residential intensification around the centre and along the beach front.

The business zones also allow for residential development to be incorporated as a mixed use development or even as a stand alone residential development. For example, if the Business 2P zone land was not to be used for car parking, the rules for the Living 2 zone would apply. The Christchurch City Council currently owns the majority of this land.

In addition to this zoning, the Canterbury Regional Policy Statement identifies New Brighton as a ‘Key Activity Centre’.

The role of a Key Activity Centre is to be the focal point for retail, business, recreation, community and transport activities.

At the time the adopting this Plan, the District Plan is being reviewed. Zoning is anticipated to change, and new frameworks for commercial and residential activities are anticipated. These changes will reflect the contents of this Master Plan, especially with respect to the extent of commercial zoning.



Figure: Existing New Brighton commercial zones

### **Built character**

Overall, the built character of the centre is predominately small in scale with the exception of a limited number of larger buildings, many of which are no longer fit-for-purpose. The beachfront location has influenced the character of some of the buildings, but this is more prevalent in the design of the streetscape. Away from the beach and the pedestrian mall, there are limited public spaces within the main centre and the amenity has declined in recent years.

The bulk, height and style of buildings within the centre are a reflection of the retail development of the 1970/80's, land ownership patterns and the creation of the pedestrian mall in 1977-1978. Along Brighton Mall, continuous low-rise shops are built up to the pavement with fixed awnings that provide an enclosed feeling to the Mall and the use of large exotic palms is suited to the scale of buildings. The corner of Brighton Mall and Marine Parade has a strong built edge facing out to sea and this important location is reinforced by the clock tower on the opposite side of Marine Parade.

Within the remainder of the centre the built form is dominant as there is very little vegetation and large areas of surface car parking. Generally, there is a decrease in the intensity and height of development as one moves away from the beach.

Buildings in the centre generally occupy large footprints, reflecting the success of historic enterprises. Arguably, there is no uniform or consistent character to the centre, with a variety of styles and typology of buildings.

More recent development has included the library building, located on the beachfront at the eastern end of the Mall. The library, and the Pier extending out into the sea in front of the building, are important landmarks for the area.

They serve to extend the centre's built development into the coastal environment. Although the library's position limits views of the coast from Brighton Mall, visitors experience these views from inside the building and elsewhere on the foreshore. The Pier can be seen from a great distance along the coastline, helping people locate the centre from afar and forming a key feature within Pegasus Bay.

Within the centre there have been a limited number of new retail developments in recent years. Instead, there has been a move by some retailers to have their shops open onto car parking areas instead of the Mall, drawing activity away from this key street. There are also a number of vacant shops and premises which are in need of attention.



### **Commercial analysis**

There has been a substantial loss of residential catchment to the New Brighton centre, especially from the areas of Bexley, Aranui and Rawhiti. The long term effect of the earthquakes on New Brighton's total population and demographic composition is currently unknown. In the first few months following the February 2011 earthquake, New Brighton's catchment was estimated to have experienced a population loss of approximately 4.1 per cent (1011 people). This loss in population may have an impact upon the future viability of the commercial centre.

In order to understand the current role that New Brighton has within the retail hierarchy, an economic report was commissioned by the Council to understand how the centre is performing, especially in the post-earthquake environment. The viability of the centre at its current size and format was investigated, and the spending patterns of residents in the centre's catchment were assessed.

The report's findings indicate that the scale of the centre is larger than the surrounding residential catchment can support. The centre has developed from a time in history when New Brighton was a prominent seaside resort and the only place in New Zealand where shops were allowed to open on Saturdays. However, time has moved on and the centre has not readily adapted to changing market conditions.

The report identified the supermarket as a being a key anchor tenant which helps to sustain the viability of the centre, and suggests there is scope for a larger format supermarket to retain local resident spending. The report also concluded that the centre would benefit from consolidation and a more fine urban grain<sup>1</sup> overall. These issues have all been taken into account in the preparation of this Master Plan, whilst acknowledging the centre's ongoing role as a Key Activity Centre.

A summary of the economic report is included in Appendix 1

---

<sup>1</sup> 'Urban grain' is a term used to describe the size, pattern and arrangement of buildings and uses. 'Fine grain' describes small and frequent characteristics that animate the environment for pedestrians. Low rise buildings, narrow plot widths, and small floor plates along a street or within a block, is an example of fine urban grain.

## **The movement network**

### **The road network**

Following on from New Brighton's role as a Key Activity Centre, the Christchurch Transport Strategic Plan acknowledges the centre as a key transport hub. Marine Parade offers a north-south route into the centre, while New Brighton Road, Hawke and Beresford Streets are the main existing routes into the centre from the city, over New Brighton bridge. The bridge was damaged during the Canterbury earthquakes. Minor repairs to the structure will be undertaken so that it can remain servicable to traffic for 5-10 years before being replaced with a new bridge.

### **Public Transport**

New Brighton is serviced by three bus routes and provides a main terminus for bus layovers (i.e. waiting time between services). Buses currently struggle to find a suitable place to layover. The Christchurch Transport Strategic Plan indicates the need for a transport interchange to be located within New Brighton, helping the centre to better achieve its role as a Key Activity Centre.

### **Cycleways**

The amount of cycle infrastructure in the New Brighton centre is currently very poor. The closest on-street cycle lane is on New Brighton Road some distance from the centre.

A major cycleway is proposed along the route of Ōtākaro / the Avon River which will offer high quality cycling facilities for people wishing to cycle between the city and New Brighton, whether it be as commuters or as recreationalists.

It is envisaged that the cycleway will become a hugely popular link and major asset for eastern suburbs. The alignment and form of the cycleway is subject to future decisions on Red Zone land, Community Board consultation, and sign-off by the Council.

**Car parking**

New Brighton is well served by car parking and, at times, appears to even have an oversupply. There are almost 600 on-street parking spaces located within the centre. These include time restricted spaces, reserved spaces and mobility parks.

There are two main off street car parking areas for the centre: the Council owned land on Beresford Street (across three sites), as well as the private car parking areas on Hawke Street. Car parking areas on Hawke Street serve the supermarket and other businesses within the mall. The land ownership of the car parking is divided between multiple businesses and some of it is in poor condition (e.g. pot holes, poorly demarcated etc).

**Earthquake damage**

New Brighton Centre experienced significant damage during the 2010 and 2011 earthquakes as well as ongoing damage caused by the numerous aftershocks. The map below indicates the location of vacant sites where buildings have already been demolished, as at November 2014.

For this reason, the Master Plan proposes a series of bold changes to the current built form of the centre, to inspire a creative approach to any site redevelopment that may be necessary following further demolition. The majority of demolished properties are located in New Brighton Mall.



Figure: New Brighton building demolitions as at November 2014





Figure: New Brighton site analysis

## ***Process and community engagement***

The master planning process is a partnership between the Council, the Burwood-Pegasus Community Board, Iwi, property owners, businesses, and the local community. This process is summarised in the diagram overleaf and shows there has been a high level of engagement with the community and stakeholders for the preparation of the Master Plan.

### ***Iwi***

Prior to undertaking public consultation on the Draft Plan, the Council received feedback from Iwi on the contemporary and historic significance of the area, cultural associations and values. Further feedback was also provided during the preparation of final amendments to the Master Plan.

### ***Property and business owners, community groups and residents***

Workshops were held with property and business owners, community groups and residents in early/mid-2012 to gather ideas, discuss concerns and identify potential solutions to the challenges facing the centre. This feedback was then considered, tested and worked-up into a Draft Master Plan by Council staff and put back to the community for further feedback.

Public consultation on the Draft Plan took place over nine weeks from December 2012 to February 2013, and 317 submissions were received. The public's response to the Draft Master Plan was generally very positive. However, a privately-led campaign for a waterpark complex to be established in New Brighton generated a petition of 20,000, which led the Council to place the Master Plan process on hold so that options for aquatic facilities in the east could be further considered over the course of 2013.

### ***Community Advisory Group***

By late 2013, following progress on further investigations into eastern aquatic facilities, the Council decided to re-initiate the Master Plan process. The Council empowered the Burwood Pegasus Community Board to establish a Community Advisory Group in early 2014, to identify improvements to the Draft Master Plan including additional public and private realm initiatives, and funding options for achieving those.

The Community Advisory Group (CAG) comprised eight representatives from six local community organisations and members of the Burwood Pegasus Community Board. Mahaanui Kurataiao Ltd and New Zealand Police were honorary members of the CAG. The CAG members attended an intense series of workshops during the month of April 2014, and prepared 30 recommendations for the Community Board and the full Council to consider. These recommendations are reflected in the final version of the Master Plan (i.e. this version).

Based on the success of the CAG process combined with the positive response received from submitters to the Draft Master Plan, the Council endorsed the Community Board's recommendation not to hold hearings of submissions. As this decision was made in July 2014, it has enabled the final Master Plan to be considered in time for the preparation of the Council's next Long Term Plan.

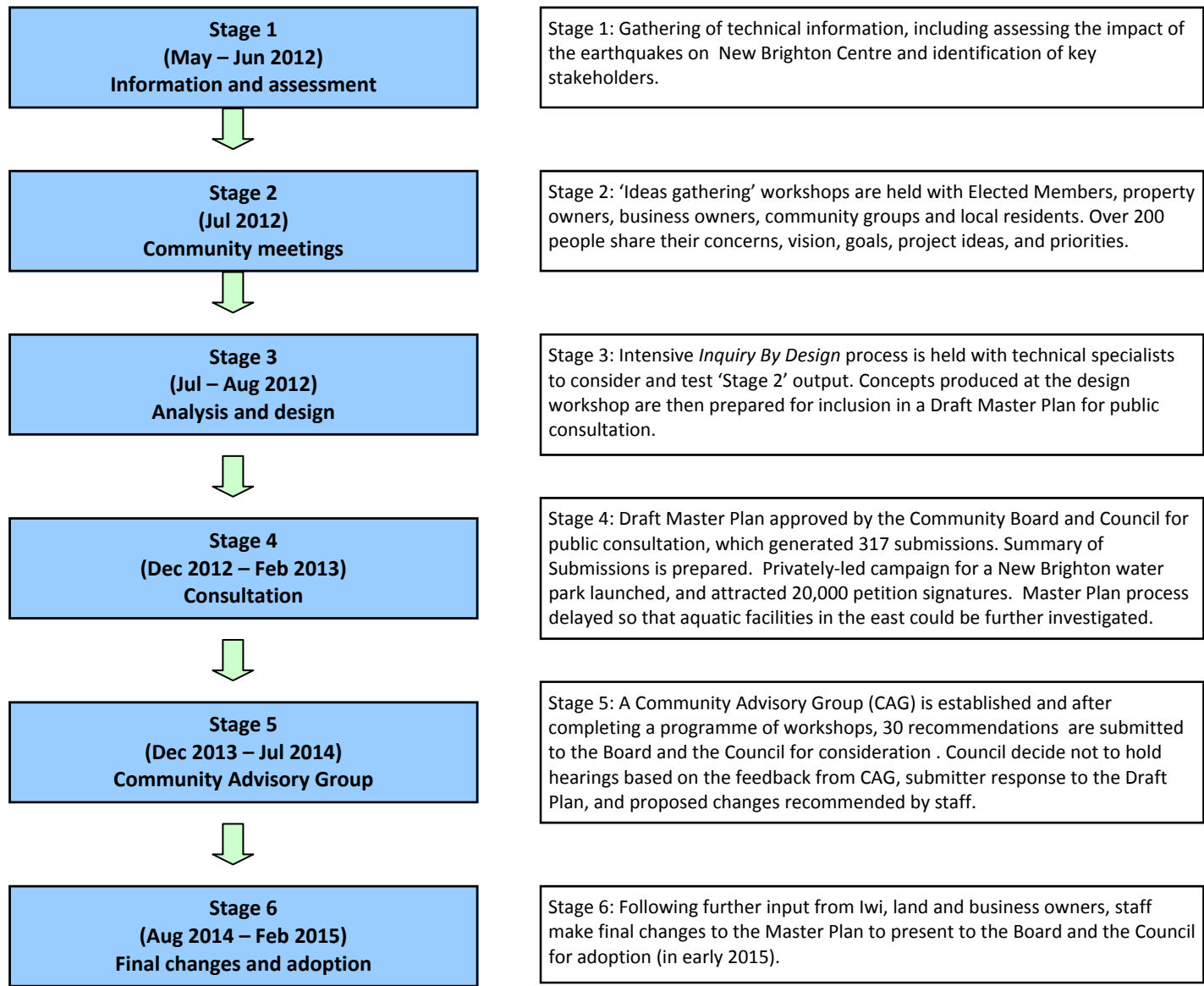
### *Land and business owner workshops*

Final changes to the Master Plan involved another round of engagement in the form of land and business owner workshops, to discuss potential changes to land use zoning and building heights in the existing commercial centre. The workshops took place over August and September 2014. The output from the workshops is reflected in this Master Plan and will be included in relevant chapters of the Proposed District Plan which will be consulted on in 2015.

### *Previous regeneration work*

The process for this Master Plan has provided an opportunity to revisit the New Brighton Revitalisation Master Plan that was prepared by the City Council in consultation with the community, in 2002. That document included a number of projects that have been implemented, e.g. the slow road and associated landscaping works. As funding for other projects has not been allocated, progress and momentum for several other aspirational projects slowed, e.g. an artificial surf reef. It is important, therefore, that this latest Master Plan sets realistic goals to ensure that projects can be delivered within set timeframes without compromising on the efforts and aspirations that are reflected in this Plan.





### **Issues and challenges, strengths and opportunities**

During Stage Two of the Master Plan process, people were invited to each of the sessions to provide feedback on the issues and challenges facing the centre as well as the positive aspects, strengths and opportunities. These are summarised below:

#### **Issues and challenges:**

- The size, function and viability of the commercial centre and its appeal to developers and investors.
- A lack of any ‘points of difference’.
- The need for sheltered spaces and protection from the weather;
- The need for stakeholder collaboration, and better coordination between land and business owners.
- Unattractive sites and shop frontages, and long, monotonous blocks of building.
- The poor relationship and connections between buildings and public spaces / car parking areas.
- A lack of an integrated transport interchange.
- Weak connectivity between the centre and the river, the coast and parks.
- A lack of trees/greenery, and public seating.
- Concerns about natural hazard risks and impacts.
- A lack of cleaning and maintenance.
- Concerns regarding safety, graffiti and vandalism.
- Few references to the historical and contemporary values and associations between tangata whenua and the area.

#### **Strengths and opportunities:**

- The beach, library and pier.
- Good quality cafés.
- Surfing and skating culture.
- Good services in the form of a post shop and banks.
- The natural environment, sea, sand dunes and river.
- Street furniture – the ‘surf board seating’.
- A strong passionate and enthused local community, who have a strong sense of identity.



## ***Technical considerations and constraints***

This Master Plan has been prepared during a time of rapid change for the city and the suburb of New Brighton. The earthquake recovery process involves input from a large number of stakeholders which can mean the recovery may take time to progress. Variables include ongoing natural hazard risks, the future status of the 'Red Zone', infrastructure repair decisions and timings, and the decommissioning of the New Brighton School site.

### ***Ongoing natural hazard risks***

The Resource Management Act requires the City Council to control the effects of the use of land for the avoidance or mitigation of natural hazards (s31 and s106 of the RMA 1991). The Building Act and the Building Code also contain specific requirements in areas susceptible to a natural hazard risk (e.g. special foundation design requirements, minimum floor levels requirements).

Like many towns and cities across New Zealand, New Brighton is at risk from the adverse effects of earthquakes, flooding, tsunami and sea-level rise. The greatest impact on New Brighton would come from a distance source tsunami, which would provide sufficient time for people to evacuate. Tsunami warning sirens have been installed in the Centre to alert people to seek higher ground and/or evacuate. Civil Defence agencies also encourage evacuation planning and provide information on to households and communities.

Over the next few decades, sea level rise will have increasing importance. The latest report (i.e. November 2014) by the International Panel on Climate Change suggests that sea levels rise will rise by 300mm by 2050.

The effects of sea level rise, including passive inundation, will be considered as part of 'phase 2' of the District Plan Review which will be publicly consulted on in 2015.

### ***Future status of the 'Red Zone'***

At the time of writing, the Government has not released any decisions on the future of the Red Zone. While uncertainty around the Red Zone has not hampered the preparation of the Master Plan, the future use of this land could facilitate its successful implementation. For instance, increasing the residential catchment and/or creating a strong open space corridor to connect the suburb with the City could be just the catalyst that the New Brighton centre needs to flourish (e.g. a 'City to Sea' river park). The review of the district plan is also considering the appropriate provisions (including zoning and rules) for land use and development in the red zone. This will be consulted on in 2015.



### *Infrastructure repair decisions and timings*

The City Council is working closely with the Stronger Christchurch Infrastructure Rebuild Team (SCIRT), the Canterbury Earthquake Recovery Authority (CERA) and the New Zealand Transport Agency (NZTA) to progress options for transport access and network improvements in and around the New Brighton area. As already mentioned above, the bridge was damaged during the Canterbury earthquakes and minor repairs to the structure will be undertaken so that it can remain servicable for 5-10 years. The bridge will then be replaced with a new structure. Decisions on road access to and through the Red Zone are still pending.

### *Central New Brighton School site*

In October 2013, the Ministry of Education announced a decision to merge Central New Brighton School with Freeville and North New Brighton School sites. The merger will initially take effect at the start of term one in 2015. The Crown is yet to make a decision about the future of the Central New Brighton School site.

While the site's future is currently unknown, the underlying zoning in the existing District Plan is residential. The site's future land use zone will be considered as part of 'phase 2' of the District Plan Review which will be publicly consulted on in 2015. However, residential development on the site would be consistent with other Master Plan actions and intentions.



## Vision

Based on feedback received from stakeholders and the community, the following vision has been developed to address the issues facing the New Brighton centre, and to build upon its key strengths. This vision (below) describes how New Brighton Centre might look and function in 10 -15 years:

*New Brighton is reinventing itself as Christchurch's eastern playground.  
Its centre is viable, compact, and lively, and it serves the needs of its residents well.*

*Visitors from across the city are drawn to its fun, creative and relaxed atmosphere, and view New Brighton as an ideal destination for leisure and recreation.*

*Community spirit is strong, resourceful and adaptable. Events and festivals add interest and excitement to community life.*

*Getting to and around the centre is safe and easy, whether on foot, cycle, bus or by car. Streets, open spaces and buildings contribute positively to the centre's cultural heritage, character and identity. The centre's proximity and position between Ōtākaro / the Avon River, Te Ihutai / the Estuary and sea, and the associated cultural values, are recognised and celebrated.*





## Goals

### Economy and business

- A more viable, sustainable and consolidated commercial centre with a good range of businesses.
- New anchor/chain businesses to support the viability of smaller niche businesses.
- A lively day time and evening economy stimulated by an increase in residential, hospitality and entertainment activities.
- A positive and proactive business community which collaborates and innovates to attract investment and increase performance.

### Movement

- A safe and accessible centre for all transport modes, especially for pedestrians, cyclists, and users of public transport.
- A well designed public transport interchange with quality infrastructure throughout the centre.
- Well designed and well located cycling infrastructure to encourage recreation and commuter cycling.
- A highly walkable centre with a network of interesting and conveniently located pedestrian lanes and corridors.
- Improved on and off-street car parking facilities so that they invite visitation without dominating the centre.

### Natural environment

- Recognition and mitigation of natural hazard risks.
- Low impact design principles are used to reduce adverse environmental effects and to reflect cultural values.
- Natural and cultural landscape values are expressed in street furniture, public art, interpretation and signage.
- A materials and planting palette which supports local biodiversity, reflects cultural values and strengthens the identity of the area.

### Built environment

- A more fine grain, human-scale development with more mixed-uses and medium-density housing.
- A new north-south orientation to optimise sunlight, shelter and people-flow.
- Creative solutions to the easterly wind, focusing on the opportunities it brings more than its constraints.
- Attractive and flexible public spaces that are well-connected, uncluttered, and encourage interaction.
- Consistent street furniture design, made from quality low-maintenance materials to reinforce area identity and character.
- Principles of Universal Design and of Crime Prevention Through Environmental Design (CPTED) are applied to public and private development.

### Community wellbeing, culture and heritage

- A fun and safe centre that appeals to all age groups, and contains facilities which cater to a variety of users
- Collaboration between community groups to promote transitional and permanent events, and improvements to the centre.
- Recognition, respect and celebration of cultural values and associations.
- Recognition and provision for Ngāi Tahu Reo, kawa (protocol), tikanga (customs), matauranga (knowledge), history, arts and mana through active and ongoing involvement and partnership.

## The 'big picture'

This section describes four 'big picture' themes which have been developed to respond to the community's feedback about New Brighton's issues and challenges, strengths and opportunities. These 'big picture' themes reflect the Master Plan vision and goals, and are key drivers that underlie the majority of Master Plan actions. The four 'big picture' themes are:

1. Consolidation of the commercial area for a more vibrant centre.
2. Precinct development with mixed uses to improve user experiences.
3. Reinforced connections through the centre between the river and the sea.
4. Enhanced circulation and flow of pedestrian and cyclists to and through the centre.



Figure: Master Plan rationale

## 1. Consolidation of the commercial area for a more vibrant centre

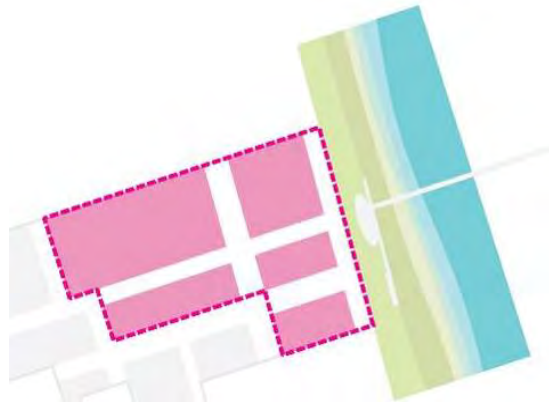


Figure: Centre consolidation plan

As previously outlined, the New Brighton Centre has been underperforming for some time and has struggled to maintain viability. Following the earthquakes, this situation has deteriorated further. The significant loss of residential catchment has increased the strain on the centre and may compromise its ability to perform as a Key Activity Centre within the retail hierarchy.

The economic report prepared for the centre indicated that the centre is too large, and an area of between three and four hectares is considered to be sustainable for the centre to operate successfully. The centre currently contains 11 hectares of business zoned land.

The first step to achieve this would be through the rezoning of commercial land as part of the District Plan Review. The figure above shows the consolidation of the centre close to the sea front, with the land to the west of the centre, predominantly zoned Business 1, being rezoned

for other purposes. It is acknowledged that this change would not occur immediately and existing business owners retain their current use rights.

If business owners are encouraged to move into the core of the centre then the residential environment anticipated by the Master Plan could emerge over time. Residential use close to and within the centre is considered necessary to help support its function, while also helping to limit the impact of the loss of housing from the Red Zone.

## 2. Precinct development with mixed uses to improve user experiences



Figure: Centre precinct plan

The figure immediately above signals the desire to create precincts within the New Brighton Centre, to focus activity types. This will help to cluster activities to cater for the needs of different users (e.g. residents versus visitors), and improve the experience of the centre. While the precincts encourage clusters of activity at ground floor level, visitor

accommodation and residential activity could be accommodated at above ground level across much of the centre, creating opportunities for much more mixed-use development than what currently exists.

Consideration has been given to using a regulatory approach to implement the precinct approach within the new commercial centre zone boundaries, to reduce/avoid potential adverse environmental effects or outcomes that are contrary to the Plan. However, because this could eventually become a deterrent to development, a non-regulatory approach is preferred and it will be largely up to land and business owners to give effect to these precincts through leasing and development decisions. On the other hand, mixed-use development will continue to be enabled through the District Plan in the centre.

#### ***Mixed-use hospitality and entertainment***

Hospitality and entertainment activities could be focused towards the sea front so that connections between the beach and land uses within the mall can be improved. Cafés bars and restaurants would be encouraged to establish in this area, along with other entertainment venues such as a cinema, games arcade, or a bowling alley. These activities could help to increase the consistency and vitality of this location, and provide indoor options for the colder/wetter times of the day or year.

Creating a hospitality and entertainment precinct would also help to promote a night time economy that would make the centre more vibrant after dark. Currently many local residents feel unsafe at night in the centre and this is mainly due to a lack of social activity. If restaurants, bars and entertainment venues were to open later, more people would be present in the centre and this would help to alleviate the unsafe feeling by promoting active surveillance. Above-ground residential and/or visitor accommodation is encouraged in this precinct to optimise

sea/beach views, to increase passive surveillance and create a day through to night-time economy.

#### ***Mixed-use commercial core***

This precinct would extend west from the new road and, unlike the hospitality and entertainment precinct, would contain more of people's day to day needs for commercial services and community facilities. The precinct would benefit from having one or more anchor tenancies (ideally a larger, relocated supermarket and several chain stores) supported by a range of smaller footprint stores, that can help the centre become more functional and competitive within the retail hierarchy. Small scale office activity, visitor and residential accommodation could be provided for above ground-level.

#### ***Low to Medium density residential***

Associated with the proposed rezoning of commercial land in the next District Plan, the remaining area would be rezoned for residential uses and provide for a mix of housing typologies including low and medium density housing comprising, for instance, attached/semi-attached townhouses, low-rise apartments (i.e. 2-3 storeys) and/or retirement housing. It is envisaged that the conversion from business to residential uses would occur over time.

Increasing New Brighton's residential population would bring new energy to the suburb and to community-life, benefit businesses within the consolidated commercial core, and potentially increase the property values of land in and around the centre.

### 3. Reinforced connections through the centre between the river and the sea

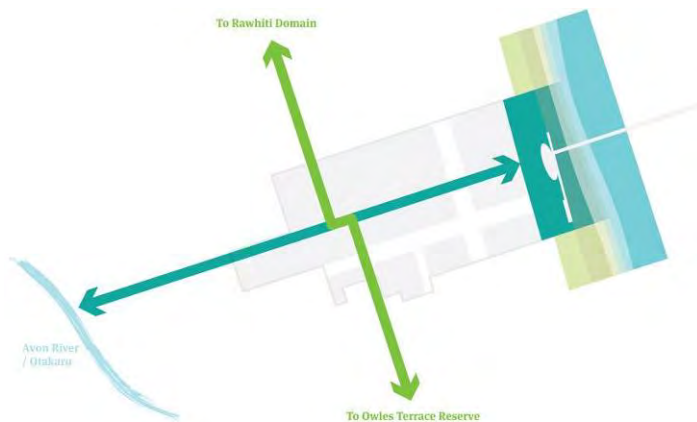


Figure: River to sea and recreation connections

Within or immediately adjacent to the centre, the Mall, the pier, the foreshore and the sea are highly valued spaces for people to enjoy leisure and recreation. Beyond the centre lie the important recreation and community assets of Rawhiti Domain, Thompson Park and Bottle Lake Forest (north), Ōtākaro / the Avon River 'Jubilee Walkway' (east), Owles Terrace Reserve and the 'Estuary Walk' (south). These spaces contain facilities for a huge range of activities such as bowls, golf, tennis, netball, skating, cricket, play and picnic areas.

Through the consultation process many people identified with New Brighton as the 'playground for the east'. Reinforcing a fun and lively image is a key part of the Master Plan vision. The sentiment can be built upon by recognising the importance of activities and events that take place in and around the commercial centre, on the beach and within the wider catchment. Sand art, kite flying, blow cart racing, bird watching, walking, cycling, golf, sea kayaking, surf life saving, and the skate and surf

culture are all prominent in New Brighton and can contribute to the centre's image and character.

In addition to leisure and recreation, a useful concept which could express the 'river to sea' link is through consistent and well designed landscape plantings using coastal and riparian plant species. Within the New Brighton centre, these plantings could occur as part of Council streetscape projects (e.g. within rain gardens, planter boxes, kerb build-outs and public open spaces) and reinforced through landscape projects on private land.

Another way to express the 'river to sea' link is through the theme of water. There are already existing references to the theme of water and the coast, including surf board seating, coastal plantings (palm trees) and water play equipment. This theme could be further promoted by restoring water quality and riparian areas, reducing stormwater flow and improving stormwater treatment, and optimising views to the sea and river. The water theme could also be given expression through various design elements and features (e.g. signage, seating, lighting, paving etc).

Water has significant spiritual and cultural importance, especially to Iwi. Its expression through artworks and design elements will, therefore, not only help reflect important cultural values and associations but it will also enable broader community awareness and enjoyment.

*Toitu te marae nui o Tane  
Toitu te marae nui o Tangaroa  
Toitu te iwi*

*When the domain of Tane (the forest/land) flourishes; and  
When the domain of Tangaroa (the ocean/sea) flourishes;  
So too will the people flourish*

#### 4. Enhanced circulation and flow of pedestrian and cyclists to and through the centre

Access and movement through the centre is currently constrained by long blocks and poor quality spaces, especially between New Brighton Mall and car parking areas on Hawke Street. When observing pedestrian trends through the centre, the Hawke Street car park is well utilised but this does not correspond with pedestrian foot flow within the mall. The block between Marine Parade and Shaw Avenue is also very long.

A major change to the layout of the centre sees the introduction of a new corridor that would run north-south from Hawke Street to Brighton Mall, linking with Oram Avenue (A3). This would aid people flow through the centre, especially along a more sunny and sheltered north-south axis. The Oram Ave link would also support the redesign of Marine Parade as a more flexible space for community activities and events, when combined with temporary road closures.

A major cycleway is proposed along the route of the Avon River (the 'Avon-Ōtākaro route') which will offer high-quality cycling facilities for people wishing to cycle between the city and New Brighton, whether it be as commuters or as recreationalists. It is envisaged that the cycleway will become a hugely popular link and major asset for eastern suburbs. The alignment and form of the cycleway is still subject to future decisions on Red Zone land, Community Board consultation, and sign-off by the Council.

There are also opportunities to improve cycling and pedestrian links in and through the centre, by providing designated cycle lanes and by creating new or enhancing existing pedestrian arcades/laneways. These links will be aided by the use of consistent materials and 'themed' design elements (e.g. landscaping, seating, lighting and/or paving and art) and signage, which can also contribute to a 'sense of arrival' in the centre, and therefore its identity. As some of the land for pedestrian links is held in private ownership, the Council will offer to provide planning and urban design advice to land owners to assist with the delivery of these goals.

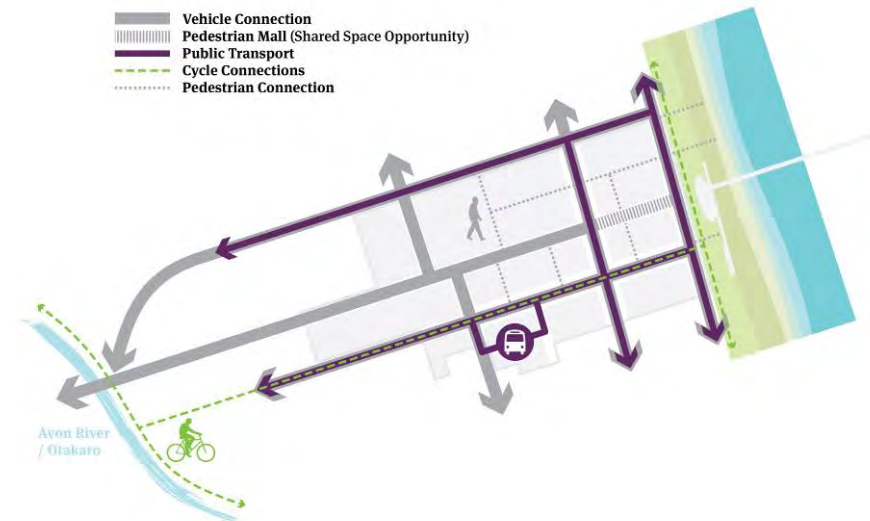


Figure: Centre movement network plan

## Actions

This section outlines the key actions which will enable the vision for New Brighton to be implemented. The actions are grouped into the following project areas:

- Streets, parks and open spaces.
- Land, buildings and private development.
- Partnerships for recovery.

The Integrated Recovery Themes (see Introduction) are evident in each of these project areas and these help to inform the individual actions set out in this section.

Each action is introduced and the rationale explained for its inclusion in the Plan. A concept drawing helps to portray the proposed changes and where applicable the staging for each action is outlined, including 'next steps' and/or implementation methods.

Actions relating to public spaces (i.e. streets and open space) are explained before initiatives on private land as the Council has greater control and influence in public realm. And, while the majority of projects are very closely interconnected, these next sections are not presented in order of perceived priority or importance.

## Streets, parks and open spaces

This section looks at the streets, parks and open spaces. The Master Plan aims to build on previous plans and projects that have sought to improve the look and function of street and public spaces. However, this Plan places greater emphasis on creating stronger visual and physical connections, improving the overall look and feel of the centre, creating a stronger sense of place, identity and character, applying sustainability principles, and respecting and reflecting important cultural associations and values.

**Streets, parks and open space actions:**

- **A1** Foreshore connections
- **A2** Marine Parade upgrade
- **A3** New north–south corridor
- **A4** New open space and public toilets
- **A5** Brighton Mall upgrade
- **A6** General streetscape enhancements
- **A7** Materials and planting palette implementation



Figure: Streets, parks and open space concepts.



### Action A1 Foreshore connections

#### Description

The action responds to feedback received on the Draft Master Plan from stakeholders and the wider community for stronger connections between the foreshore and the commercial centre. It also responds to an opportunity which has emerged since the Draft Master Plan was originally prepared: the potential development of a hot salt water pool complex (the 'Legacy Project') located within or in close proximity to the foreshore.

The New Brighton foreshore is owned and maintained by the Council. In proximity to the commercial centre, the foreshore contains the following features: public toilets, change sheds, a children's playground and paddling pool, green open space, a library forecourt area, an amphitheatre and half-basketball court, a memorial clock tower, sea walls and pier-ramps, and two off-street car parking areas at either end (i.e. north and south of the centre). To the north is the New Brighton Surf Club.

Subject to Council resources, and future decisions on the Legacy Project, there is scope to investigate small scale physical improvements to the foreshore to facilitate people flow to and through the area, and into the commercial centre. These improvements could include new landscape treatments such as new plantings, pathways, and/or the installation of new furniture (e.g. seating, lighting, public art, cycle stands etc).



Figure: Indicative concept plan showing improved foreshore connections. Figure above: looking south and across the existing children's paddling pool.

In exploring opportunities for new physical improvements, further consideration could also be given to Ngāi Tahu cultural values and the expression of these values through, for instance:

- art and design concepts;
- views to the sea, mountains and other sites of cultural significance; and
- the design and use of open space for cultural performances and events (e.g. powhiri and kapahaka).

(Note: Taonga plants species are already included in the Master Plan's landscape palette).

#### *Rationale*

The foreshore is arguably the most important precinct in this Master Plan and the success of the commercial centre is closely connected with that asset. It is of special significance to Iwi and the New Brighton beach, pier, library and Whale Pool are highly valued by both locals and visitors. Furthermore, improving the foreshore is consistent with the Master Plan's 'big picture' theme of reinforced connection between the river and the sea (i.e. theme number three).

#### *Next Steps*

- Subject to Council decision making on the potential legacy project and/or the future upgrade of the children's playground, investigate small scale landscape improvements which enhance people flow to and along the foreshore, and between the foreshore and the centre.
- Liaise with Iwi and other stakeholders over any future improvement works.
- Secure funding, and prepare development plans for public consultation where appropriate.
- Implement.

**Related Project – The New Brighton 'Legacy Project':** The community has expressed the desire for hot salt water pools to be established in New Brighton, preferably on the foreshore in proximity to the commercial centre. At the time of writing, the Council had initiated an Expression of Interest (EOI) process to invite potential project partners to come forward and the outcome of the EOI process is not yet known.

**Related Project – Children's Playground:** Prior to the earthquakes, public consultation was undertaken on a proposed redevelopment of the children's playground (see the figure below). The proposal is yet to be approved by the Community Board with respect to funding and implementation (see concept overleaf).



Figure: Children’s playground upgrade concept (consulted on pre-earthquakes).

## Action A2 Marine Parade upgrade

### Description

Marine Parade is a centre gateway, providing a key north-south route to and through the centre. At its intersection with Brighton Mall, Marine Parade is also an important space for pedestrians moving between the foreshore and the commercial centre, in an east-west direction (and along the 'river to sea' route).

This action involves creating a slow-road along the section of Marine Parade between Hawke and Beresford Streets through changes to landscaping and paving. The slow-road will create a safer and more welcoming environment for pedestrians and cyclists without compromising vehicle access to and through the centre. Furthermore, combined with the proposed new north-south corridor proposed for Oram Ave (A3), this action creates opportunities for temporary road closures for community festivals and events. Changes to the wider road network (i.e. for directional flow) may be necessary to optimise the perceived benefits of the project.



Figure: Indicative concept of the Marine Parade upgrade, and improved foreshore connections, looking north-west

*Rationale*

The existing design and layout of Marine Parade creates a barrier between the foreshore and the commercial centre. Furthermore, motor vehicles often travel at speed along the Parade despite the presence of a pedestrian crossing opposite the library. Upgrading the road to act as more of a shared-space slow road would improve pedestrian and cycle safety, provide a stronger visual connection between the commercial centre and the foreshore and enhance the circulation and flow of pedestrians.

Changing the priority to pedestrians is not anticipated to have a significant impact on motor vehicles as the provision of the new north-south road (Action A3) would help to redirect many vehicles through the shopping mall and could potentially take some or all bus services off Marine Parade.

*Next Steps*

- Confirm project timing and allocate funding via the Long Term Plan.
- Liaise with Iwi, other stakeholders, and adjacent business and property owners over the preparation of a detailed design concept, and project timing.
- Undertake public consultation.
- Commence construction.

### Action A3 New North – South corridor

#### Description

This action is considered by many people as a priority under the Master Plan and it works in tandem with the upgrade of Marine Parade described above ('A2'). It proposes the development of a new movement corridor extending from Oram Avenue (to the south) towards Keppel Street (to the north).

The new corridor would form part of the hospitality and entertainment precinct identified in 'big picture' theme number 2 and, because of its north-south orientation for sunlight and shelter, it could be an ideal location for hospitality uses with seating that spills out onto the pavement (i.e. cafés, bars and restaurants). It is therefore important that development on both sides of the corridor contain active edges.

If hospitality uses were to cluster in this locale, the corridor could be marketed as an 'Eat Street'; a concept that has been used in other town centres in both New Zealand and Australia. Instead of outside stalls and caravans, however, the 'Eat Street' concept would ideally take place within buildings.



Figure: Indicative concept of the Oram Ave corridor extension, looking south from Hawke Street.

#### Rationale

This action intends to help break up the long block of land between Brighton Mall and Hawke Street and address the poor north-south links through the centre. In this way, the action gives effect to the 'big picture theme' above for improved pedestrian and cycle flow through the centre (see theme number 4). The action would also provide the type of sunny and sheltered space not as easily achieved by the east-west orientation of New Brighton Mall, given the effects of the easterly wind.

If established as a road corridor (which is the preferred option versus a pedestrian link), the action would also help to ease vehicle movement and slow traffic along Marine Parade. Marine Parade currently serves as the main north-south link which limits opportunity to unite the commercial-land use with the sea front.

*Next steps*

- Allocate funding via the Long Term Plan for road construction.
- Purchase land for the new road (note: funding for the land purchase has already been allocated in the Three Year Plan).
- Include planning and urban design provisions in the Proposed District Plan to support the development of active edges along the corridor.
- Liaise with Iwi, affected business and property owners over project timing and the preparation of a detailed design concept.
- Undertake public consultation.
- Commence construction.

**Action A4 New open space and public toilets**

*Description*

There is an opportunity to establish a new open space and modern public toilets adjacent to the new north-south corridor (A3). The toilets would be located in a prominent position so as to maximise active surveillance and create a safe and usable facility. It is possible that land would need to be purchased in association with the new road corridor to help provide this facility.

Given cultural issues associated with these facilities, further liaison with Iwi is necessary before a final decision is made on the precise location and orientation of new toilets.

*Rationale*

The two public toilet facilities for New Brighton centre are currently located on the sea front and Shaw Avenue. The toilets are poorly located for users of the centre.

The position of the existing toilet blocks can be intimidating for users, particularly at night time, and have occasionally attracted minor vandalism and graffiti. Community feedback has highlighted the need for toilets to be centrally located.



Figure: Indicative concept of a new open space and public toilets, and new internal pedestrian connections, looking east.

*Next Steps*

- Confirm project staging and allocate funding in the Long Term Plan.
- Liaise with Iwi and affected land and business owners.
- Complete detailed design and undertake consultation.
- Commence construction.

## Action A5 Brighton Mall Upgrade

### Description

Brighton Mall and Seaview Road is a key ‘river-sea connection’ as described in ‘big picture’ theme number three. In the short term, this action proposes a simple upgrade to Brighton Mall to improve its visual amenity and enjoyment by users. This would be achieved through removing elements which create visual and physical clutter to the space and by improving landscape plantings, sheltered seating areas, lighting and (if necessary) new paving along the southern side of the street (i.e. the sunnier side).

This concept involves removing palm trees from the more shaded side of the Mall (i.e. the northern side) and, where practical, replanting them at the western end of the Mall. This will help open up views through the Mall to the foreshore (and vice versus).

Low-impact design features (e.g. rain gardens) could be investigated as part of the upgrade, to address stormwater run-off and drainage. Rain gardens help improve water quality by intercepting stormwater runoff and filtering pollutants through plants and soils; an approach which helps to address cultural concerns about the discharge of pollutants.



Figure: Indicative concept of the Brighton Mall upgrade, looking south-west

Furthermore, rain gardens in Brighton Mall could help give expression to the water theme described in the section above on ‘big picture’ themes (see theme number 3).

In the medium-long term and depending on the success or otherwise of the Mall upgrade in increasing amenity and pedestrian footfall, there is potential to investigate a shared space slow street by reintroducing some vehicle traffic back into the Mall. The design and layout of the street would ensure that pedestrian activity (including outdoor seating) is provided for on the sunny (south) side of the street, whilst the movement corridor was located on the north (and shadier) side of the street.



A shared-space slow street would still be able to provide for community events and festivals to continue via regular, temporary road closures. In doing so, the Mall as valued community space would not be completely compromised or lost by implementing this action. Furthermore, before committing to a shared space slow street, the action could be trialled first as a ‘transitional project’ and be subject to another round of public consultation before being introduced (see C2).

Should the Mall not be opened to slow moving through-traffic in the future, a development concept submitted by the Community Advisory Group for a piazza area enclosed by buildings offers an alternate idea for the redevelopment of the Mall over the long term (see Appendix 2). The implementation of this concept is, however, highly dependent on the support of adjacent property and business owners, as well as the Council allocating more funding for another Mall upgrade at that point in time.



Figure: Indicative concept of the Brighton Mall upgrade, looking west

*Rationale*

The Mall currently has a number of vacant premises and several buildings are in a poor state of repair. Considering its prime location close to the seafront, it would be expected to be more vibrant than it currently is. The western part of Brighton Mall was upgraded with the implementation of the slow street in 2006, and it is currently the most active and successful area of the centre.

Reintroducing vehicles to Brighton Mall in the medium to long term could help to increase people flow and activity, strengthen the ‘River to Sea’ connection, and support business activity through increased visibility.

It could also optimise the seafront location of properties adjacent to the Mall. In association with the entertainment precinct vision described in the 'big picture' theme number 2 above, this action could help transform this part of the centre into a much more dynamic and interesting space.

The timing of any conversion of the pedestrian Mall to a shared space slow street would relate to the success of other related actions (e.g. A3 Oram Ave corridor) as the community will want to carefully weigh up the potential costs and benefits of retaining or removing this highly valued space. It also relates to the potential redevelopment of space along the foreshore and subsequent impacts on the local road network.

### *Shared Space Streets*

"Shared Space" is an urban design term which describes flexible streets that have minimal demarcations between vehicle traffic and pedestrians. Shared spaces involve removing the traditional distinction between the footpath and the road so that vehicles, cyclists and pedestrians can all share the space. The design creates ambiguity and uncertainty, which modifies behaviour and leads to more cooperative patterns of use. In shared space streets, cyclists and motorists understand that pedestrians have right of way. However, the through-movement of vehicles helps to activate the street by allowing more users to pass through and experience what the street has to offer.

Elements of a shared space street include:

- Textured pavements that are flush with the street curb to reinforce pedestrian priority and a non-linear pathway for vehicles. The flush surface also provides opportunities to accommodate a variety of other activities within the street space.
- Flexible or moveable street furniture, including bollards, planters, sculpture and kiosks. This provides for flexibility for streets to be temporarily closed for events and festivals, such as markets and concerts.
- Permanent features such as drainage and street-trees also assist to subtly delineate space for pedestrians, outdoor dining, loading zones and thoroughfares.

Experiences from share space street developments in Auckland shows increases in foot traffic, an increase in hospitality uses, a safer environment and increase in property values.



### Next steps

- Confirm project principles and project staging, and allocate funding via the Long Term Plan.
- Liaise with Iwi, other stakeholders and user advocacy groups, and affected business and property owners over the preparation of a detailed design concept of an improved pedestrian mall.
- Undertake public consultation.
- Commence construction.
- In the medium to long term, review the function of the mall and pedestrian-only space in light of the success of other master plan actions and/or future redevelopment of the foreshore, and undertake public consultation.
- If a new shared space slow street is to be progressed in future years, liaise with Iwi, other stakeholders and user advocacy groups, and affected business and property owners over the preparation of a detailed design concept.
- Commence construction.



### Action A6 General streetscape upgrades

#### Description

In light of other proposed actions and in order to provide a coherent and consistent sense of local identity, other streets within the New Brighton centre will require upgrading. While this action primarily relates to Beresford Street and Hawke Street, it also includes Seaview Road, Union Street, and Shaw and Oram Avenues.

The action provides the opportunity to define the proposed new boundary of the commercial centre (i.e. the consolidated centre), and to highlight gateways and entry points to the centre at key intersections. These help to create a 'sense of arrival' for centre visitors and/or returning residents.

General streetscape upgrades also create the opportunity to better recognise cultural values and principles of sustainability. This can be achieved through the use of taonga plant species, and low-impact urban design features such as rain gardens and stormwater swales. Ideally, rain gardens and swales would be used throughout the centre. However, due to potential cost constraints as well as the presence of other infrastructure, their use may be restricted to strategic locations such as Brighton Mall and key intersections.

Other general opportunities created by this action are:

- Addressing problematic design features which are currently causing vehicle damage (i.e. on Seaview Road).
- Exploring opportunities to reflect the relationship between the area and manawhenua through design, naming, interpretation and story telling.
- Addressing visual clutter and/or physical barriers which are currently creating problems for pedestrians, the sight-impaired and/or limited mobility, cyclists and vehicle users.
- Introducing better signage, wayfinding and interpretation through the centre where appropriate.
- Improving the overall safety of the area through 'CPTED' improvements and increased lighting.
- Improving cycle infrastructure such as cycle stands and cycle lanes.
- Increasing art and other creative initiatives and details into the landscape.



Figure: Indicative concept of the Beresford Street upgrade, looking east.

**Beresford Street:** Streetscape enhancements along Beresford Street are proposed to provide a main cycle link to and from the centre. It is envisaged that Beresford Street would include a segregated cycle lane in each direction which would act as the link between the River corridor and seafront and beyond to a potential cycle route along the Ōtākaro / Avon River corridor. This reinforces the concept of uniting the two important natural features either side of New Brighton centre. Beresford Street has been selected as the preferred route for cyclists in order to create a more user-friendly experience by being segregated from the road. This will mean that cyclists are not competing with cars and pedestrians through Brighton Mall. Furthermore, a bus interchange located on Beresford Street could help to promote an integrated public transport system where bike users can use buses for longer journeys.

**Shaw Avenue and Union Street:** Within this action, Shaw Avenue and Union Street are particularly important streets given their potential role for creating a new zoning boundary between the consolidated commercial core and proposed new residential areas. The corridor also provides a positive connection between the commercial centre and Rawhiti Domain, a significant public open space. Because of this role, there is an opportunity to create a 'gateway'/landmark on Shaw Avenue at the intersection with Hawke Street (see the Rationale Diagram at the beginning of 'The big picture themes' section). This could be achieved through special treatment plantings and/or other features.

### *Rationale*

Generally speaking, streets in and around New Brighton's commercial centre are run down and uninviting spaces. With the exception of Seaview Road and Brighton Mall, landscaping is sparse and there is little, if any, infrastructure for pedestrian and cyclists.

Beresford and Hawke Streets are notably wide and cater mainly to vehicle traffic. While Shaw Avenue and Union Street are narrower and, therefore, potentially more pedestrian-friendly, neither offer an attractive space for people to use or linger.

Streetscape upgrades with new paving, landscape planting, lighting and street furniture will not only create safer and welcoming environments, they will help to strengthen New Brighton's character, identity and 'sense of place' and, of course, a 'sense of arrival' for visitors and residents alike.

### *Next Steps*

- Confirm project staging and allocate funding via the Long Term Plan.
- Drawing on the findings of the 'public life' study, confirm the design concepts for each street.
- Liaise with Iwi, stakeholders and user advocacy groups, and affected land and business owners over the preparation of detailed design schemes.
- Undertake public consultation.
- Commence construction.

## A7 Materials and planting palette implementation

### Description

This action intends to respond to local aspirations for increased public realm amenity and consistent use of quality materials, trees and plants. The intention of the Materials and Plant Palette is to provide design guidance that enhances the character of the New Brighton Centre through both hard and soft landscape treatments. As is the case with the design code that has been prepared for New Brighton (see B6 below), it is anticipated that the materials and planting palette will support a ‘look and feel’ that is readily identified with New Brighton.

The principles that have informed the preparation of the planting and materials palette, and sample pictures, will follow below. For a full list of plants and hardscape materials, see Appendix 3.

### Planting palette

The following principles informed the development of the planting palette:

- Growing conditions – plants must be suitable for the growing conditions of the river/estuarine, coastal, streetscape and rain garden environments of New Brighton Centre.
- Amenity – plants have been chosen to enhance the pleasantness of the centre in terms of colour and texture, sun and wind shelter, and the definition of differing spaces.

- Ngāi Tahu taonga species – using appropriate, locally occurring, native plants to recreate and enhance natural habitats and mahinga kai areas, and as a way to acknowledge tangata whenua and their ancestral relationship to those species.
- Natural ecology and biodiversity - plants have been chosen that support and are appropriate to New Brighton’s past and present natural heritage.
- Safety – plants have been chosen given consideration to ‘Crime Prevention Through Environment Design’ principles, to help create welcoming and safe streetscapes and open spaces.

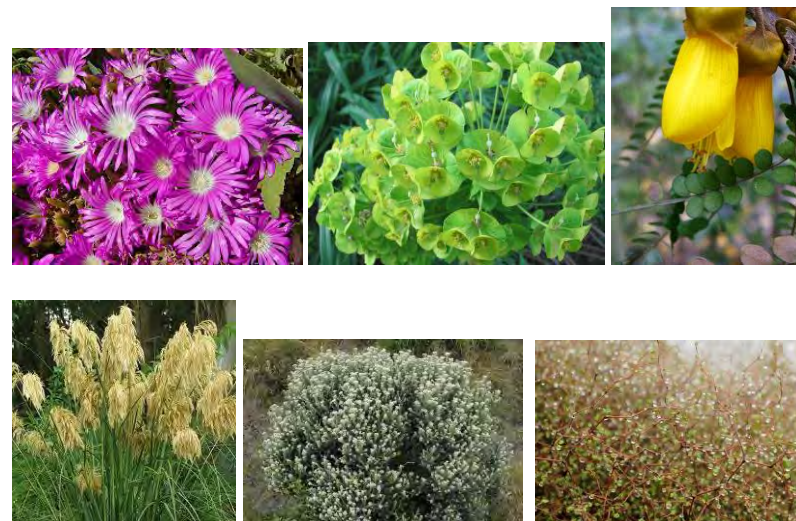


Figure: Planting palette specimens, from clockwise, ice plant, euphorbia, kowhai, toetoe, cottonwood and muehlenbeckia

### Materials palette

The following principles informed the development of the materials palette:

- Durability - street furniture and other materials will be durable and withstand the New Brighton climate, in particular, corrosion from salt laden air. Preference will also be given to materials and elements that can be easily and cost-effectively maintained.
- Sustainability – consideration will be given to the re-use and re-purposing of materials, especially locally sourced materials, to add to the organic and somewhat untamed character of the coastal environment. Life-cycle costs shall also be considered, rather than merely the up front costs.
- Safety and accessibility – furniture and other structures will be selected to ensure a safe and accessible environment, both within the streetscape and open spaces.
- Amenity – materials and elements will be chosen to enhance the pleasantness of the centre and its existing character. Colour and texture will be used to accentuate features and differentiate spaces. Over time, new materials and elements will be considered, providing they complement and build on New Brighton's character in a coherent way.
- Expressive – consideration will be given to contemporary and historic associations and relationships in the selection of elements, materials and furniture to acknowledge cultural relationships and values.

- Protection and shelter – the protection and shelter from the sun and wind will be given consideration during the selection of materials for structures and other elements.



Figure: Master Plan 'look and feel' images.

### *Rationale*

Good landscaping can increase the appeal of an area, its sense of enjoyment and its sense of place. This can then lead to improvements being made in terms of economic prosperity and social vibrancy.

If applied successfully in the years ahead, New Brighton will develop a more identifiable landscape character in a way that reflects cultural values and community aspirations.

### Land, buildings and private development

This section looks at land and buildings adjacent to public open space and roads, and private development. It also looks at the redevelopment of Council-owned sites.

Many of the actions in this section will rely on the help of the land and business owners to help bring the Plans vision to reality. Although the Council has limited influence over the implementation of some of these projects, it is possible for the Council to enable some actions to be progressed through targeted strategic land purchase (refer Public Space Action A3 – New north-south corridor).

Some existing private spaces within the New Brighton Centre contain vacant or underutilised buildings that have been difficult to lease to businesses. Some of these spaces contain large footprint stores which are not considered sustainable or economic to meet current leasing needs. A finer grain of development with small to medium size stores could help to reinvigorate the centre, especially if anchored by a larger full service supermarket and highly popular chain stores. Therefore, there is an opportunity for existing vacant land or buildings, and other sites which become available for redevelopment, to improve the vitality and viability of the centre through an improved functional layout.

A key issue for users of the centre is the poor pedestrian connections between existing car parking areas and the mall, especially north-south where there is limited access between the mall and Hawke Street Car Park. Improving links within the private space is important to create more activity through the mall and help create a more user-friendly pedestrian environment.





**Land, buildings and private development:**

- **B1** New residential development
- **B2** Supermarket relocation
- **B3** New pedestrian links
- **B4** Bus interchange
- **B5** Car parking improvements
- **B6** Urban design code implementation



Figure: Indicative development concepts on both public and private land.

## Action B1 New residential development

### Description

The loss of residential catchment to the 'Red Zone' has impacted the viability of the centre. There is the potential for some of the surplus commercial zoned land to be rezoned for medium density residential accommodation close to the heart of the centre, to help combat this loss of residential catchment from the 'Red Zone'.

This accommodation could include retirement housing, quality affordable housing, and exemplary sustainable housing developments. It may take the form of apartments, terraced housing and/or townhouses. It could also include visitor accommodation. An existing backpackers is located within the centre and appears to be well patronised.

Examples of sites that could be rezoned for residential use are sections of the Council-owned car park on Beresford Street, and the old supermarket site on the corner of Shaw Avenue and New Brighton Mall. A higher density of development could be anticipated, due to the close proximity to the centre.



Figure: Indicative concept for new residential development, looking east back towards the commercial centre.

### Rationale

As discussed within the 'big picture' section, if the centre were to be consolidated into a smaller compact area, some of the surplus commercial land would need to be rezoned for other uses.

The centre's location near the coast is an obvious attraction for both residents and tourists alike. If the area offers a range of housing typologies, accommodation options and prices, this will help to attract new residents to the area which, in turn, will help revitalise the centre.

### Next Steps

- Draft changes to the District Plan and undertake public consultation as part of the notified Proposed District Plan in mid-2015.

## Action B2 Supermarket relocation

### Description

This action works in tandem with the ‘big picture’ theme number 2 for a proposed hospitality and entertainment precinct opposite the beach, and involves the relocation of the supermarket to another site, further west as indicated in the indicative concept plan. The number of earthquake damaged properties in the centre presents the opportunity for land amalgamation to help make bold concepts such as this deliverable.

The supermarket would be accessed primarily via Hawke Street, but would also include strong linkages with the New Brighton Mall as well as through to the proposed new bus interchange on Beresford Street. The building footprint and illustrated site area is indicative of what would be required for a fully functional supermarket with associated car parking and service areas. To help maintain an active street frontage on Shaw Avenue and Brighton Mall, there is potential for smaller format stores to wrap around the supermarket building.

The car parking area for the supermarket could be located off Hawke Street in the same space that is currently the main car parking area for the mall. This car parking area is

currently in multiple ownership, divided between the land parcels and associated businesses within the mall. The area is currently in a poor state of repair and does not operate to its best ability mainly due to the multiple ownership.

If the operation of the car parking area was to be controlled by one owner or via a collaborative agreement then there is potential for this area to be upgraded and for improved connections to be created through to the mall. Landscaping planting would help soften and break up the spaces, creating a more attractive and pedestrian-friendly environment.



Figure: Indicative concept showing the potential supermarket relocation, looking west.

The relocation responds to current constraints for the supermarket to redevelop/expand in its current location, largely a result of fragmented land ownership within the block. Should it be decided that the supermarket will be expanded in its current location, however, it is vital that frontages do not de-activate the street edge.

#### *Rationale*

The economic report (see Appendix 1) highlights the need for the centre to retain an anchor tenant. The key anchor tenant currently is the supermarket, however, the economic analysis highlights the need for a larger space for this business to be fully functional and effective as a key anchor tenant.

The relocation of the supermarket would enable the redevelopment of this block as prime coastal land and facilitate the future hospitality and entertainment precinct comprising businesses that will attract people to the centre (e.g. cafés, restaurants and bars). These activities work well in proximity to a beach and foreshore environment.

#### *Next Steps*

- Organise further meetings with the supermarket to discuss a possible new location and related requirements for site/space, linkages and, where relevant, active edges at the street-edge.
- Organise meeting with other property owners to work through the concept and potential staging.

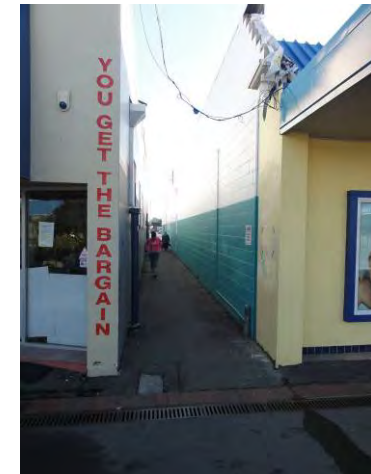
### **Action B3 New pedestrian links**

#### *Description*

Potential exists to improve pedestrian access by creating more interesting and accessible spaces that are also sheltered. This could be achieved by upgrading existing lanes and creating new laneways and courtyards in strategic areas, to connect important facilities and key attractions (e.g. action B4 for the proposed bus interchange and action B2 for the relocated supermarket).

Successful examples of laneway and courtyard-style developments were evident in the Central City before the earthquakes (e.g. 'Lichfield Lanes' and 'Sol Square') and, more recently, the 'Strangers and Co' development at the intersection of High, Manchester and Lichfield Streets.

This form of development heavily relies on the strong interest and commitment of landowners and developers. It also requires high footfall. The Council can provide support to landowners and developers by providing urban design guidance and advice and through supportive District Plan provisions.



*Rationale*

Large street blocks currently dominate the centre with very few quality connections between Hawke Street and Beresford Street. As part of the rebuild, there is an opportunity to create new linkages on sites where buildings have been demolished to increase pedestrian access and permeability to other sites and businesses. Lanes and linkages would potentially create a more viable centre, by creating finer urban grain and providing shops and businesses with the opportunity to open out onto the lanes (i.e. activating the edges).

*Next Steps*

- Include new pedestrian links on the relevant maps in the proposed District Plan, and enable their development through proposed District Plan provisions.
- Organise meetings with property owners to work through concepts and potential staging.



Figure: Indicative concept of new pedestrian linkages through the centre, looking south.

## Action B4 Bus interchange

### Description

A bus interchange has been included in the Plan as appropriate for New Brighton to address current issues associated with bus layovers and New Brighton being at the end of the route. Several options were considered for the location of the interchange, on both public and private space. However, in considering the existing bus routes and other proposed changes to the centre, the preferred option is to be sited within the existing Council car parking area on Beresford Street (see Figure 25).

In addition to being Council owned, the preferred site is relatively central, and parking spaces at the site are often underutilised. Some car parking will, however, be retained to provide a buffer between adjacent residential activities and to mitigate parking losses that can be expected elsewhere in the centre as the centre redevelops.



Figure: Indicative concept of the bus interchange, looking north-east.

The interchange will be complemented by strategically located on-street stops within the commercial centre that have quality infrastructure for bus users (e.g. they will be well-lit, sheltered, provide adequate seating and ideally display real-time bus information). The integration of bus stop waiting facilities within compatible business or community facilities may also be possible.

### *Rationale*

There are currently issues with how buses operate within the centre, especially for layovers (times when buses need to wait) with New Brighton being at the end of the route. Up to four buses could be laid-over within any one time and the layover period is generally between 10 and 20 minutes, sometimes longer. Buses currently wait within the car parking area on the sea front, and there are no driver facilities provided. Creating a new interchange on Beresford Street will help to create a central point for visits to, and from, the centre and assists in achieving the objectives of a Key Activity Centre.

In addition, the Christchurch Transport Strategic Plan indicates the need for a transport interchange to be located within New Brighton. A functional interchange could also encourage the use of public transport and limit the reliance on car use.

### *Next Steps*

- Provide for the development of the bus interchange in the Proposed District Plan.
- Allocate funding through the Long Term Plan.
- Continue to liaise with Environment Canterbury over further concept development and detailed design of the facility.
- Consult affected property owners.
- Commence construction.

### **Action B5 Car parking improvements**

#### *Description*

This action looks to disperse private car parking areas around the centre in more manageable and attractive spaces that would serve the retail and commercial spaces in the centre. These car parking areas would be well landscaped and have better pedestrian links to the centre through the laneways identified in Action B4. Vehicle crossings would be rationalised to improve pedestrian safety and, ideally, CPTED principles would be incorporated into the detailed design. Car parking areas need to be pleasant to use, safe, well lit and legible so that they support the centre and do not detract from it.

The figure overleaf shows the areas of car parking spread through the centre and in particular shows a strong east-west pedestrian walkway connecting the foreshore, the new road (A3), open space and public toilet (A4) and a relocated supermarket (B2).

#### *Rationale*

Whilst the overall number of car parking spaces may decrease overall under this concept and future vision, the centre will be consolidated into a more compact and landscaped area. The occasional demands of a large-scale public event should not drive car parking supply, and parking supply should be more tailored to the centre's day to day needs.



Space management will ideally prioritise people with restricted mobility, and shorter-stay visitors to encourage regular parking turn over. Creating a more pleasant street environment with consistent and interesting shop frontages will help to reduce drivers' negative perceptions about walking a few metres further from/to their parked vehicle.

Furthermore, the introduction of the bus interchange (B4) and improved cycle and pedestrian links (B3) should assist in promoting alternative means of transport to, and from, the centre. This will be particularly important during large-scale public events.

Unfortunately, several private off-street car parking areas have a run down appearance and detract from the centre's future vision and image. Fragmented ownership can mean that physical improvement works and ongoing maintenance are challenging. In many respects, the Council is only able to be an advocate for such changes. The local Business Association, on the other hand, may be in a strong position to influence property owners.



Figure: Indicative concept of off-street car parking areas, looking south.

*Next Steps*

- Liaise with property developers over their site redevelopment and ongoing management plans.
- Liaise with property owners of existing car parking sites to identify opportunities for improving the use, layout, security/safety and overall appearance.



## Action B6 Urban design code implementation

### *Description*

The action responds to local aspirations for New Brighton centre to have a more coherent built style and stronger village character.

The intention of the urban design code, which follows below, is to offer a number of simple design ideas that can be incorporated into each new building (or retrofitted into existing buildings). It is intended that the code is used by property owners, developers, designers and the community. Over time it is anticipated that the code will culminate in the 'New Brighton Style', providing a village feel and character that is readily identified with New Brighton, becoming its signature.

### Existing character

The following attributes are identified to help describe the centre's character:

- The centre fronts onto New Brighton beach, with some views of the water. The Library and seafront activities create a focal point.
- The centre is known for its artistic, quirky and diverse character and easterly winds.
- The centre extends back from the beach towards the river and focuses around New Brighton Mall.
- Buildings range in quality and character. Some incorporate common seaside details, colours and the clock tower and Esplande buildings have an art deco style.
- Brighton Mall is currently dominated by an avenue of Phoenix Palm trees.

- Large areas of car parking dominate the Hawke Street frontage and Beresford Street has an openness, largely due to its street width.
- The majority of buildings are single storey, with some two storey buildings at key locations within the centre.

### Broad design principles

The following principles are identified to ensure that new development contributes positively to the appearance and function of the commercial centre:

- Draw inspiration from the natural setting and cultural heritage of the area.
- Use strong and simple architectural forms and durable materials to respond to and complement the landscape.
- Contribute to town centre vibrancy and activity, and provide opportunities for social interaction.
- Reinforce a human scale and avoid large-scale monolithic building forms.
- Apply the principles of Crime Prevention Through Environmental Design (CPTED).
- Champion sustainability and environmental responsiveness, including the use of recycled materials, low impact design principles, shelter and shading.

Building form

Simple built forms are encouraged in the centre. Decorative elements can be included which highlight the street and block corners and can be achieved through the use of increased height, feature doors and windows, wrap-around balconies and corner chamfering<sup>2</sup>.

Building facades

Building facades should include details to add interest and character. Examples of these details are:

- Integrated or painted features:
  - Use of frieze or fresco incorporating stylised decorative patterns - with influences including tukutuku panels (these are often made of Pingao – which is indigenous to New Brighton), the marine environment.
  - Keystones – creating stylised symbols of New Brighton.
- Windows and doors, and their arrangement within the building façade:
  - Inset windows – to create the sense of depth to the building, creating shadows providing interest and articulation in the building façade.
  - Arched or feature windows, divided into smaller window panes.
  - Inset and decorative doorways.

- Street façade, to create a balance of wall space to glazing and doorways (i.e. solid to void) and to create texture and depth to the street facade. Fully glazed facades or curtain glazing should be avoided.
- Balconies at upper levels to provide outdoor space, interest and diversity, and interaction with the street:
  - Juliette, a lightweight decorative balcony.
  - Projecting, providing activity and interest at the first floor and above.
  - Inset, within the form of the building.
  - Rooftop, with the top floor inset behind the line of the main facade of the building.
- Parapets, simply highlighted to finish the upper façade of the building.
- Lightweight verandas, to provide separation between ground and first floors of a building.



Figure: Urban design code, indicative window detail.

<sup>2</sup> When used in the context of architecture and urban design, a chamfer describes a beveled edge connecting two surfaces. A beveled edge can also be described as a softened edge.

### Colour and materials

The unique beachside location and character can be reinforced by building colour and materials:

- The colour palette ranges from neutral and recessive to pastel colours, turquoise, blues and yellow.
- Accent colours could be used on window trims, doorways, balconies and architectural features to help create depth and interest in the street, whilst adding to the vibrancy of New Brighton.
- The use of materials such as concrete, timber and stone is evident in New Brighton.



### *Rationale*

Good urban design and landscaping can increase the enjoyment and use of an area, its character and its sense of place. This, in turn, can lead to improvements in an area's economic prosperity and social vibrancy.

As the code provides non-regulatory guidance, it complements the urban design provisions in the District Plan by providing greater detail but in a flexible manner. If applied successfully, New Brighton will have a stronger more identifiable built character in the years ahead, in a way that reflects cultural values and community aspirations.



## Partnering for recovery

This section focuses on the role of the local community in the recovery of the centre. It is recognised that the recovery of the centre is not just about physical resources but also relies on a passionate local community who are willing to provide time, effort and commitment into ensuring that New Brighton Commercial Centre can fully recover and grow to be the heart of the community.

The Council has a role to support the community and to facilitate a collaborative approach to achieving their goals.

The actions within this section recognise the importance of existing community groups and identify tools to promote the success of these groups in achieving their goals. Existing community services are prominent in the centre, with the library and church groups being prominent assets. It is essential to build on these and explore opportunities for future growth.

The plan also introduces tools to aid businesses and landowners with the rebuild and recovery of the centre. If local business owners work together to help the recovery of the centre, a collective team effort is more effective than isolated attempts to attract business. Creating a brand for New Brighton and a marketing campaign can help to attract local custom as well as attract visitors from beyond Christchurch. It can also go a long way to 'kick starting' activity and creating a much needed point of difference when competing for investment and custom from other centres around the City.

### Actions:

- C1 New Brighton Business Association
- C2 Development incentives research
- C3 Transitional projects and events
- C4 Graffiti removal
- C5 Case management
- C6 Council Customer Services



### Action C1 New Brighton Business Association

#### Description

A strong and active business association, where businesses can work together for the overall benefit of the centre, is key to its future success and recovery. There is an existing business association operating in New Brighton which has become extremely proactive since the earthquakes.

The association is networking and sharing information, brokering land sales/purchases, targeting new businesses, exploring synergistic partnerships, organising a healthy calendar of festivals and events, and promoting regular cleaning and maintenance by property owners as well as the Council. The association also provides an important link between businesses and the Council, and contributes valuable feedback to the Council on various plans and policies.

There is a role for the Council to support the business association in its liaison with Council Units, for example, over maintenance issues, the design and layout of sites, or for consenting matters. Furthermore, the Council and the business association could partner to undertake further market research (e.g. an opportunities and gap analysis, customer analysis), a business attraction and marketing programme, a mainstreet caretaker initiative and/or a storefront improvement programme. Funding for such initiatives would need to be secured.

Other ideas offered up to the business association include a community-based “pledge” between businesses and existing/future customers, which builds on the people’s passion and generates shopper-loyalty within the suburb. And finally, where Public Private Partnerships (PPPs) are an appropriate vehicle for developing and delivering certain community infrastructure/services, the business association could potentially offer useful feedback and advice to the Council.

#### *Rationale*

Benefits of an active business association include better coordination and communication flow, greater innovation and support, more efficient use of resources, and greater opportunities for strategic partnerships. They bring a valid and necessary perspective to urban regeneration discussions and initiatives, and are a positive vehicle for stakeholder engagement. They also have the added advantage of being the ‘eyes and ears’ of the centre; identifying changes, ongoing issues and positive opportunities which the Council may not recognise as quickly as the association.

#### *Next Steps*

- Ongoing liaison between the business association and the Council through various forums, meetings, presentations and service requests.

### **Action C2 Development incentives research**

#### *Description*

This action involves new research into suitable incentives to encourage specific outcomes in all or parts of the New Brighton centre and/or to create a ‘business-friendly’ development model. Incentives could be aligned with Master Plan actions for residential, mixed-use, and/or precinct development that satisfy certain criteria and/or ‘bottom lines’. Alternatively, incentives could support New Brighton as a new hub for business start-ups, for employment growth, live/work lifestyles, and/or as a focal point for art and culture.

The research would involve scoping of a range of incentives and tools to stimulate both the demand and supply of certain development typologies, i.e. incentives for developers and incentives for tenants or new purchasers. Incentives which could be researched could include rates remissions, targeted rates, deferred fee payments, fee reductions, fee waivers, low rent agreements, low interest loans, deferred repayments, loan underwriting, up front grants, assisted shared ownership, shared equity, a Council ‘right-to-buy’ partnership scheme, land swaps, and land amalgamation/aggregation assistance.

If structured correctly, incentives could become rates neutral over the long term if they generate development that may not have otherwise occurred. Alternatively, the Council could collect a targeted rate from New Brighton business owners for reinvestment into a New Brighton 'Business Improvement District'.

Project steps would involve further 'problem definition', project goals, spatial extent, performance indicators, evaluation criteria, a risk assessment, estimated costs and revenue sources, spatial parameters, and project timeframes. Idea testing of options and preferences with potential candidates for any future incentives scheme would also be necessary.

#### *Rationale*

New Brighton faces a unique set of circumstances and challenges which requires a different approach than other suburbs. It has struggled as a commercial centre now for over two decades. The combined effect on the centre arising from earthquake damage, residential displacement, red-zone land, and restricted road access has been significant and had a knock-on effect on the confidence of investors, land and business owners, and the wider community.

A positive aspect of pursuing an incentives programme is that it can help achieve other objectives and outcomes for the local economy and community. While the Council-led actions in the Master Plan will improve the public realm, changes to the private realm are less certain. Without direct intervention through tools and incentives, the Council's role will be relegated to persuasion and advice only. Community feedback suggests that more direct intervention in the centre's recovery is necessary if the desired results (e.g. the Master Plan vision) are to be achieved.

#### *Next steps:*

- Engage with the business association, land and business owners to determine the level of interest for researching incentives.
- Prepare a project brief and commence research on a BID and/or other incentives.
- Prepare a report for the Council, with recommendations.
- Implement the Council's decision.



### Action C3 Transitional projects and events

#### *Description*

Transitional projects are a way for the community to invigorate vacant space on a temporary basis, to test ideas, and to draw people to the commercial centre.

New Brighton has a very creative and artistic community who could be given more expression within the centre. Several transitional projects have already been initiated and/or completed in the New Brighton community. Examples include projects within Brighton Mall, and the use of demolished building sites for seating areas, community gardens and children's play space.

The lead for transitional projects like this will remain with the local community, however, there is a role for Council officers to liaise with other Council units to provide advice for the design and layout of sites and any consenting process that may be required.

#### *Rationale*

There are a number of vacant sites and spaces that have become available following the demolition of buildings. This number is expected to rise. The rebuilding process can take time, and it is possible that some sites may remain vacant until insurance and rebuilding plans are resolved.

Since the demolition of some buildings in the centre, there has been a greater presence of murals on vacant sites, which help add colour and character to the centre. Ideas like these can be built upon and incorporated into the design of buildings to help create a stronger identity for New Brighton.

#### Next steps:

- Support community initiated transitional projects and events, as and where appropriate.



## Action C4 Graffiti removal

### *Description*

This action confirms the Council's ongoing support for the community to continue to coordinate with the police to address graffiti issues in the New Brighton Centre. The community is already very active in reporting and cleaning up graffiti and appears to be willing to retain a lead role in dealing with this issue; there are many volunteers who offer their time to paint over walls and fences where it has occurred.

As part of this action, property owners are encouraged to create well designed spaces with active edges and good lighting when undertaking rebuild projects. This will help to limit opportunities and spaces where graffiti can take place.

### *Rationale*

Graffiti has been identified as a significant issue within the New Brighton Centre. Whilst it is a long-standing issue, the closure of buildings and presence of derelict/vacant sites has seen an increase in the incidence of graffiti. A CPTED (Crime Prevention Through Environmental Design) report prepared during the preparation of the master plan highlights the issue of graffiti and associated crimes in greater detail and discusses the key issues which lead to this activity occurring more frequently (see Appendix 4).

### Next steps:

- Provide ongoing support to property owners and the community for removal of graffiti.

## Action C5 Case management

### *Description*

As part of the Suburban Centres Programme, the Council has been providing a case management service to all centres that have suffered earthquake damage and disruption. The case management service offers a single point of contact to commercial property owners, developers and businesses to help them make decisions for their property and navigate Council consenting processes. The precise nature of the service will likely vary over time.

Case managers are available to respond to general queries, liaise with urban design and consent staff for advice, and connect property owners with other stakeholders and/or agencies involved in property development and earthquake recovery.

### *Rationale*

This approach helps the Council to provide streamlined advice, and facilitates the consistent application of the Master Plan. It also helps to achieve a collaborative approach to the rebuild of the centre, by encouraging land and business owners to communicate with one another for 'joined-up' thinking, and the sharing of resources where appropriate and possible.



## Action C6 Council customer services

### *Description*

The library is a fantastic facility for locals and also attracts visitors and tourists from outside of the neighbourhood catchment due to its unique location on the seafront. Subject to Council resources, there may be scope to investigate the provision of additional Council services within the New Brighton centre. This would most likely be co-located with the library, and might comprise a self-help kiosk. The provision of additional services at the library would need to be assessed against the 'Libraries 2015 Facilities Plan'. It would also be subject to funding decisions as part of the Council's Long Term Plan.

### *Rationale*

The nearest service centres for local residents to access council services is at The Palms in Shirley and the Linwood Service Centre. This results in people having to leave the New Brighton area to access key Council services. It also means that people may shop and do business in other centres rather than staying local to New Brighton. While this action is not a Master Plan priority, the opportunity may prove worthwhile should the right resources be available.

### *Next steps:*

- As and when appropriate, and subject to resources, explore opportunities to improve and expand access to Council services in the New Brighton centre.



## Master Plan implementation

The Implementation Plan and associated timeframes are important for giving effect to the Master Plan's vision, goals and actions. This section sets out the responsibilities, priorities and potential dates for each action described above. Ongoing engagement with Iwi, stakeholders and the wider community may be necessary, and will help to ensure that implementation of this Master Plan remains relevant, appropriate and participatory.

Each action within the Plan aligns with the goals for redevelopment of New Brighton Centre and one or more of the themes for Integrated Recovery Planning: natural environment; community wellbeing; culture and heritage; movement; economy and business; and built environment. The Implementation Plan also identifies anticipated timeframes, lead and support partners and potential funding requirements (for instance, if a project is to be funded from Council capital or operational budgets).

Earthquake recovery and master planning implementation involves working with multiple partners and key stakeholders involved in the recovery process – including the Council, Iwi, local residents, property and business owners, associations, organisations and other government and non-government agencies. It is recognised that the Centre's recovery and redevelopment will take time and, in many instances, it could be a complex and challenging process.

### Timeframes

The pace of implementation will be influenced by a range of factors, many of which are yet to be fully determined. Wherever possible, 'quick wins' are necessary to boost community confidence and create momentum for the Centre's recovery.

The actions set out in the Plan are divided between public and private space. Several actions are driven by the community with support from the Council.

It is easier to provide timeframes on the development of public land, however, much of the funding required is yet to be secured. Development on private space is much less certain and some of the larger projects will require further investigation and collaboration between stakeholders. Others may require the staging of development to optimise coordination efforts and/or involve regulatory processes (e.g. for resource and/or building consent). There may also be a need for further public/stakeholder consultation and land owner consent.

Despite the uncertainty surrounding funding and timing, the actions in this Master Plan are organised into four streams:

1. Priority actions for immediate progress (i.e. 0-2 years).
2. Short term actions to ensure good progress continues and the pace is maintained (i.e. 3-6 years).
3. Medium term actions to further strengthen the success of earlier actions and to progress the goals and vision (i.e. 6-10 years).
4. Ongoing and long term actions to achieve remaining actions and secure the success of the Master Plan (i.e. 0-10 years plus).

It is intended that the Plan's priority and short term will become catalysts for some of the more complex medium or long term actions. Many of the priority and short term actions relate to the public realm and are designed to encourage private investment which, in turn, will help draw people back to the centre.

Medium to long-term actions seek to build on the progress of short-term actions, and to augment the Centre’s success as a desirable place to visit, shop, work and reside.

The timeframes indicated in the Implementation Table (below) are indicative only. The Implementation Plan is subject to internal and external influences and should only be considered a guide.

### Council costs

Council budgets are shown as Opex (operational costs) indicating staff/consultant time and Capex (capital costs) which relate to physical works such as street upgrades, open space enhancements or development of Council land/assets. Capex costs must be secured through the Council’s Annual Plan process, unless they are deemed to be minor works which can be funded through existing work programmes and budgets.

Council activities and priorities change over time and therefore the projects will be contestable as part of the review of the Long Term Plan, which is undertaken on a three yearly basis. This review involves the identification and prioritisation of projects across the whole city.

All decisions as to whether or not a Council-funded action will commence remain with the Council and there is no binding commitment on the Council to proceed with any actions identified in this Master Plan.

### Other funding sources

Private and/or community-based funding sources may provide alternate funding options for the implementation of projects which are directly or indirectly related to Master Plan actions. These alternate funding sources may come in the form of private investment, private loans, fundraising, sponsorship, grants, donations, and collective investment schemes/equity crowd funding.

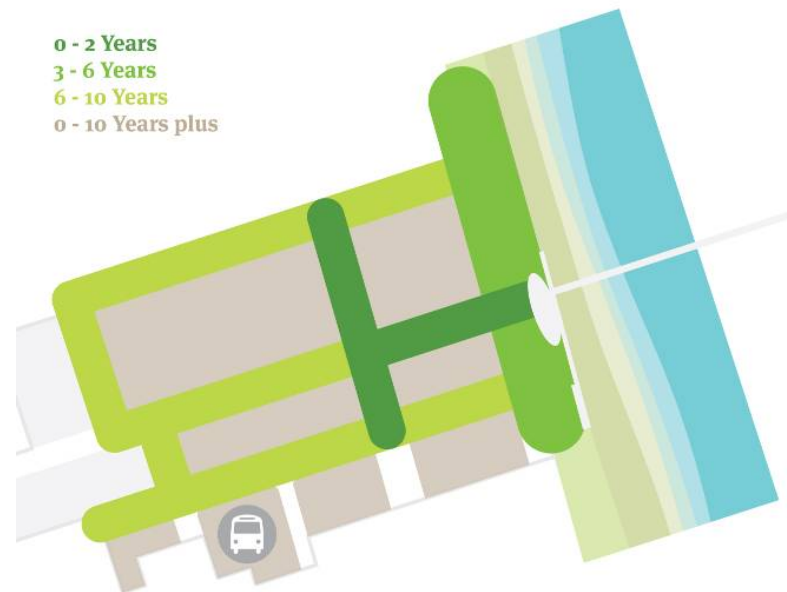


Figure: Indicative staging plan, showing priority projects, and short-long term initiatives. Note: this is an aspirational plan only. All funding decisions are subject to the Council’s Long Term and Annual Plan decision making.

**Implementation plan for the New Brighton Centre Master Plan**

Recovery theme / goal <sup>3</sup>	Streets and public space actions	Starting timeframe	Lead agent	Support partners	Council cost? <sup>4</sup>
N, C, B	A1 Foreshore connections	Short term (3-6 years)	Council	Iwi, community	CAPEX
B, M	A2 Marine Parade upgrade	Short term (3-6 years)	Council	Iwi, property owners, community	CAPEX
B, M, E	A3 New north-south corridor	Priority project (0-2 years, construction to follow land purchase).	Council	Iwi, property owners, community	CAPEX
B, M, C	A4 Brighton Mall upgrade	Priority project (0-2 years)	Council	Iwi, property owners, community	CAPEX
B, M, N	A5 General streetscape enhancements	Medium - long term (6-10 years plus)	Council	Iwi, property owners, community	CAPEX
B, C	A6 New open space and public toilets	Short term (3-6 years)	Council	Iwi, property owners, community	CAPEX
B, E, N	A7 Materials and planting palette implementation	Ongoing short to long term (0 - 10 years plus)	Council	Iwi, property owners, community	CAPEX

<sup>3</sup> B = Built environment, E = Economy and business, N = Natural environment, C = community wellbeing, M = movement.

<sup>4</sup> (OPEX) refers to operational costs. (CAPEX) refers to capital costs.

Recovery theme / goal <sup>5</sup>	Land and development actions	Starting timeframe	Lead agent	Support partner	Council cost? <sup>6</sup>
B, E, C	B1 New residential development	Ongoing short to long term (0 – 10 years plus)	Property owners /developers	Council	
B, E	B2 Relocation of supermarket	Short to long term (3 – 10 years)	Property owners /developers	Council	
B, M	B3 New bus interchange	Short term (3-6 years)	Council	ECAN, community	CAPEX
B, M	B4 New pedestrian links	Ongoing short to long term (0 - 10 years plus)	Property owners /developers	Council	
B, E, M	B5 Car parking improvements	Short to long term (0-10 years)	Property owners /developers	Council	
B, E	B6 Design code implementation	Ongoing short to long term (0 - 10 years plus)	Iwi, property owners / developers	Council	OPEX

<sup>5</sup> B = Built environment, E = Economy and business, N = Natural environment, C = community wellbeing, M = movement.

<sup>6</sup> (OPEX) refers to operational costs. (CAPEX) refers to capital costs.

Recovery theme / goal <sup>7</sup>	Recovery Together actions	Starting timeframe	Lead agent	Support partner	Council cost? <sup>8</sup>
B, E	C1 A stronger, active business association	Ongoing short to long term (0-10 years plus)	Business Community	Council	OPEX
E, B	C2 Economic development incentives	Priority project (0-2 years)	Council	Business association Property owners	OPEX
C	C3 Transitional projects and events	Ongoing short to medium term (0 - 6 years)	Community, property owners	Property owners, Council	OPEX & CAPEX
N	C4 Graffiti removal	Ongoing short to long term (0-10 years plus)	Community	Council	OPEX
B, E, C	C5 Case Management	Ongoing short to medium term (0-6 years)	Community, Businesses / landowners	Council	OPEX
B, E, N, C, M	C6 Council customer services	Medium to long term (6-10 years plus)	Council		OPEX

<sup>7</sup> B = Built environment, E = Economy and business, N = Natural environment, C = community wellbeing, M = movement.

<sup>8</sup> (OPEX) refers to operational costs. (CAPEX) refers to capital costs.

## **Appendix 1 – New Brighton Economic Assessment – summary document**

The following text is a summary of a report prepared by PropertyEconomics for Christchurch City Council in October 2012. The full document is available upon request.

### **Overview**

Overall, the picture painted by the PropertyEconomics report for New Brighton Centre is bleak, although it identifies significant potential for New Brighton to become more compact and improve its current retail offer.

New Brighton previously played a 'district / town centre' role, with it being one of the first centres to adopt Saturday morning shopping. This resulted in the centre being developed for a market well beyond its current trade catchment. In essence 'demand' was artificially high relative to the size of its local catchment, which led to the centre being vulnerable to changes in shopping patterns and 'overdeveloped' for today's retail environment.

Changes within New Brighton itself (i.e. removing traffic flow from a portion of the main street) and elsewhere in the city (most notably the shopping mall developments at The Palms, Eastgate, Riccarton and Northlands) have led to New Brighton's role being reduced. As the 'normalisation' of weekend trading occurred across all centres, the inflow of shoppers and retail spending into New Brighton rapidly decreased.

The function and retail status of New Brighton Centre has dropped to that of a 'supermarket-based neighbourhood' centre. It now primarily performs a convenience and supermarket type function (with some recreational / tourism retailing given its unique beachside location), along with some core commercial and community services. Its reduced role has

meant a lot of the retail floorspace that was previously 'in demand' is no longer occupied or commercially viable.

In effect, New Brighton has been in a downward spiral in terms of attractiveness, environment, retail store quality and offer over this period, which has flowed onto significant reductions in:

- shoppers being attracted to and utilising the centre;
- retailer productivities; and
- sales performance of the centre as a whole.

### **Current residential catchment**

PropertyEconomics has identified a residential catchment with a current population base of approximately 16,060 residing in around 7,000 households. Part of this catchment includes red-zoned properties in South Shore. Areas within Bexley were not included given the substantial area of red-zoned properties.

This catchment is projected to increase to around 16,150 people and 7,400 households over the forecast period to 2031. This represents a stagnant population base and household growth of only around 8%. In essence, the catchment size is projected to 'flat line' and experience no material growth over the next two decades. This equates to an average growth rate of only around 22 'new' households per annum, excluding rebuilds as a result of the earthquakes.

### **Retail expenditure**

Overall, the catchment is forecast to experience a low level of retail growth in 'real' terms over the period, largely due to the almost stagnant growth in population within the catchment.

There is a substantial 81% outflow of retail dollars currently leaving New Brighton (i.e. typically termed 'retail leakage'). The principle reason is the lack of quality retail offer and environment at the local level. While there

is a reasonably large area of retail floorspace, the quality and goods being sold is not meeting the requirements of the community.

Pak’N Save supermarket in Aranui is capturing 10% of total New Brighton expenditure, representing a very high proportion of New Brighton spend. The Pak’N Save is clearly a very popular supermarket for New Brighton residents.

If supermarket expenditure is excluded from the data, a substantial 88% (i.e. nearly \$9 out of every \$10 spent on retail) of retail spending by New Brighton residents is made outside of the New Brighton catchment. In retail leakage terms, PropertyEconomics considers this a torrent rather than a trickle. This spending is very evenly dispersed across other centres in the city, particularly the larger ‘higher order’ centres. New Brighton residents appear comfortable travelling further and utilising a variety of both centre and non-centre destinations to fulfil their retail requirements.

This data highlights the potential for increased performance and productivity with New Brighton if a better quality centre offer and environment were provided, as at this stage New Brighton is struggling to attract even an appropriate proportion of the catchment’s convenience expenditure at the local level.

### ***Retail employment***

There has been a 23% net drop in retail employment within the residential catchment since 2000. The New Brighton centre accounts for 70% of the wider catchment’s fall in retail employment over the period, showing a centre in sustained decline. To give these figures some relevant context, New Brighton Centre’s 23% net fall in retail employment from 2000-2011 occurred at the same time the wider Christchurch retail employment market grew by a net 14%.

### ***Vacancies***

A retail audit was undertaken in September 2012. Over a fifth of stores in New Brighton (22 stores or around 21% of GFA) were vacant. This is one of the highest vacancy percentages Property Economics has come across in the last 10 years of undertaking retail centre audits around the country. Operating stores encompassed approximately 14,700sqm Gross Floor Area (GFA) and equated to around 80 stores, albeit the quality of many of these stores is considered by PropertyEconomics to be low, compounding the ‘vacancy’ problem.

The high proportion of vacant stores in 2012 can be partly attributed to the effects of the downturn in the economic climate and damage resulting from the Canterbury Earthquakes. Even factoring in these issues, the New Brighton market is still comparatively high in term of vacancy levels and is a reflection of an underperforming retail offer.

### ***Principal Store types***

Food and Beverage services (i.e. cafés, restaurants, and takeaways) make up the largest proportion of the centre composition by store type, representing 25% (30% including pubs, taverns and bars) of stores. A high proportion of Food and Beverage, and Food Retailing stores is not unusual for convenience centres, and is in fact desirable for such centres to play their role and function successfully in the market. What is important is the quality and scope of the offer.

‘Other Stores’ retailing (i.e. \$2 shops, op shops, variety stores, etc.) represents the second largest proportion of the market in terms of store count with 13 stores, or 12% of the market. This proportion is of some concern as ‘Others Stores’ typically represent smaller low quality, second hand and unbranded store types that do not perform or generate the same level of retail productivity as stores in other sectors. These store types can affect the long term vitality and ‘health’ of the centre. The



trading productivity per sqm is generally lower for 'Other Stores', requiring lower rental rates for sustainability while lowering overall attractiveness and amenity of a centre. As this happens, rental rates for other locations can fall as a result, leading to more 'Other Stores' and causing a snowballing downward effect.

### **Business Land Requirements**

The Business zones of New Brighton Centre currently comprise around 11 hectares. PropertyEconomics has determined that this size is not sustainable and have recommended a reduction, as shown in Table 9 of their report, reproduced overleaf: *Source: Property Economics.*

Additional to the considerations above, and that would add further land requirements to the centre, is community facilities and or light industrial and trade activity that might be appropriate to include in or around the centre. This may add a further 1 - 1.5ha depending on the exact facilities or activities (new or redeveloped) required in New Brighton.

This would give a total 'efficient' land requirement in the order of 3.5-4.0ha.

Given the reduction in business zone requirements in the New Brighton centre, compared to the existing provision of around 11ha, there should be ample opportunity to integrate retail, commercial and community activity in the 'new' New Brighton centre.

	GFA (sqm)	LAND AREA (sqm)	LAND AREA (ha)
Supermarket	6,930	17,325	1.73
Less 40% Leakage (Approximate)	-2,680	-6,700	-0.67
<b>Supermarket Sub-Total</b>	<b>4,250</b>	<b>10,625</b>	<b>1.06</b>
Convenience Retailing	5,067	10,134	1.01
Less 50% Leakage	-2,533	-5,067	-0.51
<b>Convenience Sub-Total</b>	<b>2,533</b>	<b>5,067</b>	<b>0.51</b>
Other Retailing	1,870	3,740	0.37
<b>Retail Total</b>	<b>8,653</b>	<b>19,432</b>	<b>1.94</b>
Commercial Services (sqm)	2,533	5,067	0.51
<b>Total</b>	<b>11,187</b>	<b>24,499</b>	<b>2.45</b>

Table 1: New Brighton Retail Centre Land Requirements (2031)

### Appendix 2 – Community Advisory Group’s concept for New Brighton Mall



Picture 1: Plan perspective of a conceptual piazza area, and over-bridge across Marine Parade.



Picture 3: Street-level view of a conceptual over-bridge, looking south.



Picture 2: Street-level view inside the conceptual piazza area, looking east.

### Appendix 3 - List of hardscape materials and plants for the New Brighton palette

#### Materials

Hard landscape materials include - Boardwalks, platforms, seating, bollards, shade structures, water features, plant beds, lighting, signage, play equipment, rubbish bins and drinking fountains. They are to be constructed of:

- Timber – painted, natural and re-purposed timbers.
- Concrete – exposed aggregate concrete, coloured and natural concrete, and concrete unit pavers.
- Steel – powder coated, stainless steel and corten steel.
- Plastics – brightly coloured polymers and plastics.

#### 1. Trees and large shrubs

Botanical Name	Common Name	Notes
<i>Coprosma repens</i>	taupata	
<i>Cordyline australis</i>	ti kouka, cabbage tree	Ngāi Tahu taonga species, mahinga kai.
<i>Dodonaea viscosa</i>	akeake	
<i>Kunzea robusta</i>	kanuka	Cure for diahorrea. Material for tools.

Botanical Name	Common Name	Notes
<i>Metrosideros excelsa</i>	pohutukawa	Not locally native but more suited to local growing conditions than the southern rata.
<i>Myoporum laetum</i>	ngaio	Berries can be eaten, bark used to heal toothache and ulcers.
<i>Olearia paniculata</i>	golden akeake, akeraho	Ensure local form is eco-sourced.
<i>Plagianthus divaricatus</i>	marsh ribbonwood. makaka	Estuarine system near river in sheltered environment.

#### 2. Shrubs

Botanical Name	Common Name	Notes
<i>Carmichaelia australis</i>	NZ broom, makaka	
<i>Coprosma crassifolia</i>	thick leaved mikimiki	
<i>Coprosma propinqua</i>	mikimiki	Ngāi Tahu taonga species, mahinga kai.

Botanical Name	Common Name	Notes
<i>Corokia cotoneaster</i>	korokio	Leaves boiled and drunk to relieve stomach ache.
<i>Muehlenbeckia astonii</i>	pohuehue	Small berries can be eaten.
<i>Oleria odorata</i>	shrub daisy	Fragrant.
<i>Ozothamnus leptophylla</i>	cottonwood, tauhinu	Previously named Cassinia.
<i>Phormium tenax</i>	harakeke, flax	Ngāi Tahu taonga species, mahinga kai.
<i>Sophora prostrata</i>	prostrate kowhai	

### 3. Ground covers, rain gardens, and riparian planting

Botanical Name	Common Name	Notes
<i>Austroderia richardii</i>	toetoe	Previously named Cortaderia.
<i>Coprosma acerosa</i>	sand coprosma, tarakupenga	Fruits can be eaten. Source of dyes.
<i>Euphorbia glauca</i>	Shore spurge, milkweed, waiuatua	Attractive deep purple flowers.
<i>Ficinia spiralis</i>	pingao, golden sand sedge	Weaving material. Binds sand dunes into low dunes.

Botanical Name	Common Name	Notes
<i>Linum monogynum</i>	rauhua	Attractive white flowers.
<i>Pteridium esculentum</i>	bracken fern, aruhe, rarahū	Edible fern root, prized as cure for sea sickness and diarrhoea. Can become invasive.
<i>Apodasmia similis</i>	oioi, jointed wire rush	Rain gardens or Estuarine System.
<i>Bolboschoenus caldwellii</i>	purua grass, Caldwells clubrush	Roots can be eaten and plant used for thatching. Saline estuarine system.
<i>Juncus kraussii</i>	salt marsh rush, jointed rush	Saline estuarine system.
<i>Leptinella dioica</i>	shore cotula	

## Appendix 4 - Brighton Mall Crime Prevention Through Environmental Design (CPTED) Improvement summary report

### 1 Introduction

This is a summary of a Crime Prevention Through Environmental Design (CPTED) report that was prepared as part of the New Brighton Centre Master Plan, and focuses on the area immediately in and around Brighton Mall.

The assessment has been conducted in accordance with the principles and processes recommended in the National Guidelines for Crime Prevention Through Environmental Design in New Zealand.<sup>9</sup>

The National Guidelines state that:

*CPTED is a crime prevention philosophy based on proper design and effective use of the built environment leading to a reduction in the incidence and fear of crime, as well as an improvement in quality of life. CPTED reduces criminal opportunity and fosters positive social interaction among legitimate users of space. The emphasis is on prevention rather than apprehension and punishment.*

---

<sup>9</sup> National Guidelines for Crime Prevention Through Environmental Design Part 1: Seven Qualities of Safer Places; and Part 2: Implementation Guide. Ministry of Justice 2005

The assessment has been guided by the four overlapping principles of CPTED:

1. **Surveillance** - people are present and can see what is going on.
2. **Access Management** – methods are used to attract people and vehicles to some places and restrict them from others.
3. **Territorial Reinforcement** – clear boundaries encourage community ‘ownership’ of the space.
4. **Quality Environments** – good quality, well maintained places attract people and support surveillance.

### 2 Description of Study Area

The study area is comprised of the Brighton Mall and surrounds, situated in the suburb of New Brighton, on the east coast of Christchurch City.

The Mall is a mixed use pedestrian and vehicle traffic area. The western end of the Mall features single lane traffic access with limited on street parking, and high amenity public spaces along the footpaths, featuring seating, planting, appropriate lighting and space for pedestrians to gather.

Through-traffic has been excluded from the final block of the Mall as it approaches Marine Parade, instead being diverted to the south and onto Beresford Street. However, traffic can access the no-through traffic area of the Mall off Marine Parade, and this area is used by service vehicles and for parking as well as for pedestrian access.



Figures 2, 2a – Brighton Mall



Figure 3 – Shared space, Brighton Mall

### 3 Goals

New Brighton commercial centre has been negatively impacted by the 2011 earthquakes and no longer has the character of a destination shopping centre. The retail precinct has been fragmented by the loss of buildings and businesses, and compromised by the resultant decline in customer numbers. It is the goal of this assessment;

- 1) Identify issues that may negatively impact on the safety, and perceptions of safety, of legitimate users of the area, and to suggest potential remediations to those issues.
- 2) Highlight those positive attributes that exist in the environment and could be exploited or emphasised to create a place that looks and feels safe and attractive to its intended users while discouraging anti-social behaviour in the area.
- 3) Consider the proposed redevelopment of New Brighton and identify positive features, issues and remediations inclusive of planned changes.
- 4) Offer observations and remediations as part of a holistic design approach to benefit the redevelopment of New Brighton and increase use and enjoyment of the area.

**4. Observations - Day**

The site assessments revealed that during the day there was a low number of people in Brighton Mall, and those that were there, with the exception of smokers in pub doorways, did not pause and linger. Most of the activity seemed to be occurring by the bars at the Marine Parade of the Mall, and in the Countdown car park on Hawke Street. There were a handful of pedestrians towards the western end of the Mall. Activity levels were low.



Figures 4, 4a, 4b, 4c – New Brighton graffiti vandalism, examples.

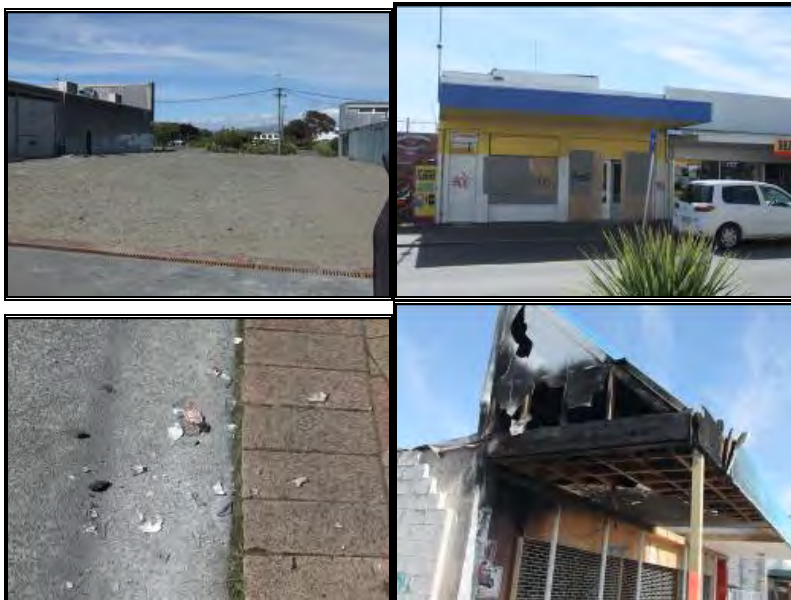
Significant levels of graffiti vandalism were observed. ‘Tags’ were seen on most buildings, and also on shop windows (etching), on the Metro shelters, and on lighting standards.

Public spaces in Brighton Mall featured high amenity value, with plantings, landscaping and street furniture creating a pleasant environment. High quality materials were in evidence, indicating that the area is valued.



Figures 5, 5a and 5b Public space showing quality materials, high amenity value.

However, these public spaces were surrounded by low amenity value buildings and empty lots, with high levels of graffiti and areas where rubbish had gathered. This has the effect of lowering the overall amenity value of the area. This makes the area less inviting to legitimate users and sends signals to anti-social elements re lack of ownership and expectations on behaviour.



Figures 6, 6a, 6b, 6c – Empty lot and boarded up shop, broken glass and fire damaged building. Contributors to low amenity value.

Activation of edges in Brighton Mall is low. Many shops in the Mall are empty. Of those that are trading, a good number face away from the main street of the Mall, either turning their frontages out to Beresford and Hawke Streets with a focus on vehicle traffic, or being positioned in one of the small arcades that run perpendicular to the main street of the Mall. This results in low territorial oversight, reducing both formal and informal surveillance of the area.

The last block of the Mall as it approaches Marine Parade is specifically lacking in activation of edges. This area has been designed as a shared space, with large feature trees and seating provided. Its current primary use seems to be service vehicle access and car parking. Two bars flank this space, with minimal interface with the street.



Figures 7, 7a, 7b, 7c – Low activation of edges due to shops facing away from Mall, shared space areas being used for car parking, small arcades reducing interface with street.



While New Brighton Mall is generally a pleasant if under-utilised space, there were two areas noted that were of concern. One is the empty lot area on the south side of Brighton Mall; the other is the car park behind Coupland’s Bakery on Hawke Street and the walkway connection from there to Brighton Mall.

The empty lot on the south side of Brighton Mall features gap filler ‘furniture’ and significant amounts of graffiti, some of which appears to be legitimate street art. The murals and the gap-filler furniture lend a sense of playfulness to an otherwise industrial area, and are a positive feature in the environment. The graffiti art reflects the character of the area and a sense of ownership and community.



Figures 8, 8a – Gap-filler and graffiti art in empty lot. Note the unsecured buildings in 8a.

However, while efforts have been made to raise the amenity value of this area, it remains problematic. There are a number of possible entrapment areas and unsecured buildings, and this area is poorly lit at night, within close proximity to several drinking establishments and with poor formal and informal surveillance.



Figures 8b, 8c – Entrapment and concealment areas, build up of rubbish.

The second, and more serious, area of concern is the rear car park of the Coupland’s Bakery building in Hawke Street. This is an area with very poor levels of surveillance. High walls disrupt the line of sight; it is simple for victims or offenders to remain unseen. The area has been heavily targeted by graffiti ‘taggers’. The area is poorly lit during the day and not lit at all at night. Rubbish collects in the walkway, creating a feeling of neglect. The walkway leads out to Brighton Mall and is used by pedestrians cutting through to the Mall from the north.



Figures 9, 9a, 9b, 9c – Showing car park at rear of Coupland's Bakery with heavy tagging, poor surveillance. Ally to Mall is narrow, unsigned and attracts rubbish.

### 5. Observations – Night

Brighton Mall's night time activity is limited to the use of take-away bars, restaurants, and the several licensed establishments in the area. This results in low edge activation and low levels of informal surveillance in the Mall and surrounds. Bar security staff provide some surveillance at the eastern end of the Mall.

Lighting in the area is good, with pedestrian level lighting installed along the Mall. However, the street lighting does not extend to the empty lots along the Mall, and the pedestrian lighting does not continue down the open arcades off the Mall. This creates areas of darkness and concealment with very little oversight and low levels of activity.

Lighting in the car park on the Hawke Street side of the Mall is poor. There is not sufficient lighting for the space, resulting in uneven pools of light and dark. This is somewhat mitigated by the consistent levels of foot and vehicle traffic frequenting the Countdown supermarket, providing a level of informal surveillance that is lacking elsewhere in the Mall.



Figures 10, 10a – Good levels of street and pedestrian lighting for public space, but spill from street lights does not extend to vacant lots.



Figures 10b, 10c – Low levels of lighting across the Hawke Street car park, with no lighting along the pedestrian walkway from rear car park to Mall.

## COUNCIL 12. 03. 2015

## Burwood/Pegasus Community Board 16. 2. 2015

**Report of a meeting of the Burwood/Pegasus Community Board  
held on Monday 16 February 2015 at 4.30pm in the Boardroom,  
Corner Beresford and Union Street, New Brighton, Christchurch.**

**PRESENT:** Andrea Cummings (Chairperson), Tim Baker, David East, Glenn Livingstone, Tim Sintes, Linda Stewart and Stan Tawa.

**APOLOGIES:** There were no apologies.

The Board acknowledged with a minute silence, the loss of Adrienne Lingard who passed away suddenly a week ago aged 59. Adrienne was the President of the Avondale Residents Association for 25 years and Vice President for the last two years. She was a focussed advocate for the improvements not only in Avondale but the wider east and will be missed at Residents' Association workshops and especially by the people of Avondale.

The Board congratulated Glenn Livingstone on his successful completion of the two-day Speight's Coast to Coast event which finished in New Brighton.

The Board meeting adjourned from 7.05pm to 7.17pm.

The Board reports that:

## **PART A - MATTERS REQUIRING A COUNCIL DECISION**

### **1. EASEMENT TO ORION OVER WITHELLS ISLAND RESERVE**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture, Leisure & Parks	N	
<b>Officer responsible:</b>	Unit Manager, Parks	N	
<b>Author:</b>	Property Consultant	Y	Justin Sims DDI 941 6424

#### **1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 Orion have sought from the Council an easement for their existing and a new power cable. Staff do not have a delegation to grant easements over reserves so this report is written to seek the Burwood/Pegasus Community Board and Council's approval to the granting of an easement to Orion for the right to convey electricity over part of Withells Island Reserve (Legal Description RS 41728) a reserve administered under the Reserves Act 1977.

#### **2. BACKGROUND**

- 2.1 It is good practice to identify the location of infrastructure passing over Council land by registering an easement against the title. This also provides the person/organisation benefiting from the easement to have future rights of access and maintenance to the infrastructure.

## COUNCIL 12. 03. 2015

## Burwood/Pegasus Community Board 16. 2. 2015

## 1 Cont'd

## 3. COMMENT

- 3.1 Stronger Christchurch Infrastructure Rebuild Team (SCIRT) are constructing a new storm water pumping station on part of 60 Owles Terrace opposite Hardy Street as the area is flood prone since the earthquakes. As a result, a new power cable is required to provide power to it.
- 3.2 A new 11 Kilovault Low Voltage cable is therefore proposed to be laid across part of Withells Island Reserve following an existing cable which connects to the current transformer kiosk on the adjoining Council owned land. **Attachment 1** shows the easement strip required, the pump station, the new cable and the Reserve in question.
- 3.3 Procedurally an easement is required to create proper and accurate land title records and to legally protect the infrastructure.
- 3.4 Provision exists under Section 48 of the Reserves Act 1977 to grant such easements where the Reserve will not be materially altered or permanently damaged and the rights of the public in respect of the reserve are not likely to be permanently affected by the establishment and lawful exercise of the easement. This application falls into this category and as such, approval has been recommended subject to appropriate conditions. Public notification is not required and legal services will be involved in the final documentation of the easement.
- 3.5 The Council standard easement instrument will be completed and registered at Land Information New Zealand on completion and survey of the work.
- 3.6 Community Boards under a delegation from Council have the authority as land owner to grant easements over reserves.
- 3.7 Section 48(1) of the Reserves Act 1977 provides that in the case of reserves vested in an administering body, the administering body, with the consent of the Minister of Conservation and on such conditions as the Minister thinks fit, may grant rights of way and other easements over any part of the reserve for rights of way and other easements. The Minister's power to consent or refuse consent to the administering body to grant easements under this section over any part of a vested reserve has been delegated without limitation to the Council and in giving this consent the Council may impose such conditions as it thinks fit.
- 3.8 In exercising this consent the Council should be satisfied that due procedure has been followed and in this respect the Council should have regard to the following matters:
- 3.8.1 The land affected by the application is a reserve subject to the provisions of the Reserves Act 1977.
- 3.8.2 The easement being applied for falls within the purposes specified in Section 48(1) of the Act.
- 3.8.3 That the provisions of Section 48(2) (public notification) have been complied with or that a waiver can be given to this requirement under Section 48(3).
- 3.8.4 Section 4 of the Conservation Act 1987 (This Act shall so be interpreted and administered as to give effect to the principles of the Treaty of Waitangi) meaning that in consenting to transactions under the Reserves Act 1977 consideration is to be given to the requirement or otherwise to consult with iwi.

**COUNCIL 12. 03. 2015**

**Burwood/Pegasus Community Board 16. 2. 2015**

**1 Cont'd**

- 3.9 It is confirmed the land is held by Council as a Reserve subject to the Reserves Act 1977.
- 3.10 The easement applied for falls within the provisions of Section 48(1) subsection (d), electricity purposes.
- 3.11 There are sufficient grounds to waive the notification requirements of Section 48(2) of the Reserves Act as outlined in paragraph 3.4.
- 3.12 Specific consultation with iwi is not considered necessary as the site affected does not feature in the City Plan as having any significance to Tangata Whenua.
- 3.13 There is no reason from a procedural perspective for Council not to grant the consent of the Minister of Conservation to the easements sought.

**4. FINANCIAL IMPLICATIONS**

- 4.1 The land is held by the Council in fee simple as a recreation reserve under the Reserves Act. As the alignment is following existing cables and the land is constrained by the Reserve Act there is minimal affect on the use of the reserve. Furthermore, the new cable is for the benefit of Council and therefore no compensation is being sought from Orion.
- 4.2 As is normal practice with projects such as this, all costs associated with granting the easement will be paid by Council through the SCIRT project as the requirement for the cable has been triggered by the new pump station.

**STAFF RECOMMENDATION**

**Council in its capacity of holding the Minister of Conservations Delegation**

That the Council resolve that:

- 1.1 Public notification of the intended easement through the recreation reserve be waived in terms of the exemptions provided for in Section 48(3) of the Reserves Act 1977.
- 1.2 It gives the consent of the Minister of Conservation to grant an easement in favour of Orion over part of Withells Island Reserve being the land edged yellow on the plan at **Attachment 1** for conveying electricity.

**BOARD RECOMMENDATION**

That the Council resolves:

- 1.1 Public notification of the intended easement through the recreation reserve be waived in terms of the exemptions provided for in Section 48(3) of the Reserves Act 1977.
- 1.2 That it gives the consent of the Minister of Conservation to grant an easement in favour of Orion over part of Withells Island Reserve being the land edged yellow on the plan provided to the Board for conveying electricity.

Refer to Clause 1 Continued (Part C) continued for the Board's delegated decision on this matter.

## COUNCIL 12. 03. 2015

## Burwood/Pegasus Community Board 16. 2. 2015

## 2. EASTERN RECREATION AND SPORT CENTRE

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Director Council Facilities and Infrastructure, Council Facilities and Infrastructure Rebuild Group		
<b>Officer responsible:</b>	Development Manager Major Facilities Rebuild Unit	Y	Simon Battrick ext 941 5174
<b>Author:</b>	Development Manager Major Facilities Rebuild Unit		

## 1. PURPOSE AND ORIGIN OF REPORT

1.1 The purpose of this report is to enable the Burwood/Pegasus Community Board to make a recommendation to the Council that the Council instruct officers to proceed with the detailed design of an Eastern Recreation and Sport Centre on QEII Park including the option of co-locating the Recreation and Sport Centre with Ministry of Education school facilities on the site.

1.2 At the Annual Plan meeting dated 26 June 2012 the Council resolved to:

*"Approve a recreation and sport facility to be built at QEII or agreed alternative location following wide community consultation and with a preliminary budget of \$30.5 million (\$29 million plus inflation allowance)."*

1.3 On 28 August 2014 the Council delegated authority to the Earthquake Committee of the Whole to make a decision on the Eastern Recreation and Sport Centre. On 4 September 2014 the Earthquake Committee of the Whole resolved to:

*Approve QEII Park as the preferred location of the Eastern Recreation and Sports Centre subject to the findings of a feasibility study including geotechnical investigations.*

*Instruct officers to prepare a feasibility study on the suitability of QEII Park.*

*Report back to the Council by April 2015 through the Burwood/Pegasus Community Board, in conjunction with other Community Boards as appropriate, with the results of the feasibility study and, if appropriate, the scope, cost, procurement route and timeline for the project.*

*Instruct staff to re-engage with the Community Advisory Group to inform the scope of the facility, and that should any further significant information come to light, which the Community Board considers may impact on the location, then the Community Advisory Group should be reconvened to consider the further information.*

*Formally thank the Chairperson and members of the Community Advisory Group.*

## 2. BACKGROUND

2.1 Beca were engaged to complete a geotechnical investigation of the proposed site. Beca also completed a desktop investigation of the scope and timelines for an Eastern Recreation and Sport Centre.

2.2 Davis Langdon Quantity Surveyors were engaged to prepare a cost estimate based on the scope and timelines identified by Beca.

**COUNCIL 12. 03. 2015**

**Burwood/Pegasus Community Board 16. 2. 2015**

**2 Cont'd**

- 2.3 Council officers presented the content of the Beca report and Davis Langdon cost estimate to the Community Advisory Group on 11 December 2014. The Community Advisory Group:
- Reaffirmed the expectation that the Eastern Recreation and Sport Centre would be a little bigger than Jellie Park and significantly bigger than Graham Condon.
  - Questioned Beca on the findings of the geotechnical report and accepted that a recreation facility would be better situated on the East of QEII Park.
  - Questioned and debated the facility scope and accepted that available funding limited the potential scope. A couple of group members expressed disappointment that a 50m pool could not be included.
  - Discussed the potential for a facility hub in partnership with the Ministry of Education (MOE) and were broadly supportive of the concept provided that any school use of the facility did not unreasonably restrict community access.
- 2.4 On 20 November 2014 officers met with the Chair of the Hagley/Ferrymead Community Board and provided an update on the Eastern Recreation and Sport Centre process. Officers agreed to provide the Hagley/Ferrymead Community Board a memo summarising the information contained in this report and invite members of the Hagley/Ferrymead Community Board to the Burwood/Pegasus Community Board meeting at which this report will be considered.

**3. COMMENT**

**GEOTECHNICAL INVESTIGATION**

- 3.1 Council officers engaged consultants Beca to undertake geotechnical investigations on QEII Park. A draft report was completed on 21 November 2014 and is available at [www.ccc.govt.nz/cityleisure/projectstoimprovechristchurch/easternpool/index.aspx](http://www.ccc.govt.nz/cityleisure/projectstoimprovechristchurch/easternpool/index.aspx).
- 3.2 Beca conducted six Cone Penetration Tests on the 29 October 2014, primarily in the eastern half of the QEII park site. Utilizing the results of these tests and significant other existing information which Beca possessed from investigations which had been undertaken on this site in the past, they concluded that:
- The western portion of the site would likely require a greater, more costly foundation solution and the eastern portion is anticipated to require a lesser and hence more economical foundation solution to meet the design criteria.
  - The depth to groundwater increases from a very shallow depth, generally between <1.0 metres to 1.5 metres below ground level, in the west of the site to 1.5 metres to 2.5 metres below ground level in the central and eastern portions of the site.
  - It is considered unlikely that conventional shallow foundations without any ground improvement will be suitable, except for possible minor, settlement tolerant structures on enhanced shallow foundations.
- 3.3 Options for ground improvement include:
- Stone columns, rammed aggregate piers or possibly timber poles, extending up to 10 metres beneath and an equal distance beyond the structure.
  - In-situ mass stabilisation to create a cement-stabilised crust extending 3–4 metres beneath and an equal distance beyond the structure.
  - High modulus columns (jet grout, continuous flight auger, or deep soil mixed) extending up to 10 metres beneath and equal distance beyond the structure.
- 3.4 Beca advised that conceptual foundation/ground improvement allowed for in the estimate would differentiate between the foundations required for the “wet” and “dry” facilities:

## COUNCIL 12. 03. 2015

## Burwood/Pegasus Community Board 16. 2. 2015

## 2 Cont'd

“Wet” Facilities including pools and in-ground structures

Piled foundation (likely to be in the order of 15 metres to 20 metres deep) providing a robust solution with good performance and where operation could be affected by fairly modest settlements.

Other “Dry” areas - ground improvements

Either – enhanced shallow foundations (a concrete raft or pads tied together with ground beams) combined with ground improvement comprising in-situ mass stabilisation to create a cement stabilised crust extending 3–4 metres beneath, and an equal distance beyond the structures,

Or - conventional shallow foundations combined with deeper ground improvement (stone columns or rammed aggregate piers) installed to 6–10 metres depth and extending an equal distance beyond the structures.

- 3.5 Ground improvement costs have been factored into the cost of building the facility on the eastern side of QEII Park. Further detailed site-specific geotechnical investigations will be required during the design phase to confirm the actual design required.

**PROPOSED SCOPE AND SIZE**

- 3.6 Council officers engaged consultants Beca to undertake a study covering scope and timelines, and Davis Langdon Quantity Surveyors to prepare a cost estimate for an Eastern Recreation and Sport Centre on QEII Park. A draft report was completed by Beca on 28 November 2014 and is included in this report as **Attachment 1**. The investigation was informed by Council’s decision-making process to date, and feedback from the Burwood/Pegasus Community Board and the Community Advisory Group specifically established for this process. Also taken into account were an assessment of other aquatic facilities of similar size and scope, Council’s Draft Aquatic Facilities Plan 2014 and other relevant information.
- 3.7 The overall building footprint is likely to be in the order of 4570 metres square which is made up of 2940 metres square “Wet” areas and 1630 metres square “Dry” areas. To provide a comparison of size in relation to other facilities please see Table 1. The exact size will be determined through a detailed design process and subsequently signed off by the Burwood/Pegasus Community Board and Council.

<b>Table 1. Facility Size Comparison</b>			
Facility	Wet Area	Dry Area	Total Area
Graham Condon Recreation & Sport Centre	1231 m <sup>2</sup>	1960 m <sup>2</sup>	3191 m <sup>2</sup>
Jellie Park Recreation & Sport centre	Indoor 2709m <sup>2</sup> (Outdoor 800m <sup>2</sup> )	956m <sup>2</sup> (No indoor courts)	3665 m <sup>2</sup> (excluding Outdoor Wet Area)
Pioneer Recreation & Sport Centre	1964m <sup>2</sup>	5185m <sup>2</sup> (3 indoor courts)	7149m <sup>2</sup>
EA Aquatics Centre (Ashburton)	2605 m <sup>2</sup> (est.) (Includes 10 lane 25m pool and warm water pool)	5418 m <sup>2</sup> (4 indoor courts)	8023 m <sup>2</sup>
Selwyn Aquatic Centre	1993m <sup>2</sup>	1268m <sup>2</sup> (no indoor courts)	3261 m <sup>2</sup>
<b>Eastern Recreation &amp; Sport Centre</b>	<b>2940m<sup>2</sup></b>	<b>1630 m<sup>2</sup> (no indoor courts)</b>	<b>4570m<sup>2</sup></b>



## COUNCIL 12. 03. 2015

## Burwood/Pegasus Community Board 16. 2. 2015

## 2 Cont'd

- 3.8 Demographic profiling information from the 2013 census indicates that there is an immediate need to cater to an existing population under 15 years old. Over time and due to demographic change that need changes to a need to focus on a population over 60 years old. This is due to the effects of an aging population. This reasoning has informed the proposed scope of the facility in that there will be an initial emphasis on facilities for children and young persons; there will also be capacity allowed for the future development of additional hot water facilities to cater to an aging population.
- 3.9 The proposed scope of the Eastern Recreation and Sport Centre is detailed in Table 2. The exact design will be determined through a detailed design process and subsequently signed off by the Burwood/Pegasus Community Board and Council.

<b>Table 2: Proposed Scope</b>		
Wet	Dry	Ancillary
<p><b>Lane Pool</b> – 25m x 25m (10 lanes) x 1.4–1.8 or 2m deep, ramped access or moveable floor. Seating for 150 pax</p> <p><b>Leisure area/water attractions</b> including slides and water toys – 400m<sup>2</sup>, beached entry pool, Whitewater AP350TB toy or similar</p> <p><b>Toddlers pool area</b></p> <p><b>Learn To Swim (LTS) pool</b> – 16 x 10m, ramped access</p> <p><b>Changing Rooms</b> – Male, Female plus 4 to 6 Family Change/Accessible</p> <p><b>Spa Pool</b> – approx 7m x 5m plus ramp</p> <p><b>Steam Room and Sauna</b></p> <p><b>Other</b> - Stores, Water Treatment, Pool Control, First Aid, Cleaners, Plant room</p> <p><b>Outdoor/BBQ areas</b></p> <p><b>Future Capacity</b> Space provision for future warm water pools and outdoor activities</p>	<p><b>Fitness Centre (Gym)</b> – 300m<sup>2</sup></p> <p><b>Two Group Exercise/Studios</b> – 140m<sup>2</sup> each</p> <p><b>Spin Room</b> – 70m<sup>2</sup></p> <p><b>Changing Rooms</b> (including toilets and showers) – Male, Female plus Accessible</p> <p><b>Other</b> – Offices, Fitness Assessment, Waiting Area, Stores, Cleaners, Plant room</p>	<p><b>Reception/Foyer</b></p> <p><b>Café</b></p> <p><b>Commercial</b> e.g. Retail, physiotherapy, medical etc.</p> <p><b>Public toilets</b></p> <p><b>Meeting rooms</b> – Large &amp; small, community spaces</p> <p><b>Other</b> – Offices, Staffroom, Stores, Cleaners, Security/Data</p> <p><b>Car parking</b> – 200 spaces</p>

## COUNCIL 12. 03. 2015

## Burwood/Pegasus Community Board 16. 2. 2015

## 2 Cont'd

## INDICATIVE TIMEFRAME

- 3.10 Council feedback has been very clear that every effort should be made to deliver the facility in a timely manner. In order to minimise the construction programme, it is currently planned to start ground improvement works in March 2016, around 5 months before the main construction contract in August 2016. It is important to note that there will be no impact on timeframe by the subsequent co-location of any Ministry of Education (MOE) school facilities. An indicative programme is set out in Table 3 below.

<b>Table 3: Indicative Timeframe</b>	
Programme	Date Completed
Report on Geotechnical Investigations & Feasibility – Community Board/Council	Feb 2015
Expression of Interest for Consultants	Feb 2015
Tender & appoint Consultants	April 2015
Consenting – Ground Improvement	February 2016
Expression of Interest for contractors, Tender & Council approval – Ground Improvement	March 2016
Design and tender documentation, including a Schedule of Quantities	April 2016
Consenting – Building Works	May 2016
Expression of Interest for contractors, Tender & Council approval – Main Contract (Building Works)	July 2016
Construction - Ground Improvement	July 2016 (March 2016 start)
Construction - Main Contract (Building Works)	Early 2018 (August 2016 start)

## COST

- 3.11 Quantity Surveyors Davis Langdon were engaged to prepare an estimate of project cost based on the proposed scope of the building and foundation solutions required. The cost is estimated at \$38,731,000. A high-level breakdown is set out in Table 4.

<b>Table 4: Estimated Cost</b>	
Element	Estimated Cost
Building works – Wet (including \$6.5m for water attractions & building structure), Dry, site-specific Civil works & Infrastructure Services (incl foundations), External Works & Landscaping	25,480,000
Construction Contingency (5%)	<u>1,274,000</u>
	26,754,000
Professional fees, CCC Costs and Consents (15%)	<u>4,013,100</u>
	30,767,100
FF&E (Furniture, Fittings & Equipment)	<u>1,000,000</u>
	31,767,100
Project Contingency (5%)	<u>1,588,355</u>
	<b>33,355,455</b>
Escalation (8% compounding for 2 years)	<u>5,375,545</u>
<b>Total</b>	<b>\$38,731,000</b>

## COUNCIL 12. 03. 2015

### Burwood/Pegasus Community Board 16. 2. 2015

## 2 Cont'd

### POTENTIAL PARTNERS

- 3.12 The MOE have identified QEII Park as a potential site for the rebuild of an Avonside Girls High School and Shirley Boys High School. The location of QEII Park, the availability of land, the potential co-location with a large recreation and sport centre and the availability of large amounts of greenspace for outdoor activities and recreation are seen by the MOE as advantageous. From a community perspective co-location with schools is seen as an advantage because:
- The community can have the use of school facilities outside school hours, building community capacity and engagement.
  - Schools utilise traditional downtimes in recreation and sports facilities e.g. mid afternoon.
  - Health and Education benefits accrue to young persons in the locality particularly as the proposed scope of the Eastern Recreation and Sport Centre includes many youth focused attributes.
  - Shared intellectual and community resources can promote a centre of excellence for young people in a wide variety of disciplines.
  - The "school-pool" hub would be of a sufficient size to generate business and community activity in the immediate surrounding area.
  - There is the opportunity for all partners to moderate costs by sharing resources.

### NEXT STEPS

- 3.13 This report will recommend that the Burwood/Pegasus Community Board and Council support council officers continuing discussions with the MOE. The aim of discussions would be the development of a co-location opportunity based on the advantages summarised in section 3.12 of this report, but taking care to mitigate the concerns expressed around the potential for school use to unreasonably restrict community access to the facility.
- 3.14 This report will also recommend that the Burwood/Pegasus Community Board and the Council approve the proposed scope of the Eastern Recreation and Sport Facility as detailed in section 3.9 of this report and authorise officers to proceed with the appointment of consultants, and the design and any enabling works necessary to allow this to happen. The design should be progressed enough to allow the estimate to be updated by September 2015. At this stage the design and updated estimate will both be presented to the Council through the Burwood/Pegasus Community Board.
- 3.15 As noted above, it is currently planned to start ground improvement works in March 2016, around 5 months before the main construction contract in August 2016. Tenders for the ground improvement work and construction contract will both be reported back to the Council before any construction takes place.

## 4. FINANCIAL IMPLICATIONS

- 4.1 Council has set aside Capital Expenditure (CAPEX) of \$30,534,402 as its contribution. The Council funding is currently recorded in 2015/16 dollars and this will be inflation adjusted as part of the 2015/2025 Long Term Plan.
- 4.2 The Christchurch Earthquake Appeal Trust has committed \$6,500,000 for water attractions and the building structure to accommodate them. These are expressly included in the scope, see section 3.9 of this report (aqua play water toys Whitewater AP350TB – 400 metres square, beached entry pool – Hydroslide/s).

## COUNCIL 12. 03. 2015

## Burwood/Pegasus Community Board 16. 2. 2015

## 2 Cont'd

- 4.3 The total identified CAPEX contribution to date is \$37,034,402 (\$30,534,402 + \$6,500,000). The cost estimate for the proposed scope is \$38,731,000. If we were to remove the Escalation Allowance from the Davis Langdon cost estimate to ensure the estimate is comparable to the Council CAPEX Budget, the amount is \$33,355,455.

Council can confidently proceed to the design stage because:

- The cost estimate provided is reasonably conservative with a large inflation adjustment and contingency.
  - There is the opportunity to make savings in the design stage including Value Management.
  - There is the opportunity to partner with the MOE, for example, reduce cost by sharing car park facilities or infrastructure costs.
  - There is the opportunity for further fundraising if required.
- 4.4 Council have budgeted for replacements and renewals (R&R) to a value of \$250,000 per annum or one percent of Council's contribution to the built value. This is sufficient to ensure the facility will remain current and physically able to meet community need over its useful life of 50 years.
- 4.5 Council has set aside Operation Expenditure (OPEX) budget as detailed in Table 5.

YEAR	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
<b>OPEX (m)</b>	0	0	1.558	1.655	1.757	1.846	1.976	2.094	2.218	2.342	2.466

- 4.6 OPEX budgets were reviewed in August 2014 based on information available at the time. Since this time the scope and timing of the Eastern Recreation and Sport Centre and the Metro Sports Facility have become clearer. Council has indicated a preference to bring forward the opening of the South Western Recreation and Sport Centre to 2019. Council has also considered a recreation and sport centre in the South East. Concurrently a private developer is planning a 50 metre indoor pool and swim education pool on Yaldhurst Road. The net result is a risk that a large number of pools will come on line in close proximity while the population of Christchurch remains relatively static. More pools for a similar population risks oversupply and the net operational cost of each facility rising beyond pre-quake levels.
- 4.7 This scenario will affect all existing and planned swimming pool developments. Council has been advised of this risk but it has not yet been quantified. Officers will undertake a study to quantify this risk in terms of probability and magnitude. The results will be reported to Council before Council is asked to make any final decisions to proceed with the Eastern Recreation and Sport Centre.

**STAFF RECOMMENDATION**

That the Burwood/Pegasus Community Board recommend that the Council:

- 2.1 Approve the scope of the Eastern Recreation and Sport Centre as detailed in section 3.9 of this report.
- 2.2 Instruct the Director of Facilities and Infrastructure Rebuild to:
- 2.2.1 Proceed with the appointment of consultants and the design of the facility including any enabling works necessary to allow this to happen.
- 2.2.2 Report back to Council through the Burwood/Pegasus Community Board with the updated design and cost estimate by November 2015.

**COUNCIL 12. 03. 2015****Burwood/Pegasus Community Board 16. 2. 2015****2 Cont'd**

- 2.2.3 Tender the contract for the ground improvement work and main construction contract and report back to the Council before any construction work takes place.
- 2.2.4 Report back to the Council through the Burwood/Pegasus Community Board if there is a probability of significant change to the scope and function of the facility that becomes apparent during the detailed design phase.
- 2.3 Authorise Council officers to continue discussions with the Ministry of Education over any co-location opportunity with the Eastern Recreation and Sport Centre on QEII Park and report back to Council not later than March 2016.

**BOARD CONSIDERATION**

The Board considered the advice that staff had given on the report. The Board expressed a wish to emphasise that the scope is at a high level; that it wishes to be part of the beginning of the design process so as to inform the design brief; that it also seeks to be reported back to when the Council receives information prior to any construction taking place.

The Board was satisfied that staff have addressed the concerns raised by the deputation from Robert Jugovac and the correspondence from Keep QEII in the East and the Parklands Residents Association. Clauses 4.5 and 7.2 (Part B) of these minutes refer.

Staff advised that as the scope was at a high level, there are no details available about specific locations of the two secondary schools or the sports facility.

**BOARD RECOMMENDATION**

That the Council:

- 2.1 Approve the high level scope of the Eastern Recreation and Sport Centre as detailed in section 3.9 of this report.
- 2.2 Instruct the Director of Facilities and Infrastructure Rebuild to:
  - 2.2.1 Proceed with the appointment of consultants and the design of the facility including any enabling works necessary to allow this to happen.
  - 2.2.2 That the consultants meet with the Community Board at the beginning of the design process to inform the design brief.
  - 2.2.3 Report back to Council through the Burwood/Pegasus Community Board with the updated design, procurement options and cost estimate by November 2015 or sooner.
  - 2.2.4 Tender the contract for the ground improvement work and main construction contract and report back to the Council and the Community Board before any construction work takes place.
  - 2.2.5 Report back to the Council through the Burwood/Pegasus Community Board if there is a probability of significant change to the scope and function of the facility that becomes apparent during the detailed design phase.
- 2.3 Authorise Council officers to continue discussions with the Ministry of Education over any co-location opportunity with the Eastern Recreation and Sport Centre on QEII Park and report back to Council not later than March 2016 or sooner if possible.

**COUNCIL 12. 03. 2015****Burwood/Pegasus Community Board 16. 2. 2015****PART B - REPORTS FOR INFORMATION****3. DECLARATION OF INTEREST**

There were no declarations of interest.

**4. DEPUTATIONS BY APPOINTMENT****4.1 KEEP OUR ASSETS CANTERBURY**

Murray Horton, Convenor at Keep Our Assets Canterbury (KOA), and Paul Piesse spoke to the Board about their organisation's views on asset sales in Canterbury.

KOA is a local network of parties and groups committed to retaining public ownership of the Christchurch City Council's extensive portfolio of assets and to restoring and retaining local democracy. Murray Horton presented information on these issues to the Board.

**4.2 CORRECTIONS SITE IN THE EASTERN SUBURBS**

Staff advised that Mr Tibbles of Corrections Services had postponed his deputation until later in the year when there would be more certainty about location of the proposed corrections facility in the east.

**4.3 ARANUI HUB SUBCOMMITTEE**

Rachael Fonotia of the Aranui Hub Subcommittee updated the Board on the Community Emergency Response plan.

The Aranui Hub Subcommittee has produced an Emergency Response Plan booklet for members of the wider community which will be used as a template to replicate in other wards. The Subcommittee has also purchased a shipping container which is based at Aranui Primary School with a generator and a high pressure water pump in case of an emergency. A database register of volunteers is in the process of being developed.

**4.4 EASTERN VISION**

Evan Smith of Eastern Vision (and also representing Avon-Otakaro Network and Evo::Space) updated the Board on work taking place in the Burwood/Pegasus ward.

The primary focus of Eastern Vision has been Mahinga Kai Exemplar project gardens on Anzac Drive Reserve. A study of the waterway systems in this area is now a University course involving students and Engineers without Borders.

The Poppies Over Gallipoli structure in Anzac Drive is to be moved within the same location and restored by Saturday 25 April (Anzac Day). This is a joint venture between the Council and Eastern Vision and will provide an important landscaped and educational resource.

Eastern Vision was represented on the Community Advisory Group set up to consider the location of the Eastern Recreation and Sport Centre and to inform the scope of the facility. Mr Smith recommended that the Community Advisory Group be re-convened and independent facilitated engagement between the group and staff instituted with budgets for the project clearly defined.

**4.5 EASTERN RECREATION AND SPORT CENTRE**

Robert Jugovac, Tumara Park Neighbour's Residents Association spoke to the Board in relation to the report Eastern Recreation and Sport Centre considered at Clause 2 (Part A) of these minutes.

## COUNCIL 12. 03. 2015

## Burwood/Pegasus Community Board 16. 2. 2015

## 4 Cont'd

Mr Jugovac advised that he sees that the positives are that QEII Park has been confirmed as the location for the Eastern Sport and Recreation Centre and that the new schools will be built on the park near the facility.

Mr Jugovac is not happy with the content of the facility, as outlined in the report to the Board and feels that the community had not been properly informed. He is also concerned about the future working and funding arrangements between the two schools and the Sport Centre.

The Chairperson thanked all presenters for their deputations.

## 5. PRESENTATION OF PETITIONS

Nil.

## 6. NOTICES OF MOTION

Nil.

## 7. CORRESPONDENCE

## 7.1 EASTERN RECREATION AND SPORT CENTRE – JO ZERVOS

Tabled correspondence was **received** from Jo Zervos of Keep QEII in the East outlining concerns regarding the co-location of Shirley Boys and Avonside Girls High Schools and the Eastern Recreation and Sport Centre. Clause 2 (Part A) of these minutes refer.

## 7.2 PARKLANDS RESIDENTS ASSOCIATION

Tabled correspondence was **received** from the Parklands Residents Association in relation to the Eastern Recreation and Sport Centre. The main concern of the Association is the impact the new High Schools to be built on the QEII Park site will have on the design and plans for the Recreation and Sport Centre and if building will commence prior to the Schools being built. Clause 2 (Part A) of these minutes refer.

## 8. BRIEFINGS

## 8.1 CANTERBURY EARTHQUAKE RECOVERY AUTHORITY (CERA)

Rebecca Lee, Relationship Manager, CERA, briefed the Board on recent work taking place in the Burwood/Pegasus ward.

An update was given on property clearance and relocations, and the number of properties in private ownership in the residential red zone within the Burwood/Pegasus ward.

The Crown offer to home owners has now expired and temporary accommodation assistance has been extended to 30 October 2015. The Board expressed concerns and recommended that the deadline for temporary accommodation assistance needed to be extended beyond 30 October 2015.

The Board **decided** to request that CERA clarify the rationale of the Pages Road Bridge now being considered as a repair rather than a rebuild.

**COUNCIL 12. 03. 2015**

**Burwood/Pegasus Community Board 16. 2. 2015**

**8 Cont'd**

**8.2 CITYWIDE NON-GOVERNMENTAL ORGANISATION (NGO) /NOT FOR PROFIT SECTOR PROFILE**

Gail Payne, Strengthening Communities Advisor, briefed the Board on the Citywide NGO/Not for Profit Sector Profile.

The city-wide NGO/Not for Profit sector environment is defined by two key areas of the organisational and capacity needs of the NGOs and the needs of the communities and client groups that the NGOs work with.

There is a significant role for NGOs to play in making Christchurch a Resilient City by in advocating for the needs of the most vulnerable and disadvantaged. Sustainable funding is a key issue for the NGO sector. Most organisations in the sector are funded through a mixture of donations, sponsorship, grants, fundraising campaigns, and government contracts for services.

**8.3 WAITIKIRI SQUARE PLAYGROUND**

Ann Campbell, Consultation Leader, and Elizabeth Farthing, Junior Project Manager, gave a presentation to the Board on the proposed new playground in Waitikiri Square, a new reserve off Prestons Road.

Changes have been made to the original plan to take into account the Board's suggestions and also to ensure it complements other play and recreation facilities within the area. The plan includes playground equipment for children of all ages, a football goal and swings with a basket seat that is suitable for more than one person at a time, including adults, infants and the disabled.

Consultation on the plan is to be undertaken over the period 20 February to 6 March 2015 with a final report to the Community Board for approval in April 2015.

The Board **decided** to recommend to staff that consideration be given to increasing seating in the Waitikiri Square playground.

The Chairperson thanked all presenters for their briefings.

**9. COMMUNITY BOARD ADVISER'S UPDATE**

The Board **received** information from the Community Board Adviser on Board related activities including upcoming meetings, current consultations and the allocations from the 2014/15 Discretionary Response Fund and Youth Development Fund.

- The Board were informed that Environment Canterbury's Air Plan will be notified on 28 February 2015. The Council will be preparing a submission on the plan and community boards are invited to contribute to the submission. The notified plan will be distributed with a template for responses. Community board feedback is due by 10 April 2015.
- In response to the Board's request of 1 December 2014, information from the Stronger Christchurch Infrastructure Rebuild Team (SCIRT) was presented on long-term flood management solutions in the general South New Brighton area.

The Board **decided** to share the response from SCIRT on long-term flood management solutions in the general South New Brighton area with the Residents Associations of Southshore, Dallington, Burwood East and Avondale.

**10. QUESTIONS UNDER STANDING ORDERS**

Nil.



**COUNCIL 12. 03. 2015**

**Burwood/Pegasus Community Board 16. 2. 2015**

**11. ELECTED MEMBERS' INFORMATION EXCHANGE**

- The Board **decided** to request the Canterbury Earthquake Recovery Authority provide information on the release of park equipment within the red zone for use by community groups or the Council.
- The Board **decided** to formally thank Youth Alive Trust for the support given to the New Brighton Family Fun Day event on Waitangi Day 2015.
- The Board was advised that the Shirley Tennis Club has presented the Council with a trophy in recognition of the support offered towards the re-build of the Club Pavilion at the Shirley Tennis Club. The Council has asked David East to present the trophy to the Burwood/Pegasus Community Board for keeping. The trophy was tabled.

**PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**12. CONFIRMATION OF MEETING MINUTES – 2 FEBRUARY 2015**

It was **resolved** that the minutes of the Board's ordinary meeting of 2 February 2015 be confirmed.

**1. EASEMENT TO ORION OVER WITHELLS ISLAND RESERVE (CONTINUED)**

The Board considered a report seeking its approval to grant an easement in gross in favour of Orion for conveying electricity over part of Withells Island Reserve.

The Board **resolved** to:

**Part 1 – Council in its capacity as the landowner – decision delegated to the Community Board**

- 1.1 Subject to the consent of the Minister of Conservation, grant pursuant to Section 48(1)(d) and (6) of the Reserves Act 1977, an easement in gross in favour of Orion for conveying electricity over part of Withells Island Reserve being the land edged yellow on the plan provided to the Board.
- 1.2 Delegate authority to the Property Consultancy Manager subject to recommendation 1.1, to negotiate and conclude agreement with the applicant on the terms and conditions of the easement including authorisation to sign any documentation to implement the easement and protect Council's interest.
- 1.3 To require that Orion restores the Reserve to the condition it was in prior to the commencement of the works.

Refer to Clause 1 (Part A) of these minutes for the Board's recommendation to the Council on this matter.

**13. CLARE PARK PLAYGROUND RENEWAL**

The Board considered a report seeking its approval for the concept plan of Clare Park Playground Renewal (with its associated changes to parking) to proceed with detailed design and construction.

**COUNCIL 12. 03. 2015**

**Burwood/Pegasus Community Board 16. 2. 2015**

**13 Cont'd**

**STAFF RECOMMENDATION**

That the Burwood/Pegasus Community Board:

- 13.1 Approve the proposed Clare Park Playground Renewal with the Programme Delivery and Funding Team to commence with playground implementation and removal of the old playground equipment.
- 13.2 Revoke the following:
- 13.2.1 All existing parking restrictions on the southern side of the Clare Park access way commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 204 metres.
- 13.3 Approve the following No Stopping Restrictions:
- 13.3.1 That the stopping of vehicles be prohibited at any time on the southern side of the Clare Park vehicle access way commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 142 metres.
- 13.3.2 That the stopping of vehicles be prohibited at any time on the southern side of the Clare Park vehicle access way commencing at a point 167 metres west of its intersection with Burwood Road and extending in a westerly direction for a distance of 37 metres.

**BOARD DECISION**

The Board **resolved** to adopt the staff recommendation with the addition of the following clause:

- 13.4 That staff be requested to consider an increase in the number of seats provided.

**14. NEW ZEALAND LOCAL BOARDS AND COMMUNITY BOARDS CONFERENCE 2015 – BOARD MEMBERS' ATTENDANCE**

The Board considered a report seeking its approval for a member or members of the Burwood/Pegasus Community Board to attend the New Zealand Community Boards Conference 2015 at the Copthorne Hotel, Waitangi, Bay of Islands from 14 to 16 May 2015.

**STAFF RECOMMENDATION**

It is recommended that the Burwood/Pegasus Community Board give consideration to approving the attendance of one Board member to the New Zealand Community Boards Conference 2015 at the Copthorne Hotel, Waitangi, Bay of Islands from 14 to 16 May 2015.

**BOARD CONSIDERATION**

Board members noted that the available operational budgets will fund only one Board member to attend the conference and received advice from the Community Board Adviser that the Board could consider allocating funding from its Discretionary Response Funds to allow more than one member to attend.

Board members were confident that they had sufficient information to make this allocation from the Discretionary Response Fund in the absence of a full report.

**COUNCIL 12. 03. 2015****Burwood/Pegasus Community Board 16. 2. 2015****14 Cont'd****BOARD DECISION**

The Board **resolved** to:

- 14.1 Approve the attendance of Andrea Cummings and Stan Tawa to the New Zealand Community Boards Conference 2015 at the Copthorne Hotel, Waitangi, Bay of Islands from 14 to 16 May 2015.
- 14.2 Allocate up to \$200 from its 2014/15 Discretionary Response Fund towards the New Zealand Community Boards Conference 2015 attendance costs.

**15. COMMUNITY BOARD CODE OF CONDUCT**

The Board considered a report presenting a Code of Conduct for adoption by the Burwood/Pegasus Community Board.

The Board **resolved** to adopt the existing Code of Conduct with the following addition:

Insert an additional bullet point in Clause 7:

**Technology**

- During the course of a meeting technology, such as laptops, tablets and smartphones, is only to be used for purposes directly related to the meeting.

**16. ADDITION OF STREET EXTENSION – PRESTONS SUBDIVISION STAGE 1**

The Board considered a report seeking its approval to the addition of a street name extension in the Prestons subdivision.

The Board **resolved** to approve the name change from “Te Rau a Kaka” to “Te Rau a Kaka Street” in the Prestons subdivision.

The Board Chairperson declared the meeting closed at 7.55pm.

**CONFIRMED THIS 2ND DAY OF MARCH 2015**

**ANDREA CUMMINGS  
CHAIRPERSON**

COUNCIL 12. 03. 2015

Burwood/Pegasus Community Board 16. 2. 2015

ATTACHMENT 1 TO CLAUSE 1





Report

# CCC Eastern Recreation & Sport Centre – Scoping Study

Prepared for Christchurch City Council

Prepared by Beca Ltd (Beca)

28 November 2014



## COUNCIL 12. 03. 2015

## Burwood/Pegasus Community Board 16. 2. 2015

## ATTACHMENT 1 TO CLAUSE 2 CONT'D

CCC Eastern Recreation &amp; Sport Centre

## Revision History

Revision N°	Prepared By	Description	Date
1	Karen Sanderson	Draft for CCC Review	28.11.14
2	Karen Sanderson	Final issue incorporating CCC comments	03.12.14
3	Karen Sanderson	Revised following CCC changes to Scope	09.12.14
4	Karen Sanderson	Revised following CCC changes to Scope & Programme	16.01.15
5			

## Document Acceptance

Action	Name	Signed	Date
Prepared by	Karen Sanderson		28.11.14
Reviewed by	Andrew Jackson		28.11.14
Approved by	Andrew Jackson		03.12.14
on behalf of	Beca Ltd		

© Beca 2014 (unless Beca has expressly agreed otherwise with the Client in writing).

This report has been prepared by Beca on the specific instructions of our Client. It is solely for our Client's use for the purpose for which it is intended in accordance with the agreed scope of work. Any use or reliance by any person contrary to the above, to which Beca has not given its prior written consent, is at that person's own risk.

## Executive Summary

---

Christchurch City Council (CCC) have engaged Beca Ltd (Beca) to undertake a scoping study for the proposed 'Eastern Recreation and Sport Centre' (ERSC) at the former QEII site at Travis Road.

The study examines two aspects of the proposed project, Project Scope and Programme, in order to assist CCC with considering the project viability and key issues. The work in this study is linked with the work being undertaken by Davis Langdon to estimate the project cost.

This report highlights the following:

- The Project Scope supplied by CCC has been translated into a Functional Areas Diagram. This diagram demonstrates that the overall building footprint is likely to be in the order of 4570m<sup>2</sup> which is made up of 2940m<sup>2</sup> of 'Wet' Area and 1630m<sup>2</sup> of 'Dry Area'
- Review of the Preliminary Geotechnical Assessment Report demonstrates that the ground conditions at the site are of poor quality and that consideration of ground improvement works and specialised foundation systems is required. It also shows that the eastern portion of the site is preferable for building development
- The Site Layout diagram demonstrates that the proposed building footprint and associated parking and outdoor areas, can be accommodated within the site without utilising the former playing field areas. This would allow these playing fields to be reinstated if desired.
- The Draft Programme demonstrates a project completion date of 28<sup>th</sup> February 2018 based on a two stage design team procurement process, traditional procurement and two stage consent and contracting process (ground improvements works and building works).

The information contained in this report, will inform the cost estimate. Once the estimate exercise is completed, CCC will be able to review the project and more fully understand the key issues and next steps required to progress the development.

## Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Introduction	1
1.2	Scope	1
1.3	Sources of Information	1
<b>2</b>	<b>Project Scope</b>	<b>2</b>
2.1	Project Scope	2
2.2	Functional Relationships and Areas	3,4
<b>3</b>	<b>Project Programme</b>	<b>5,6</b>
<b>4</b>	<b>Other Considerations</b>	<b>7</b>
4.1	Geotechnical and Seismic Considerations	7
4.2	Site Layout	8,9
<b>5</b>	<b>Next Steps</b>	<b>10</b>
5.1	Possible Shared Site	10
5.2	Other Considerations	10



# 1 Introduction

---

## 1.1 Introduction

Christchurch City Council (CCC) have engaged Beca Ltd (Beca) to undertake a scoping study for the proposed 'Wet and Dry' sports facility, the 'Eastern Recreation and Sport Centre' (ERSC) at the eastern part of the city.

A site selection process has been undertaken by CCC and the former QEII site has been selected as the preferred site for the ERSC development. CCC has approximately 49 hectares of land on and surrounding the site previously utilised by the QEII sports complex. This property includes areas currently / previously utilised as a cricket oval, QEII complex and athletics track, golf driving range, Ascot golf course and Ascot green.

A budget of \$37m has been allocated for the facility (including aquatic equipment).

## 1.2 Scope

We understand that Council's intention for this study is to understand more fully the CCC component of work associated with the ERSC project. This information may be used for any potential partnership opportunities with other organisations. In addition, project scope information is required in order to test the viability of the project budget.

The scope of the Beca services for this study is split into two main components; Project Scope, including liaison with the project QS, and Programme. In order to inform the cost estimate, Beca are to provide high level input to the overall building and site areas, and geotechnical and seismic design considerations.

## 1.3 Sources of Information

The following sources of information have been used in this study:

- Briefing Meeting held 18.11.14 at Christchurch City Council with Simon Battrick & Mark Noonan, CCC and Ross Davidson, Davis Langdon
- Revised Project Scope dated 24.11.14, prepared by Simon Battrick & Mark Noonan, CCC
- CCC Eastern Recreation & Sport Centre Preliminary Geotechnical Assessment Report dated 21.11.14, by Beca
- High level Geotechnical, Structural and Planning inputs by Beca
- Draft Scoping Study Review Meeting held 01.12.14 at Christchurch City Council with Simon Battrick & Mark Noonan, CCC and Andrew Jackson, Beca
- Revised Project Scope issued 04.12.14, prepared by Simon Battrick & Mark Noonan, CCC
- Revised Project Scope issued 12.12.14, prepared by Mark Noonan & John Filsell, CCC and programme revisions dated 14.01.15 issued by Mark Noonan

## 2 Project Scope

---

### 2.1 Project Scope

The following scope dated 24.11.14, and subsequently updated 04.12.14 and 12.12.14, has been prepared by CCC (Simon Battrick & Mark Noonan):

#### 1. WET AREA

- Lane Pool - 25m x 25m (10 lanes) x 1.4 – 1.8 or 2m deep, ramped access, moveable floor
- Seating for 150 pax
- Store - 80m<sup>2</sup>
- Water Treatment - 10m<sup>2</sup>
- Pool Control - 10m<sup>2</sup>
- Leisure area/water attractions including slides and water toys – 400m<sup>2</sup>, beached entry, Whitewater AP350TB toy or similar
- Learn To Swim (LTS) pool - 16 x 10m, ramped access
- Toddlers Pool – 75m<sup>2</sup>
- LTS Store - 20m<sup>2</sup>
- Spa Pool – approx. 7m x 5m plus ramp
- Sauna – 20m<sup>2</sup>
- Steam Room – 20m<sup>2</sup>
- Concourses 2.5 – 3m wide around all pools, larger areas for waiting areas around
- Leisure & LTS pools & Toddlers Pool
- Changing Rooms – Male, Female plus 4 to 6 Family Change/Accessible, plus LTS Staff/Change
- First Aid - 10m<sup>2</sup>
- Cleaners Cupboard - 10m<sup>2</sup>
- Plantroom - 300m<sup>2</sup> with 100m<sup>2</sup> of Dry Plant above
- Outdoor/BBQ areas - space provision for future outdoor hot pools and ancillary activities

#### 2. DRY AREA

- Changing Rooms (including toilets and showers) – Male 50m<sup>2</sup> Female 50m<sup>2</sup> plus Accessible, including Fitness Changing Rooms
- Cleaners Cupboard - 10m<sup>2</sup>
- Store – 30m<sup>2</sup>
- Offices - 30m<sup>2</sup>
- Waiting area
- Plant Room – 50m<sup>2</sup>

#### 3. ANCILLARY

- Reception/Foyer – 100m<sup>2</sup>
- Public toilets, including Accessible
- Staffroom - 35m<sup>2</sup>, preferably with access to outdoor space
- Offices - 6 pax (60m<sup>2</sup>?)
- Office Store - 10m<sup>2</sup>
- Large Meeting – 75m<sup>2</sup>
- Small Meeting – 10m<sup>2</sup>
- Money Counting/Banking – 10m<sup>2</sup>
- Cleaners Cupboard - 10m<sup>2</sup>

## COUNCIL 12. 03. 2015

## Burwood/Pegasus Community Board 16. 2. 2015

## ATTACHMENT 1 TO CLAUSE 2 CONT'D

CCC Eastern Recreation &amp; Sport Centre

- Fitness Centre (Gym) - 300m<sup>2</sup>
- Fitness Assessment - 20m<sup>2</sup>
- Fitness Store - 20m<sup>2</sup>
- Two Group Exercise/Studios – 140m<sup>2</sup> each
- Spin Room – 70m<sup>2</sup>
- Studios Store - 10m<sup>2</sup>
- Security/Data Area - 20m<sup>2</sup>
- Café - 75m<sup>2</sup>
- Retail/Commercial - 100m<sup>2</sup> e.g. Physio, Medical etc
- Circulation space/corridors etc
- Carparking (200 Spaces) & Landscaping – as required
- FF&E (Furniture, Fittings & Equipment)
- Civil Defence Store - 10m<sup>2</sup>

**4. OPTIONAL**

- Additional cost for 2 indoor basketball courts, including 100 seats for each court
- Additional cost for 50m Lane Pool in lieu of 25m including seating
- Additional cost for Gymnastics (2 halls)

**2.2 Functional Relationships and Areas**

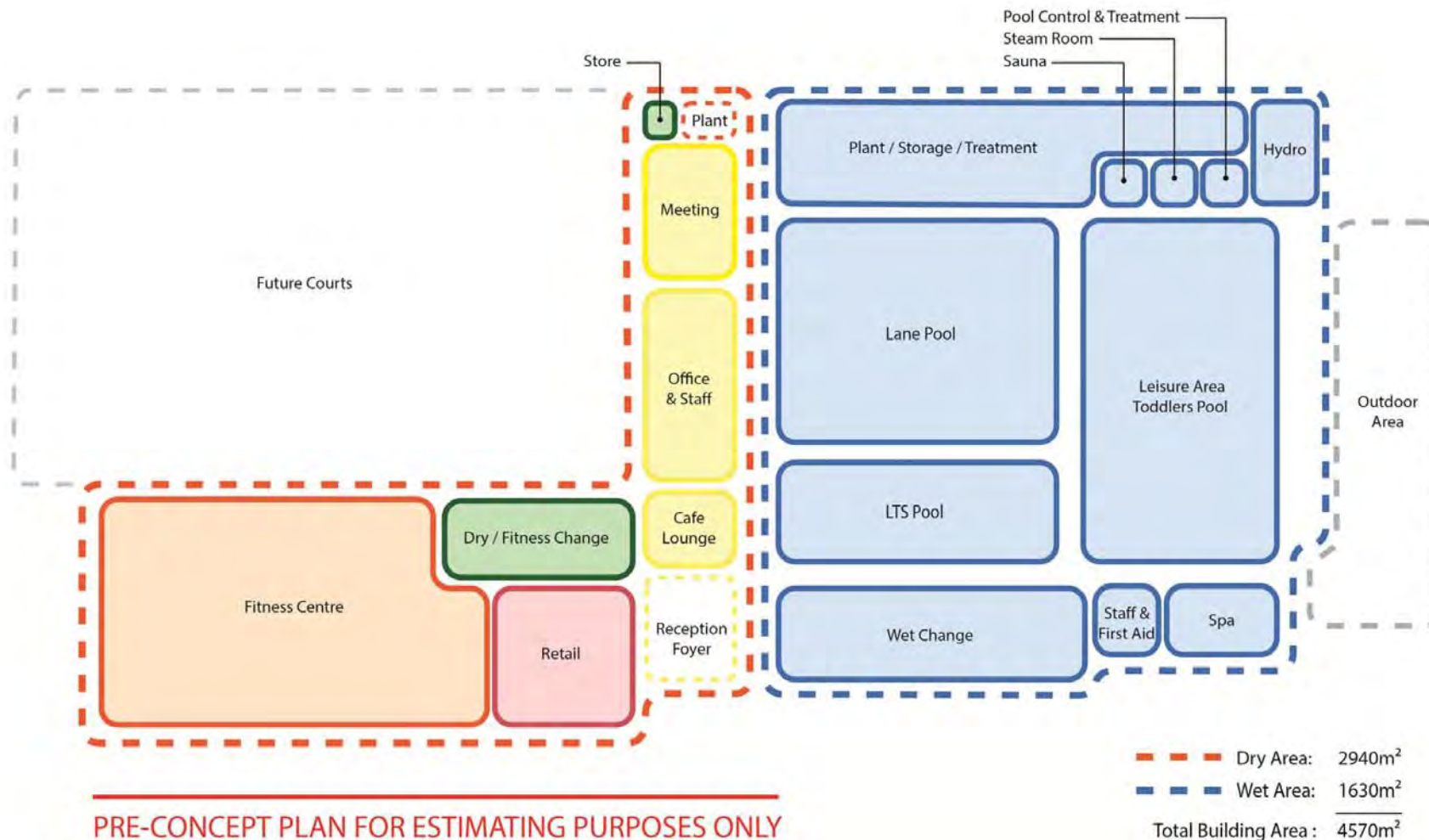
The following 'Functional Areas Diagram' shows how the project scope in the above list, could be accommodated within the facility. This also shows indicatively, the overall facility size, taking into account the major spaces, ancillary areas, circulation etc. (Note that the 'Optional' Areas have not been included).

The areas shown in this diagram form the basis of the rough order of cost estimate to be compiled (by others) as part of this Scoping Study.

Burwood/Pegasus Community Board 16. 2. 2015

Functional Areas Diagram

CCC Eastern Recreation & Sport Centre



**PRE-CONCEPT PLAN FOR ESTIMATING PURPOSES ONLY**

### 3 Project Programme

---

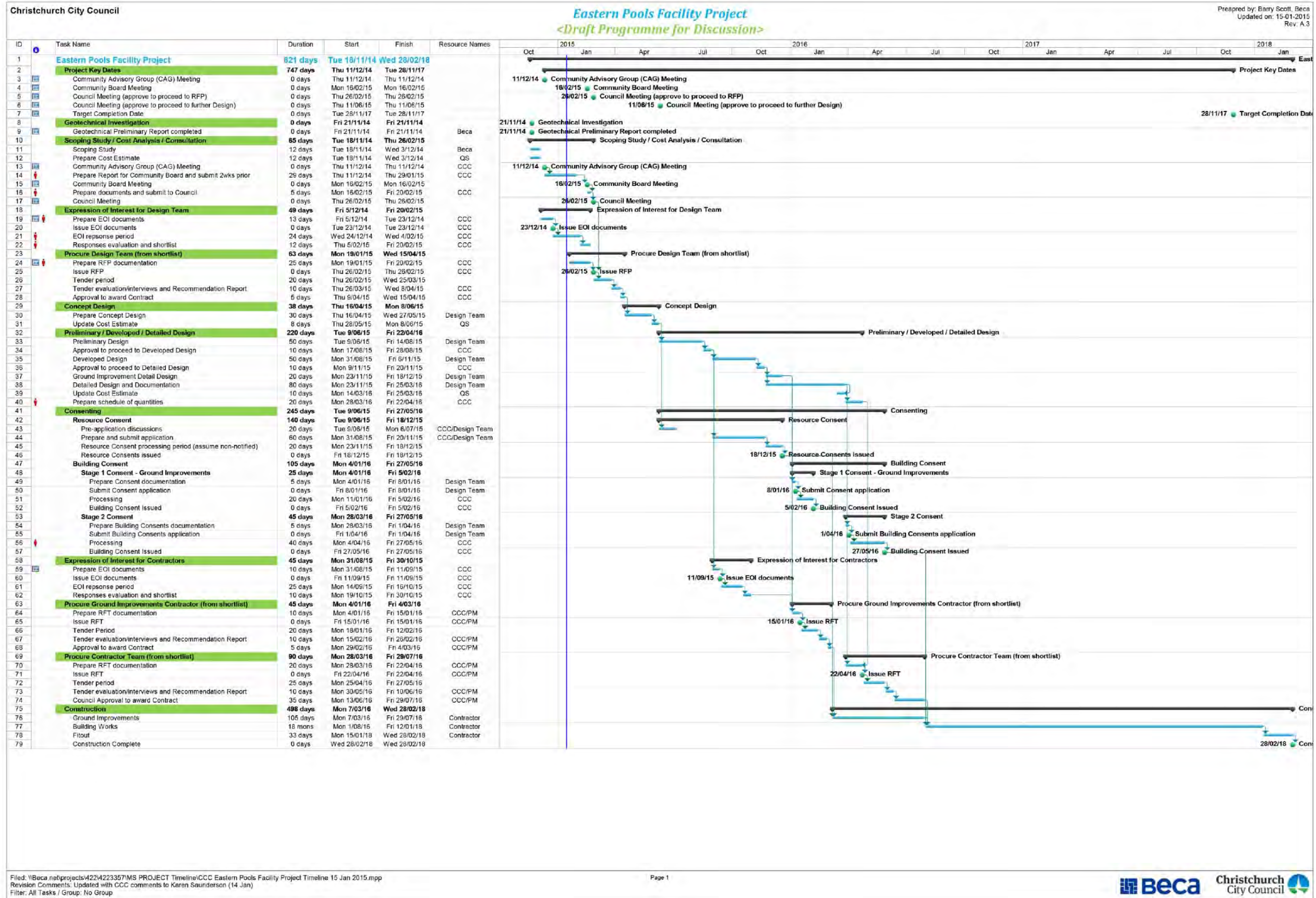
It is understood that there is a requirement to complete the facility in as short a timeframe as possible in order to meet the needs of the community in the Eastern suburbs. The following Draft Programme illustrates the likely timeframes for the procurement of design consultants, Council approvals and consultation, consenting, tendering and construction.

The programme assumes the following:

- The Design Team is procured in two stages; an Expression of Interest (EOI) stage is commenced as soon as possible to ascertain the interest, capability and availability in the market place. Following Council approval, a Request for Proposals (RFP) can be released to the shortlisted Design Teams
- The procurement of the contract is Traditional. Other forms of procurement may be considered once the key drivers and issues for CCC are fully understood
- The design process follows the design stages as outlined in the NZCIC Guidelines
- The ground is likely to require some improvement work. In order to expedite the overall construction process, this has been shown as a two stage consent and early contractor item. It is also prudent to aim to carry out these works in summer months if possible, given the nature of the ground conditions and high water table at the site.

The programme currently shows that the ERSC would be completed in late February 2018. To complete the project sooner, a collaborative approach between the Client and Design Team would be required in order to reduce the design periods and the approval periods.

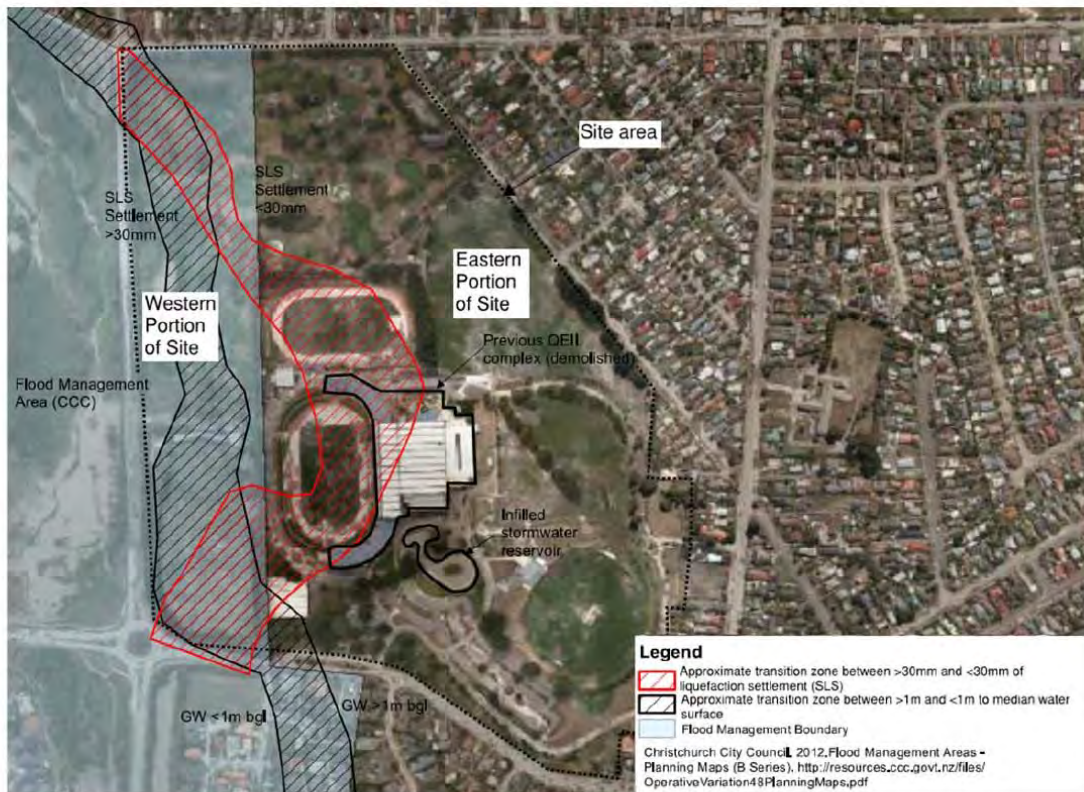
In addition, early engagement with the consultants and contractors in the market place may be advantageous in a resource market that is growing increasingly constrained. Alternate procurement routes could be considered such as Early Contractor Involvement (ECI) or Design and Build. It is important to note that the preferred procurement option for the project would need to be agreed as soon as possible, as this would impact the approach outlined in the EOI stage.



## 4 Other Considerations

### 4.1 Geotechnical and Seismic Considerations

The following image is extracted from the Preliminary Geotechnical Assessment report issued 21.11.14 by Beca. This highlights the key Geotechnical risks on the site and demonstrates the differences in different areas. It is considered that the Eastern portion of the site is more suitable for any proposed development than the Western portion.



The following notes were compiled by Beca and submitted to Davis Langdon 27.11.14 to assist with informing the cost estimate for the ERSC:

#### Foundation Options

The purpose of this summary is to provide indicative foundation options (commensurate with the conceptual stage of the project) recognising that further work will be required to develop the design and cost estimates. The approach discussed and agreed (Meeting on 26/11/14 between Beca/Davis Langdon/Karen Sanderson on behalf of CCC) was to differentiate between the foundations required for the “wet” facilities and “dry” facilities as given below.

A piled foundation provides a robust solution with good performance and is suggested for the areas where operation could be affected by fairly modest settlements i.e. the “wet” facilities; pools and in ground structures. Ground improvements for the other (dry) areas are likely to be more cost effective.

## COUNCIL 12. 03. 2015

## Burwood/Pegasus Community Board 16. 2. 2015

## ATTACHMENT 1 TO CLAUSE 10 CONT'D

CCC Eastern Recreation &amp; Sport Centre

Hence the middle ground, is as given below.

#### Wet Facilities

Piles (likely to be in the order of 15m to 20m long)

#### Dry Facilities

Either:-

- i) Enhanced shallow foundations (a concrete raft or pads tied together with ground beams) combined with ground improvement comprising in-situ mass stabilisation to create a cement stabilised crust extending 3 -4m beneath, and an equal distance beyond, the structures.
- ii) Conventional shallow foundations combined with deeper ground improvement (Stone columns or Rammed Aggregate Piers) installed to 6-10m depth and extending an equal distance beyond the structures.

#### Assumptions

1. At this conceptual stage it is considered unlikely that conventional shallow foundations without any ground improvement will be suitable, because settlements arising from liquefaction will occur at relatively low levels of shaking, causing damage
2. For the ground improvement options some building displacement would be expected following an SLS1 seismic event. It is expected that a conventional superstructure will be able to accommodate some differential movement, and be repairable afterwards.
3. The ground improvement options will not remove the risk of static or seismic buoyancy uplift of structures located below the groundwater table. Thus, the pool tanks would require tie down anchors or similar, to mitigate buoyancy due to groundwater and/or liquefaction pressures.
4. Liquefaction and associated damage is expected to result from ground motions from a reasonable seismic event. CCC should seek advice for seismic design and consider the risks and balance between expenditure and structural resilience.

## 4.2 Site Layout

Based on the District Plan requirements for a Facility containing pools, sports courts, gym areas and administration, the approximate car parking requirement is 200 spaces. In order to determine the actual number required, it is recommended that a combined planning and transport assessment is undertaken that reviews the facility accommodation and District Plan requirements in conjunction with likely usage patterns.

The following Indicative Site Layout demonstrates the proposed building footprint and parking area on the site. Taking cognisance of the ground conditions, the building has been located within the western portion of the site and utilises existing access points. The road layout shown follows some of the original routes with new roading illustrated leading to the proposed building location.

The building has been located to the east of the original QEII building site. The proposed site allows the playing field areas and cricket oval to remain largely intact, and also takes advantage of the mature trees on the site for potential screening. The building is orientated slightly off the north south axis and allows south light into the pool hall as well as opportunities for views to distance at the Fitness Suite.



Indicative Site Layout



## 5 Next Steps

---

### 5.1 Possible Shared Site

CCC is currently discussing the possibility of sharing the site with other organisations including the Ministry of Education. This proposal would allow some facilities to be shared and may lead to some changes to the Project Scope. For example, the indoor sports area may increase to include basketball courts which would significantly increase the footprint of the 'dry' building area and any associated ground remediation works.

There would also be opportunity for a shared approach to car parking which could allow the car parking numbers to be rationalised. Sharing of infrastructure and an energy centre could be considered.

In this instance, a Masterplan approach is recommended to consider the requirements of all relevant organisations, understand what could be shared and the potential staging of the projects.

### 5.2 Other Considerations

Further site investigations would be required at the specific location of the proposed building in order to fully understand the ground conditions, particularly in the location of the pool hall.

Discussions are required with CCC regarding the risk profile associated with different geotechnical and structural options. Understanding this will allow the design team to specify which options match the requirements and the associated cost implications.

**COUNCIL 12. 03. 2015****FENDALTON/WAIMAIRI COMMUNITY BOARD  
2 FEBRUARY 2015****Report of a meeting of the Fendalton/Waimairi Community Board  
held on Monday 2 February 2015 at 4pm  
in the Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads.**

**PRESENT:** Val Carter (Chairperson), Faimeh Burke, David Cartwright, Raf Manji and Bridget Williams.

**APOLOGIES:** An apology for absence was received and accepted from Jamie Gough.

An apology for lateness was received and accepted from Raf Manji, who arrived at 4.18pm and was absent for clauses 1, 9 and part of clause 2.

The Board reports that:

**PART B - REPORTS FOR INFORMATION****1. DECLARATION OF INTEREST**

There were no declarations of interest.

**2. DEPUTATIONS BY APPOINTMENT****2.1 NIC FARRA – SUMMERZ END YOUTH FEST 2015**

Zhiyan Basharati, Youth Co-ordinator and Nic Farra, Event Co-Ordinator for Summerz End Youth Fest 2015 were in attendance to promote the 2015 Summerz End Fest.

**3. PRESENTATION OF PETITIONS**

Nil.

**4. NOTICE OF MOTION**

Nil.

**5. CORRESPONDENCE**

Nil.

**6. BRIEFINGS**

Nil.

**7. COMMUNITY BOARD ADVISER'S UPDATE**

The Community Board Adviser tabled an information memorandum containing current items of business including:

**COUNCIL 12. 03. 2015****Fendalton/Waimairi Community Board 2. 2. 2015****7 Cont'd****7.1 DISTRICT PLAN REVIEW**

The Community Board Adviser gave an update on the proposed changes to the Rural and Quarrying chapters of the Draft District Plan and the potential affects on the Yaldhurst area were discussed.

The Board **decided** to request that staff present on update to the Fendalton/Waimairi and Riccarton/Wigram Community Boards, jointly with representatives of the Yaldhurst Rural Residents' Association on the proposed Rural and Quarry chapters of the Draft District Plan.

**7.2 REPRESENTATION REVIEW**

An update was given on current arrangements for wider public engagement on the Representation Review including:

- a joint meeting with Shirley/Papanui Community Board with all current Residents' Association; and
- possibly two public meetings to be held at the end of February/beginning of March.

**7.3 BISHOPDALE LIBRARY AND COMMUNITY CENTRE REBUILD**

General update regarding the inaugural meeting of the Bishopdale Joint Working Group held on Monday 19 January.

**7.4 UPCOMING MEETINGS AND EVENTS**

7.4.1 Board Seminar on Waste Bylaw Review – Monday 9 February at 4pm

7.4.2 Meeting with School Principals being arranged – possible date - Tuesday 10 March at 8am

7.4.3 Bishopdale Joint Working Group meeting being arranged – possible date – Tuesday 24 February at 4pm

7.4.4 Garden Pride Awards function – Thursday 19 March from 2.30pm

**8. ELECTED MEMBERS' INFORMATION EXCHANGE**

8.1 District Plan Review – further discussion of various items including heritage and character

8.2 Concerns expressed re a potential Resource Consent matter.

8.3 Update on Long Term Plan and timeframes

**9. NEW ZEALAND LOCAL BOARDS AND COMMUNITY BOARDS CONFERENCE 2015 – BOARD MEMBERS' ATTENDANCE**

The Board considered a report seeking approval for a member or members of the Fendalton/Waimairi Community Board to attend the New Zealand Community Boards' Conference 2015 at the Copthorne Hotel, Waitangi, Bay of Islands from 14 to 16 May 2015.

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board give consideration to approving the attendance of two Board members to the New Zealand Community Boards' Conference 2015 at the Copthorne Hotel, Waitangi, Bay of Islands from 14 to 16 May 2015. Noting that this would utilise all remaining funds.

**COUNCIL 12. 03. 2015**

**Fendalton/Waimairi Community Board 2. 2. 2015**

**9 Cont'd**

**BOARD CONSIDERATION AND RESOLUTION**

The Board **decided** that this report lie on the table until its next meeting to enable members to confirm their availability.

**PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**10. CONFIRMATION OF MEETING MINUTES – 15 DECEMBER 2014**

The Fendalton/Waimairi Community Board **resolved** that the minutes of its ordinary meeting of Monday 15 December 2014, be confirmed.

**11. HOMERSHAM PLACE/ROYDVALE AVENUE – PROPOSED NO STOPPING RESTRICTIONS**

The Board considered a report seeking its approval to install No Stopping restrictions at the intersection of Homersham Place and Roydvale Avenue.

The Fendalton/Waimairi Community Board **resolved** to:

- 11.1 Revoke all existing parking and stopping restrictions on the northern side of Homersham Place commencing at its intersection with Roydvale Avenue and extending in a westerly direction for a distance of 10 metres.
- 11.2 Approve that the stopping of vehicles be prohibited at any time on the northern side of Homersham Place commencing at its intersection with Roydvale Avenue and extending in a westerly direction for a distance of 10 metres.
- 11.3 Revoke all existing parking and stopping restrictions on the southern side of Homersham Place commencing at its intersection with Roydvale Avenue and extending in a westerly direction for a distance of 10 metres.
- 11.4 Approve that the stopping of vehicles be prohibited at any time on the southern side of Homersham Place commencing at its intersection with Roydvale Avenue and extending in a westerly direction for a distance of 10 metres.
- 11.5 Revoke all existing parking and stopping restrictions on the western side of Roydvale Avenue commencing at its intersection with Homersham Place and extending in a northerly direction for a distance of 15 metres.
- 11.6 Approve that the stopping of vehicles be prohibited at any time on the western side of Roydvale Avenue commencing at its intersection with Homersham Place and extending in a northerly direction for a distance of 15 metres.
- 11.7 Revoke all existing parking and stopping restrictions on the western side of Roydvale Avenue commencing at its intersection with Homersham Place and extending in a southerly direction for a distance of 14 metres.
- 11.8 Approve that the stopping of vehicles be prohibited at any time on the western side of Roydvale Avenue commencing at its intersection with Homersham Place and extending in a southerly direction for a distance of 14 metres.

## COUNCIL 12. 03. 2015

## Fendalton/Waimairi Community Board 2. 2. 2015

**12. PLYNLIMON ROAD - PROPOSED NIGHT TIME NO STOPPING RESTRICTION**

The Board considered a report regarding the potential for prohibiting people from using Plynlimon Road during the night following its request for staff to investigate potential treatments to decrease the ability for persons to congregate in motor vehicles at the eastern end of Plynlimon Road, disrupting the local residents in the neighbourhood.

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board receive the staff report.

**BOARD CONSIDERATION AND RESOLUTION**

The Board **received** the information and acknowledged that the requested Crime Prevention Through Environmental Design (CPTED) report was still outstanding which would give further information regarding the concerns raised by the Deputation at its meeting of 16 June 2014.

The Board **resolved** to receive the report and that a further review of traffic related activity, in consultation with residents, be undertaken in six months and that the Board be advised of the outcome.

**13. POUND ROAD - PROPOSED REVOCATION OF NIGHT TIME NO STOPPING RESTRICTIONS**

The Board considered a report seeking to revoke night time No Stopping restrictions on Pound Road as following the recent implementation of night time access restrictions on Pound Road the prior night time No Stopping restrictions are now redundant.

The Fendalton/Waimairi Community Board **resolved** to revoke all existing parking and stopping restrictions on both sides of Pound Road commencing at a point 50 metres north of its intersection with Yaldhurst Road and extending in a northerly direction to a point 1,120 metres north of Ryans Road.

**14. APPLICATION TO THE BOARD'S 2014/15 YOUTH DEVELOPMENT FUND – CALI THOMPSON, TAYLAH THOMPSON, KAHLIA GODINET**

The Board considered a report seeking approval for three funding applications from its 2014/15 Youth Development Fund towards the costs involved in participating in the 2015 Junior Touch Nationals.

The Fendalton/Waimairi Community Board **resolved** to grant of \$175 each to Cali Thompson, Taylah Thompson and Kahlia Godinet towards the costs involved in participating in the 2015 Junior Touch Nationals to be held in Auckland from 13-15 February 2015.

The Board acknowledged that, with this allocation, the 2014/15 Youth Development Fund required replenishment and **resolved** to allocate a further \$3,000 from its 2014/15 Discretionary Response Fund to this fund.

**15. COMMUNITY BOARD CODE OF CONDUCT**

The Board considered a report presenting a Code of Conduct for adoption by the Fendalton/Waimairi Community Board.

The Fendalton/Waimairi Community Board **resolved** to adopt its existing Code of Conduct, subject to the inclusion of the use of technology as specified in paragraph 2.4 namely that *"during the course of a meeting technology, such as laptops, tablets and smartphones, is only to be used for purposes directly related to the meeting"*.

**COUNCIL 12. 03. 2015**  
**Fendalton/Waimairi Community Board 2. 2. 2015**

The meeting concluded at 5.01pm.

**CONFIRMED THIS 16<sup>TH</sup> DAY OF FEBRUARY 2015**

**VAL CARTER**  
**CHAIRPERSON**





**COUNCIL 12. 03. 2015****FENDALTON/WAIMAIRI COMMUNITY BOARD  
16 FEBRUARY 2015****Report of a meeting of the Fendalton/Waimairi Community Board  
held on Monday 16 February 2015 at 4pm  
in the Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads.**

**PRESENT:** Val Carter (Chairperson), Sally Buck, Faimeh Burke, David Cartwright, Jamie Gough and Bridget Williams.

**APOLOGIES:** An apology for absence was received and accepted from Raf Manji.

Jamie Gough left the meeting at 4.34pm and returned at 4.43pm and was absent for part of clause 3.2.

Sally Buck left the meeting at 5.02pm and returned at 5.05pm and was absent for part of clause 3.2.

Bridget Williams left the meeting at 5.15pm and returned at 5.19pm and was absent for part of clause 3.2, 4, 5, 6 and 7.

The Board reports that:

**PART A – MATTERS REQUIRING A COUNCIL DECISION****1. AIKIDO SHINRYUKAN CANTERBURY - REQUEST FOR DEED OF LEASE**

		Contact	Contact Details
<b>General Manager responsible:</b>	Chief Operating Officer		
<b>Officer responsible:</b>	Unit Manager Parks		
<b>Author:</b>	Nick Jenkins, Leasing Consultant	Y	941-5060

**1. PURPOSE OF REPORT**

- 1.1 To seek the approval of the Fendalton/Waimairi Community Board under the delegated authority of the Council to grant Aikido Shinryukan Canterbury a lease agreement over an area of approximately 230 square metres contained within 33 Morley Street.
- 1.2 Council Officers are also seeking a recommendation from the Fendalton/Waimairi Community Board to recommend that the Council exercise its delegation granted by the Minister of Conservation to approve a new deed of lease to Aikido Shinryukan Canterbury.
- 1.3 Aikido Shinryukan Canterbury has requested that Council staff seek a lease agreement on their behalf.

**2. BACKGROUND**

- 2.1 The Council owns a property at 33 Morley Street which is commonly referred to as Morley Reserve. The site comprises of 3,485 square metres more or less and is described as being: Reserve 4696, Reserve 5098 and Reserve 5099.
- 2.2 Morley Reserve is held within gazette notices 1960 p1347, 1961 p1888 and 1966 p1028 respectively and is administered under the Reserves Act 1977 as a recreation reserve.

**COUNCIL 12. 03. 2015****Fendalton/Waimairi Community Board 16. 2. 2015****1 Cont'd**

- 2.3 Contained within the premises is a building of approximately 230 square metres. The building is owned by the Scouts Association of New Zealand ('Scouts'), however, Scouts have identified this site as surplus to their requirements.
- 2.4 Over the past 18 years Aikido Shinryukan Canterbury ('Aikido') has informally occupied and maintained the building. The site has been used to run a series of martial arts classes which cater for people of all skill levels.
- 2.5 At present, the Aikido club have membership numbers of 120 adults and 90 young people. The Club has 11 instructors teaching a total of 24 classes per week.

**3. COMMENT***Community Board Considerations - Approval of Lease*

- 3.1 The Board has the delegated authority to approve leases and licences over land held by the Council as recreation reserve pursuant to section 54 of the Reserves Act 1977.
- 3.2 Council Officers have received an application from the Scouts Association of New Zealand to transfer ownership of the former scout den building to the Aikido club for \$1. The application is conditional upon the Council approving a new lease agreement to the Aikido club.
- 3.3 In support of the application, the Aikido club have submitted various documents including: copies of the Aikido Clubs audited financial accounts, a long term plan, membership numbers and an engineering assessment.
- 3.4 The engineering assessment has found the building to be 17 percent of the New Building Standard. The assessment has identified the building as earthquake prone.
- 3.5 Council officers from the Infrastructure Asset Team have peer reviewed the engineering report and have indicated that if this were a Council owned building, the Council would require that the building be closed to the public and fenced off as a safety precaution.
- 3.6 Notwithstanding paragraphs 3.4 and 3.5 it should be noted that the Council has no authority to force the immediate strengthening or closure of a club owned building. The engineers report states that there is no immanent danger to residents and that the Aikido Clubs occupancy of the building should continue.
- 3.7 The Aikido Club have indicated that they have funding available to strengthen the building and that a long term lease will provide the assurance required to justify the cost of addressing the structural deficiencies identified within the engineers report.
- 3.8 The proposed lease agreement will closely resemble existing ground lease agreements issued by the Council. The agreement will be issued for a period of 10 years, with two further rights of renewal, each for a 10 year period.
- 3.9 The Council's Parks Unit have considered the application in full, and are supportive of granting the Aikido club a long term lease subject to the Aikido Club addressing the structural deficiencies.

*Council Considerations - Approval of Lease (as a delegate of the Minister of Conservation)*

- 3.10 On 12 June 2013, the Minister of Conservation delegated to all territorial authorities his powers, functions and duties where the territorial authority is the administering body of the relevant reserve. These delegations cannot be sub-delegated to a Community Board level.

**COUNCIL 12. 03. 2015****Fendalton/Waimairi Community Board 16. 2. 2015****1 Cont'd**

- 3.11 In exercising the Minister's delegation, the administering body (i.e. Council) must give consideration to those matters previously applied by the Minister, for example ensuring that:
- 3.11.1 The land has been correctly identified;
  - 3.11.2 The necessary statutory processes have been followed;
  - 3.11.3 The functions and purposes of the Reserves Act have been taken into account in respect to the classification and purpose of the reserve as required under section 40 of the Act;
  - 3.11.4 The administering body has considered submissions and objections from affected parties and that, on the basis of the evidence, the decision is a reasonable one;
  - 3.11.5 Pursuant to the requirements of section 4 of the Conservation Act 1987, the administering body has consulted with and considered the views of tangata whenua or has in some other way been able to make an informed decision.
- 3.12 Council officers have publically notified the Councils' intentions to consider granting the Aikido Clubs a formal lease agreement. The public notification period has now closed and no submissions or objections were received for or against the proposed lease.
- 3.13 Council officers are satisfied that the proposed lease complies with the Minister's requirements.

**4. FINANCIAL IMPLICATIONS**

- 4.1 The Aikido Club are structured as a company and operate for a commercial return. To reflect the commercial use of Council reserve land Council officers support the charging of a market ground rental.
- 4.2 The commercial ground rental for the footprint of land occupied by Aikido has been assessed at \$2,000 per annum plus goods and services tax.
- 4.3 There will be no adverse financial implications to the Council. The Club will be responsible for the cost of preparing the new lease agreement and the costs associated with strengthening and maintaining the club owned building.

**5. STAFF RECOMMENDATION**

That the Council exercise the delegation granted by the Minister of Conservation to approve a new Deed of Lease to Aikido Shinryukan Canterbury over that part of the land described as being approximately 230 square metres at 33 Morley Street, Bryndwr being Reserve 5098, held within Gazette Notice 1961 p188 in accordance with section 54 (1)(d) of the Reserves Act 1977.

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

(Note: For the Board's decision on this matter refer Part C clause 11)

**PART B - REPORTS FOR INFORMATION****2. DECLARATION OF INTEREST**

There were no declarations of interest.

**COUNCIL 12. 03. 2015**

**Fendalton/Waimairi Community Board 16. 2. 2015**

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 ROSS HERRETT – STRENGTHENING COMMUNITIES INFRASTRUCTURE REBUILD TEAM (SCIRT) UPDATE**

Ian Campbell, General Manager SCIRT and Annemarie Mora, Communications Manager SCIRT were in attendance and updated the Board on SCIRT programmes and specific projects occurring in the ward over the next six months.

Special mention was made of the following items:

- follow up information to be sent to the Board regarding work on Carlton Mill Footbridge
- work on Helmores Lane bridge due to start shortly
- The Board raised concerns regarding the road surface in Bealey Avenue between Madras Street and Colombo Street (going west) which had large uneven surfaces due to subsidence.

**3.2 PAUL COMMONS AND TIM ALLAN - HOUSING NEW ZEALAND**

Mr Paul Commons, General Manager Canterbury Redevelopment, Mr Tim Allan, Strategic Planning and Implementation and Ms Ray Tye, Stakeholder Relations Manager for Housing New Zealand were in attendance and updated the Board regarding Housing New Zealand's overall strategy for Christchurch and any potential implications for the ward.

Housing New Zealand presented a concept plan for possible redevelopment in the Jellie Park/Bryndwr area which was discussed at length. Housing New Zealand reiterated that this was only a concept plan and that extensive consultation with tenants and the wider community would take place.

Key areas of concern raised by the Board included:

- maintaining sense of 'green' and space and maintenance of mature plantings/trees already on site
- access for emergency vehicles
- "liveability" for those tenants with disabilities
- parking for tenants and visitors
- consultation plan and timeframes for project

The Board **decided** to request that Council staff to work together with Housing New Zealand to support the preparation of a community consultation plan identifying key stake holders and overall timeframes, and to keep the Board updated on this project on a regular basis.

**4. PRESENTATION OF PETITIONS**

Nil.

**5. NOTICE OF MOTION**

Nil.

**6. CORRESPONDENCE**

**6.1 MINISTRY OF EDUCATION – FENDALTON SCHOOL SWIMMING POOL REBUILD**

The Board **received** the correspondence from the Ministry of Education regarding Fendalton School Swimming Pool rebuild and that the Ministry would not be in a position to contribute financially to the project.

**COUNCIL 12. 03. 2015**

**Fendalton/Waimairi Community Board 16. 2. 2015**

**7. BRIEFINGS**

Nil.

**8. COMMUNITY BOARD ADVISER'S UPDATE**

The Community Board Adviser tabled an information memorandum containing current items of business including:

**8.1 AVICE HILL ARTS AND CRAFT FAIR FEEDBACK**

Tracy Tai, Acting Community Recreation Adviser gave feedback regarding the recent Avice Hill Arts and Craft Fair held at Avice Hill Reserve.

The Board commended staff on a successful event and **decided** to request staff to send thank you letters to all stall holders.

The Board reaffirmed their commitment to the event and looked forward to next year and **decided** that if any evaluation should take place that the Board is advised of how this is to be undertaken.

**8.2 MERIVALE PLANTERS – A COMMUNITY PARTNERSHIP PROJECT**

The Community Board Adviser updated members on the replanting of the concrete planters along Papanui Road in the vicinity of Merivale Mall and advised the Board that the Business Association were committed to ensuring the ongoing watering of the planters which will be undertaken by each of the local businesses. The Board were also informed that staff and contractors went more than 'the extra mile' to complete work before the Cricket World Cup.

The Board **decided** that a letter of thanks be sent to staff and contractors.

**8.3 REMINDERS**

- **District Plan Review** – combined informal briefing with Riccarton/Wigram Community Board and relevant residents' groups to be held on Thursday 5 March 2015 at 4.30pm.
- **Representation Review meetings:**
  - \* Combined meeting with Shirley/Papanui Community Board and residents groups to be held on Tuesday 17 February at 5pm.
  - \* Specific update for the Fendalton/Waimairi Community Board to be held on Monday 23 February at 9am.
  - \* Public meeting to be held on Tuesday 3 March from 7 – 8.30pm at Avonhead Baptist Church
  - \* Public meeting to be held on Wednesday 11 March from 7 – 8.30pm at Elmwood Bowling Club
- School Principals meeting to be held on Tuesday 10 March 2015 at 8am
- 2014/15 Garden Pride Awards to be held on Thursday 19 March at 2.30pm
- Bishopdale Library and Community Centre Rebuild – Joint Working Group's next meeting will be held on Tuesday 24 February 2015 at 4pm. Apologies were noted from Sally Buck and Jamie Gough.

**9. ELECTED MEMBERS' INFORMATION EXCHANGE**

Nil.

**COUNCIL 12. 03. 2015**

**Fendalton/Waimairi Community Board 16. 2. 2015**

**PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**10. CONFIRMATION OF MEETING MINUTES – 2 FEBRUARY 2015**

The Fendalton/Waimairi Community Board **resolved** that the minutes of its ordinary meeting of Monday 2 February 2015, be confirmed.

**11. AIKIDO SHINRYUKAN CANTERBURY - REQUEST FOR DEED OF LEASE**

The Board considered a report regarding a lease agreement over an area of approximately 230 square metres contained within 33 Morley Street for Aikido Shinryukan Canterbury.

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board resolve to:

- 11.1 Acknowledge and support the sale and purchase of the club owned building from the Scouts Association of New Zealand to Aikido Shinryukan Canterbury.
- 11.2 Approve the granting of a new lease agreement to Aikido Shinryukan Canterbury for a period of 10 years with two further rights of renewal each for a 10 year period, over an area of approximately 230m<sup>2</sup> contained within 33 Morley Street. Subject to:
  - 11.2.1 Aikido Shinryukan Canterbury addressing the structural deficiencies identified in the structural engineers report.
- 11.3 Authorise the Property Consultancy Manager to negotiate, conclude and administer all further terms and conditions of the lease agreement.

**BOARD CONSIDERATION**

The Board raised some queries relating to rental charges, the overall timeframe and the capacity of the group to achieve a successful completion of the project. Staff provided advice on all these matters.

The Board **resolved** that the staff recommendation be adopted and requested staff to keep the Board informed of progress.

(**Note:** For "Matters Requiring a Council Decision" refer Part A clause 1 of this report.)

**12. MEMORIAL AVENUE/STABLEFORD GREEN INTERSECTION - PROPOSED NO STOPPING**

The Board considered a report seeking approval of an extended No Stopping restriction on Memorial Avenue northwest of Stableford Green.

The Fendalton/Waimairi Community Board **resolved** to:

- 12.1 Revoke all existing parking and stopping restrictions on the northeastern side of Memorial Avenue commencing at its intersection with Stableford Green and extending in a northwesterly direction for a distance of 40 metres.
- 12.2 Approve that the stopping of vehicles be prohibited at any time on the northeastern side of Memorial Avenue commencing at its intersection with Stableford Green and extending in a northwesterly direction for a distance of 40 metres.

**COUNCIL 12. 03. 2015****Fendalton/Waimairi Community Board 16. 2. 2015****13. NEW ZEALAND LOCAL BOARDS AND COMMUNITY BOARDS CONFERENCE 2015 – BOARD MEMBERS’ ATTENDANCE**

The Board considered a report seeking approval for a member or members of the Fendalton/Waimairi Community Board to attend the New Zealand Community Boards’ Conference 2015 at the Copthorne Hotel, Waitangi, Bay of Islands from 14 to 16 May 2015.

The Fendalton/Waimairi Community Board **resolved** to approve the attendance of Val Carter, Faimeh Burke and Bridget Williams at the New Zealand Community Boards Conference 2015 at the Copthorne Hotel, Waitangi, Bay of Islands from 14 to 16 May 2015, and that up to \$1,500 be allocated from the Board’s 2014/15 Discretionary Response Fund to supplement the Board’s training budget for this event.

The meeting concluded at 6.03pm.

**CONFIRMED THIS 2<sup>ND</sup> DAY OF MARCH 2015**

**VAL CARTER  
CHAIRPERSON**





**HAGLEY/FERRYMEAD COMMUNITY BOARD  
4 FEBRUARY 2015**

**Report of a meeting of the Hagley/Ferrymead Community Board  
held on Wednesday 4 February 2015 at 3.30pm in the Boardroom,  
180 Smith Street, Linwood, Christchurch.**

**PRESENT:** Sara Templeton (Chairperson), Alexandra Davids, Joe Davies, Yani Johanson, Paul Lonsdale, Brenda Lowe-Johnson and Islay McLeod.

**APOLOGIES:** There were no apologies.

The Board meeting adjourned from 5.04pm to 5.10pm and from 6.07pm to 6.22pm.

The Board reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**1. MAJOR HORNBROOK ROAD AT MT PLEASANT SCHOOL – SCHOOL PATROL**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture Leisure and Parks	N	
<b>Officer responsible:</b>	Unit Manager, Transport and City Streets	N	
<b>Author:</b>	Michael Thomson – Senior Traffic Engineer	Y	941 8950

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is to seek Council approval for a school patrol on Major Hornbrook Road at Mt Pleasant School, in accordance with the Local Government Act 1974 and 2002, and in accordance with the Land Transport Rule 54002, Traffic Control Devices Rule, 2004.
- 1.2 This report has been initiated by staff following requests from and in consultation with the Mt Pleasant School community.

**2. BACKGROUND**

- 2.1 The Mt Pleasant School Community raised concerns about a number of issues regarding road safety on roads adjacent to the school.
- 2.2 In summary, these issues have related to parking, including drop off/pick up areas on Major Hornbrook Road, pedestrian safety for children walking along Billys Track, crossing safety for children crossing Mt Pleasant Road at the Billys Track intersection and general speed of traffic on roads adjacent to the school.
- 2.3 In recent times staff have facilitated improvements where they can with available budgets, such as improving the crossing point on Mt Pleasant Road, including a new footpath.

**3. COMMENT**

- 3.1 In the 2014/15 Council financial year, various road safety works at Mt Pleasant School have become the highest priority, following road safety works at other schools within Christchurch City. Note: there are approximately 160 schools with approximately 300 frontage roads in the City post earthquakes.

**COUNCIL 12. 03. 2015**

**Hagley/Ferrymead Community Board 4. 2. 2015**

**1 Cont'd**

- 3.2 In conjunction with the school patrol, other projects being reported to the Board are:
- 3.2.1 40 kilometres per hour School Speed zone, on roads adjacent to the school.
  - 3.2.2 Parking bays on Major Hornbrook Road.
  - 3.2.3 Improved parking time limits to assist with drop-off/pick-up of children.
- 3.3 The school patrol site meets the New Zealand Transport Agency (NZTA) warrant in terms of pedestrian and motor vehicle activity.
- 3.4 The parking bays and parking management (in regard to time limits and broken yellow lines) have been designed to complement the approach visibility requirements of the school patrol site (refer **Attachment 1**). The school patrol will operate at the same time the school zone is operating, therefore motorists speed will be slower with raised awareness, due to the dynamic electronic signs.
- 3.5 The school patrol will be in the form of a 'Kea crossing'. This consists of swing out stop signs, no zebra crossing, but additional temporary fluoro orange flags located five metres in advance of the crossing point.

**4. FINANCIAL IMPLICATIONS**

- 4.1 The school patrol is to be funded from the Pedestrian Safety Initiatives Budget 2014-15.

**5. STAFF RECOMMENDATION**

It is recommended that the Council approve in pursuance of the powers vested in it by Section 8.3 (1) of the Land Transport Rule - Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 and 2002, the Christchurch City Council hereby authorises the Head Teacher of Mt Pleasant School to appoint appropriately trained persons to act as school patrols at the school crossing point as specified at Major Hornbrook Road, located at a point more or less 47 metres north (downhill) of its intersection with Billys Track.

**BOARD CONSIDERATION**

The Board received correspondence relating to this matter, clauses 6.3 and 6.4 of this report refer.

**BOARD RECOMMENDATION**

The Board **decided** to recommend to the Council that the staff recommendation be adopted.

**PART B - REPORTS FOR INFORMATION**

**2. DECLARATION OF INTEREST**

There were no declarations of interest.

**3. DEPUTATIONS BY APPOINTMENT**

Nil.

**4. PRESENTATION OF PETITIONS**

Nil.

**COUNCIL 12. 03. 2015****Hagley/Ferrymead Community Board 4. 2. 2015****5. NOTICES OF MOTION**

Nil.

**6. CORRESPONDENCE****6.1 JEANETTE FORBES**

The Board considered correspondence from Jeanette Forbes regarding the removal of oak trees in Cranmer Square.

The Board **decided** to receive the correspondence and refer it to staff for response.

**6.2 REBECCA KEEGHAN**

The Board considered correspondence from Rebecca Keegan, on behalf of others, regarding the pedestrian/cyclist danger spot at Garlands Road corner of Cumnor Terrace [North].

The Board **decided** to receive the correspondence and refer it to staff for response.

**6.3 MELANDA SLEMINT**

The Board considered tabled correspondence from Melanda Slemint regarding the reports on Major Hornbrook Road at Mt Pleasant School – Parking Bays/Short Term Parking and Major Hornbrook Road at Mt Pleasant School – School Patrol considered as clauses 1 and 12 of this report.

The Board **decided** to receive the correspondence.

**6.4 REBECCA ROBERTSON**

The Board considered tabled correspondence from Rebecca Robertson regarding the reports on Major Hornbrook Road at Mt Pleasant School – Parking Bays/Short Term Parking and Major Hornbrook Road at Mt Pleasant School – School Patrol considered as clauses 1 and 12 of this report.

The Board **decided** to receive the correspondence.

**7. BRIEFINGS****7.1 STRONGER CHRISTCHURCH INFRASTRUCTURE REBUILD TEAM/FULTON HOGAN – SUMNER PROJECTS**

The Board received a briefing and presentation from Matt Russell, Project Manager, Tim Toomey, Engineer and Sandra Wilson, Communications for Fulton Hogan on Stronger Christchurch Infrastructure Rebuild Team (SCIRT) projects being undertaken by Fulton Hogan in the Sumner area.

The Board was given an overview and the opportunity to discuss earthquake damaged wastewater system repairs underway in Sumner and Scarborough, other SCIRT projects and future projects in the wider area.

The Board Chairperson thanked the presenters for the briefing.

**7.2 HARRY WILSON MEMORIAL ARTWORK**

The Board received a briefing from Kiri Jarden, Metropolitan Communities Advisor – Arts, on the proposal to the Christchurch City Council for installation of a Harry Watson Memorial Artwork.

**COUNCIL 12. 03. 2015**

**Hagley/Ferrymead Community Board 4. 2. 2015**

**7 Cont'd**

The Board was advised of the background of Harry Watson and the artwork, created by Neil Dawson, to acknowledge his achievements. The briefing outlined the action taken to date on the proposal for the artwork, consideration of appropriate locations for installation, including discussions with the Canterbury Earthquake Recovery Authority and considerations to progress this. Board members provided feedback, support for the artwork and requested to be kept informed and involved in the decision making process for the proposal to be progressed.

The Board Chairperson thanked Kiri Jarden for the briefing.

**7.3 TRANSITIONAL CITY PROJECT – WOOLSTON COMMUNITY LIBRARY SITE**

The Board received a briefing and presentation from Katie Smith, Policy Planner, and Solomon Smith, Strengthening Communities Adviser, on a potential Transitional City Project on the site of the former Woolston Community Library at 689 Ferry Road, Woolston.

Staff discussed with the Board the community planning day to be held on 19 February 2015 at St Johns Anglican Church to discuss the transitional use of this site with key stakeholders in the Woolston community and sought feedback from Board members on potential attendees. The Board was advised that the workshop will be led by Milenko Matanovic who has been invited to Christchurch to talk with the community and the Council about co-creation and rapid prototyping for the creative use of public spaces and to assist with recovery efforts post earthquake.

Board members expressed support for the Woolston Community Library and requested staff follow up, in advance of the workshop, on any action taken to support a temporary facility being made available to the Library.

The Board Chairperson thanked Katie Smith and Solomon Smith for their briefing.

**8. COMMUNITY BOARD ADVISER'S UPDATE**

- The Board received an update from the Community Board Adviser on Board related matters including upcoming Board commitments, joint seminars with the Council and the Burwood/Pegasus Community Board, the Environment Canterbury Air Plan and current consultations.

**9. QUESTIONS UNDER STANDING ORDERS**

Nil.

**10. ELECTED MEMBERS' INFORMATION EXCHANGE**

- The Board acknowledged the success of the Scarborough Paddling Pool opening held on the morning of 4 February 2015 and recorded its thanks and appreciation to the Community Recreation Advisor, staff and community members involved in organising the opening ceremony.
- The Board **decided** to write to the Council seeking clarification over the proposed Development Agency that is currently being considered by the Christchurch City Council and any implications for the Board.
- The Board **decided** to request information from staff in regard to pedestrian and traffic safety around Te Waka Unua School on Ferry Road, Woolston.
- Board members were made aware of instances relating to vegetation clearing on roadsides in the hill suburbs and noted concerns at reactive maintenance work affecting areas previously tended by residents and erosion of banks. The Board was advised that this matter has been raised directly with staff.

**COUNCIL 12. 03. 2015**

**Hagley/Ferrymead Community Board 4. 2. 2015**

**10 Cont'd**

- Board members discussed the decision of the District Licensing Committee to adjourn for 12 months the application relating to Caliente Kitchens application for renewal of an On Licence. The Board **decided** to record its continued support for the Council to adopt a Local Alcohol Policy.
- Board members discussed the recent Council consideration of the Major Cycleway Routes Programme and **decided** that the Board Chairperson contact the Chairperson of the Infrastructure, Transport and Environment Committee to correct statements regarding the Board's position relating to the Major Cycleway Programme.
- Board members were advised of safety concerns at the McCormacks Bay Road and Main Road intersection in Mount Pleasant due to vegetation causing poor visibility. Staff undertook to seek information on the matter.
- The Board Chairperson updated Board members on correspondence to the Traffic Operations Team regarding safety on Moncks Spur Road and advised that staff are working to address the condition of the Woolston Borough Monument on Ferry Road.

**PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**11. CONFIRMATION OF MEETING MINUTES – 17 DECEMBER 2014**

It was **resolved**, that the minutes of the Hagley/Ferrymead Community Board ordinary meeting of 17 December 2014, open and public excluded, be confirmed.

**12. MAJOR HORN BROOK ROAD AT MT PLEASANT SCHOOL – PARKING BAYS/SHORT TERM PARKING**

The Board considered a report seeking its approval to install a footpath and recessed parking bays on the eastern side of Major Hornbrook Road for short term parking and to replace existing trees where appropriate. The Board received correspondence relating to this matter, clauses 6.3 and 6.4 of this report refer.

Board members sought advice from staff on the prioritisation of a footpath extension between the new footpath and Billys Track as raised in the correspondence from Melanda Slemint considered as clause 6.3 of this report. The Board **decided** to note its intention to support this project in its submission to the Christchurch City Council Draft Long Term Plan.

The Board **resolved** to:

***On the Eastern side of Major Hornbrook Road:***

- 12.1 Revoke any and all parking or stopping restrictions on the eastern side of Major Hornbrook Road commencing at its intersection with Billys Track and extending north for 114 metres.
- 12.2 Approve the installation of a parking bay and a footpath recessed into the grass berm on the eastern side of Major Hornbrook Road commencing at a point 16 metres north of its intersection with Billys Track and extending north for 29 metres.
- 12.3 Approve the installation of a parking bay and a footpath recessed into the grass berm on the eastern side of Major Hornbrook Road commencing at a point 57 metres north of its intersection with Billys Track and extending north for 44 metres.
- 12.4 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the eastern side of Major Hornbrook Road commencing at a point 16 metres north of its intersection with Billys Track and extending in a northerly direction for a distance of 29 metres. This restriction is to apply to between the times of 8am to 9am and 2.30pm to 3.30pm on school days.

## COUNCIL 12. 03. 2015

## Hagley/Ferrymead Community Board 4. 2. 2015

## 12 Cont'd

- 12.5 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Major Hornbrook Road commencing at a point 45 metres north from its intersection with Billys Track and extending in a northerly direction for 12 metres.
- 12.6 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the eastern side of Major Hornbrook Road commencing at a point 57 metres north of its intersection with Billys Track and extending in a northerly direction for a distance of 44 metres. This restriction is to apply to between the times of 8am to 9am and 2.30pm to 3.30pm on school days.
- 12.7 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Major Hornbrook Road commencing at a point 101 metres north from its intersection with Billys Track and extending in a northerly direction for 13 metres.
- 12.8 Approve the removal of the following street trees located on the road reserve outside 65-83 Major Hornbrook Road and their replacement with similar specimens:
- 12.8.1 five x *Metrosideros excelsa* (Pohutukawa) (Semi Mature)
- 12.8.2 two x *Metrosideros excelsa* (Pohutukawa) (Mature)
- 12.8.3 one x *Rhodendron*.

***On the Western side of Major Hornbrook Road:***

- 12.9 Revoke any and all parking or stopping restrictions on the western side of Major Hornbrook Road commencing at its intersection with Billys Track and extending north for 79.5 metres.
- 12.10 Approve that the stopping of vehicles be prohibited at any time on the western side of Major Hornbrook Road commencing at its intersection with Billys Track and extending in a northerly direction for 30 metres.
- 12.11 Approve that a loading zone restricted to a maximum parking time of two minutes be installed on the western side of Major Hornbrook Road commencing at a point 30 metres north of its intersection with Billys Track, and extending in a northerly direction for a distance of 17.5 metres. The restriction to apply between the times of 8am to 9am and from 2.30pm to 3.30pm on school days, with the driver to remain in attendance with the vehicle while parked.
- 12.12 Approve that the stopping of vehicles be prohibited at any time on the western side of Major Hornbrook Road commencing at a point 47.5 metres north of its intersection with Billys Track and extending in a northerly direction for 8 metres.
- 12.13 Approve that a loading zone restricted to a maximum parking time of two minutes be installed on the western side of Major Hornbrook Road commencing at a point 56.5 metres north of its intersection with Billys Track, and extending in a northerly direction for a distance of 24 metres. The restriction to apply between the times of 8am to 9am and from 2.30pm to 3.30pm on school days, with the driver to remain in attendance with the vehicle while parked.

**13. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – REDCLIFFS RESIDENTS ASSOCIATION**

The Board considered a report seeking approval for an application for funding from the Redcliffs Residents Association for Website Development and Communication costs from its 2014/15 Discretionary Response Fund.

The Board **resolved** to approve a grant of \$732 from its 2014/15 Discretionary Response Fund to Redcliffs Residents Association towards Website Development and Communication costs.

**COUNCIL 12. 03. 2015**

**Hagley/Ferrymead Community Board 4. 2. 2015**

**14. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – KIDSFIRST KINDERGARTEN LINWOOD**

The Board considered a report seeking approval for an application for funding from Kidsfirst Kindergarten Linwood for the Trips and Cultural Experiences project from its 2014/15 Discretionary Response Fund to Kidsfirst Kindergarten towards Trips and Cultural Experiences.

The Board **resolved** to approve a grant of \$1,000 from its 2014/15 Discretionary Response Fund to Kidsfirst Kindergarten towards Trips and Cultural Experiences.

**15. NEW ZEALAND LOCAL BOARDS AND COMMUNITY BOARDS CONFERENCE 2015 – BOARD MEMBERS' ATTENDANCE**

The Board considered a report seeking its approval for one Board member to attend the New Zealand Community Board Conference 2015 in the Bay of Islands from the 14 to 16 May 2015.

Board members discussed that the available operational budgets will fund only one Board member to attend the conference and received advice from the Community Board Adviser that the Board could consider allocating funding from its Discretionary Response Funds to allow more than one member to attend.

**STAFF RECOMMENDATION**

That the Board give consideration to approving the attendance of one Board member to the New Zealand Community Boards Conference 2015 at the Copthorne Hotel, Waitangi, Bay of Islands from 14 to 16 May 2015.

**BOARD DECISION**

The Board **resolved** to:

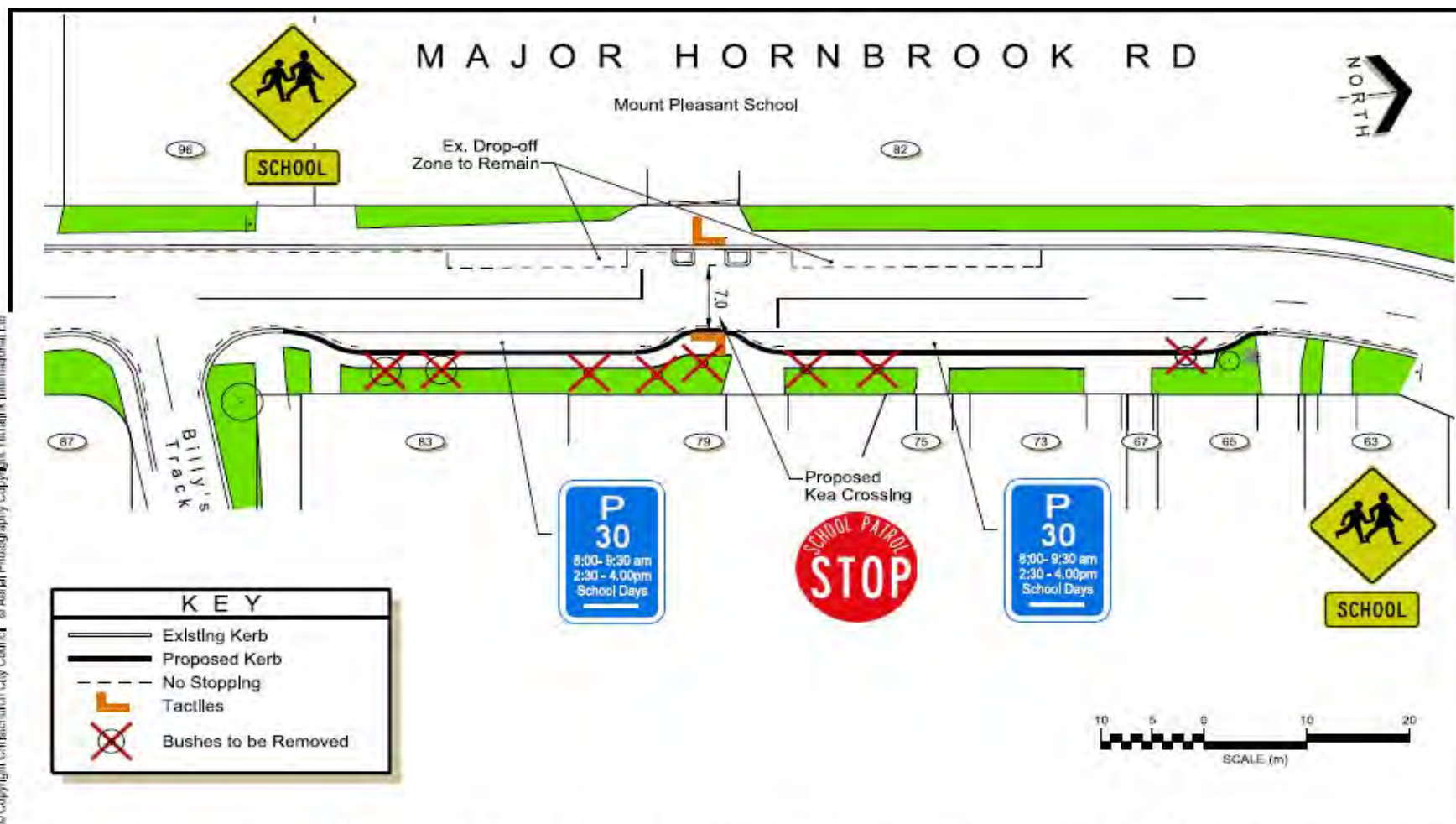
- 15.1 Approve the attendance of Sara Templeton and Alexandra Davids to the New Zealand Community Boards Conference 2015 at the Copthorne Hotel, Waitangi, Bay of Islands from 14 to 16 May 2015.
- 15.2 Allocate up to \$800 from its 2014/15 Discretionary Response Fund towards conference costs.
- 15.3 Submit an entry to the Community Board Executive Best Practice Awards, Engaging Communities for the Scarborough Paddling Pool.

**Note:** Joe Davies abstained from voting on this matter.

The Board Chairperson declared the meeting closed at 6.26pm.

**CONFIRMED THIS 18TH DAY OF FEBRUARY 2015**

**SARA TEMPLETON  
CHAIRPERSON**



Copyright information may be subject to change without notice. All rights reserved.

**Christchurch City Council**



**MAJOR HORN BROOK RD - KEA CROSSING**  
 Safety Improvements & Recessed Parking  
 For Board Approval

Original Plan Size: A4  
 ISSUE 2 08/12/2014  
 TP339001 MJR



**HAGLEY/FERRYMEAD COMMUNITY BOARD  
18 FEBRUARY 2015**

**Report of a meeting of the Hagley/Ferrymead Community Board  
held on Wednesday 18 February 2015 at 3.30pm in the Boardroom,  
180 Smith Street, Linwood, Christchurch.**

**PRESENT:** Sara Templeton (Chairperson), Joe Davies, Yani Johanson, Paul Lonsdale, Brenda Lowe-Johnson and Islay McLeod.

**APOLOGIES:** An apology for absence was received and accepted from Alexandra Davids.

An apology for early departure was received and accepted from Brenda Lowe-Johnson who departed at 4.38pm and was absent for clauses 4, 6 to 9, 11 and 12.

The Board meeting adjourned at 5.04pm and resumed at 5.18pm.

The Board reports that:

**PART B - REPORTS FOR INFORMATION**

**1. DECLARATION OF INTEREST**

Sara Templeton declared an interest in the application to the Youth Development Fund from Liam Taylor considered as clause 11 of these minutes and withdrew from the meeting for consideration of this matter. Islay McLeod assumed the Chair for consideration of this item.

**2. DEPUTATIONS BY APPOINTMENT**

**2.1 KEEP OUR ASSETS – CANTERBURY**

Murray Horton, Keep Our Assets – Canterbury (KOA) Convenor and Jeremy Agar gave a presentation and supporting information to the Board. The Board was advised that KOA is committed to retaining public ownership of Christchurch City Council assets and restoring local democracy and received information in support of this.

The Board Chairperson thanked Murray Horton and Jeremy Agar for their deputation.

**2.2 CASSELS AND SON'S**

Alasdair Cassels of Cassels and Son's gave a presentation on a proposal for a Woolston Tannery Bridge and Wharf installation over the Heathcote River. The Board was advised that the Tannery is regarding proposals for the Heathcote River where Garlands Road crosses it.

The Board **decided** to thank Alasdair Cassels for the deputation, record support for investigation into the proposal for a Woolston Tannery Bridge and Wharf installation and request that Council staff meet with representatives to progress it and report back to the Board.

**3.3 JUST DIRT TRUST**

An apology was received from Selwyn Eagle of the Just Dirt Trust. Information on the Community Fete to be held at Avebury House on 1 March 2015 was tabled.

**COUNCIL 12. 03. 2015**

**Hagley/Ferrymead Community Board 18. 02. 2015**

**3 Cont'd**

**3.4 RAWHITI COMMUNITY SPORTS INC**

Alan Direen, Rawhiti Community Sports Inc Board Member, gave a deputation and presentation to the Board providing an update on the \$1 Pool – Linwood. The Board was advised of the success of the pool, that partial funding has been secured for the 2015/16 summer and members discussed with Alan Direen the closing date for the pool.

The Board Chairperson thanked Alan Direen for his deputation.

**3. PRESENTATION OF PETITIONS**

Nil.

**4. NOTICES OF MOTION**

**4.1 GOVERNMENT PROPOSAL TO SELL STATE HOUSES**

The following Notice of Motion was moved by Joe Davies and seconded by Yani Johanson in accordance with Standing Order 3.10.1:

That the Hagley/Ferrymead Community Board write to the Prime Minister of New Zealand regarding the recent policy announcement made in his state of the union address on January 28, 2015, of the Government to sell state houses to community housing providers, raising and requesting a response to the following:

- How will this proposal guarantee an increase in the number of social houses in Christchurch?
- In regard to the quote 'But the experience of countries like Australia and the United Kingdom is that having non-government organisations involved in social housing, alongside the government, is a better way of doing things.' Could the Prime Minister please clarify what a 'better way of doing things' means? And provide the board with empirical evidence of this once clarified?
- Will the Prime Minister acknowledge that there is a housing crisis in Christchurch? And that this policy is a reflection of the need for action on this matter?

The Notice of Motion was put to the meeting and declared **carried**.

**5. CORRESPONDENCE**

**5.1 CHRIS THOMSON**

The Board considered tabled correspondence from Chris Thomson regarding the proposed change in design of the new Ferrymead Bridge.

The Board **decided** to receive the correspondence and request that staff report back to the Board in March 2015 on this matter.

**COUNCIL 12. 03. 2015****Hagley/Ferrymead Community Board 18. 02. 2015****6. BRIEFINGS****6.1 CITY WIDE NON GOVERNMENTAL ORGANISATION / NOT FOR PROFIT SECTOR PROFILE**

The Board received a briefing and supporting information from Gail Payne, Strengthening Communities Advisor, on the Citywide Non Government Organisation (NGO) and Not for Profit Sector community profile.

The briefing included information on statistics and facts relating to the sector, the sector environment and key issues identified, including funding and governance.

The Board Chairperson thanked the Gail Payne for the briefing.

**7. COMMUNITY BOARD ADVISER'S UPDATE**

- The Board received an update from the Community Board Adviser on Board related matters including, upcoming Board commitments, current balances and allocations of the 2014/15 Discretionary Response Fund and Youth Development Fund, and current consultations.
- The Board was updated on the Council's Representation Review, including the Residents' Association Workshop held on 5 February 2015 and the public workshop scheduled for 5 March at 5pm, in the Boardroom at 180 Smith Street, Linwood.
- The Board received an update on traffic matters in the ward, including the Port Hills Road Underpass, proposed footpath extension between 220 Port Hills Road and Tunnel Road, Billys Track footpath, Scruttons Road, Garlands Road and McCormacks Bay Road and Main Road intersection.

The Board **decided** to write to the New Zealand Transport Agency regarding safety concerns with the Port Hills Road Underpass and Garlands Road.

- The Board received a memorandum on the Sumner Life Boat ramp and maintenance, responding to the Board's request of 2014 for information on this matter.
- The Board received information on the Christchurch City Council Long Term Plan (LTP) consultation, including distribution of consultation documentation, Elected Member briefings, attendance at community events and public meetings. The Board confirmed it intends to hold a workshop for residents associations on the LTP to offer advice and assistance and raise awareness of local issues, with a date in late March to be advised.

**8. QUESTIONS UNDER STANDING ORDERS**

Nil.

**9. ELECTED MEMBERS' INFORMATION EXCHANGE**

- Board members provided positive feedback on the effective design and useful information in the Christchurch City Council Midges flyer, delivered to households in the vicinity of the Wastewater Treatment Plant.
- The Board received an update from Islay McLeod on the Community Emergency Response project, including the involvement of Nga Hau e Wha National Marae, other agencies and planning underway in conjunction with work in the Burwood/Pegasus ward.

**COUNCIL 12. 03. 2015**

**Hagley/Ferrymead Community Board 18. 02. 2015**

**9 Cont'd**

- Board members raised previous concerns with Stronger Christchurch Infrastructure Rebuild Team (SCIRT) work underway on Main Road in Redcliffs and implications for parking and were updated on communication between Councillors and staff on this matter.
- The Board received a progress report on the Sumner Community Facility Joint Working Group and was advised that it is intended that staff will present to the Board in April 2015.
- The Board received tabled information on the Trans-Pacific Partnership Agreement Resolution for the Government's consideration and advised that on 14 August 2014 the Council adopted this as its position and requested that Local Government New Zealand also adopt it as its position. The Board was asked to consider supporting the Council's decision and advised that Joe Davies will be seeking other Community Boards also do so.

The Board **decided** to support the Council decision of 14 August 2014 to adopt the Trans-Pacific Partnership Agreement Resolution for the Government's consideration.

- The Board discussed the Estuary Festival 2015 and the Inner City East Multicultural Festival,, both held on 14 February 2015 and decided to write to the organisers of both events to thank them and acknowledge the success of the events.

**PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**10. CONFIRMATION OF MEETING MINUTES – 4 FEBRUARY 2015**

It was **resolved**, that the minutes of the Hagley/Ferrymead Community Board ordinary meeting of 4 February 2015 be confirmed.

**11. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD 2014/15 YOUTH DEVELOPMENT FUND – LIAM TAYLOR**

The Board considered a report seeking approval for an application from Liam Taylor for funding from its 2014/15 Youth Development Fund.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board approve a grant of \$300 from its 2014/15 Youth Development Fund to Liam Taylor towards the Tour of Te Awamutu four to five day training camp for the 2015 BikeNZ Under 17 Junior Development Programme.

**BOARD DECISION**

The Board **resolved** to approve a grant of \$400 from its 2014/15 Youth Development Fund to Liam Taylor towards the Tour of Te Awamutu four to five day training camp for the 2015 BikeNZ Under 17 Junior Development Programme.

**COUNCIL 12. 03. 2015****Hagley/Ferrymead Community Board 18. 02. 2015****12. COMMUNITY BOARD CODE OF CONDUCT**

The Board considered a report presenting a Code of Conduct for adoption by the Hagley/Ferrymead Community Board.

The Board **resolved** to adopt the existing Community Board Code of Conduct with immediate effect and with the addition of a bullet point in Clause 7 relating to use of technology in Community Board meetings.

**Technology**

- During the course of a meeting technology, such as laptops, tablets and smartphones, is only to be used for purposes directly related to the meeting.

The Board Chairperson declared the meeting closed at 6.17pm.

**CONFIRMED THIS 4TH DAY OF MARCH 2015**

**SARA TEMPLETON  
CHAIRPERSON**



## COUNCIL 12. 03. 2015

**RICCARTON/WIGRAM COMMUNITY BOARD**  
**3. 2. 2015**

**Report of a meeting of the Riccarton/Wigram Community Board  
held on Tuesday 3 February 2015 at 4.01pm in the Community Room,  
Upper Riccarton Library, 71 Main South Road.**

**PRESENT:** Mike Mora, Helen Broughton, Natalie Bryden, Vicki Buck,  
Jimmy Chen, Peter Laloli, and Debbie Mora

**APOLOGIES:** An apology for lateness was received and accepted from Vicki Buck  
who arrived at 4.04pm and was absent for clauses 1 to 5.

The Board reports that:

**PART B - REPORTS FOR INFORMATION**

**1. DECLARATION OF INTEREST**

Nil.

**2. DEPUTATIONS BY APPOINTMENT**

Nil.

**3. PETITIONS**

Nil.

**4. NOTICES OF MOTION**

Nil.

**5. CORRESPONDENCE**

The Board **received** correspondence from the Christchurch City Council informing the Board of the decisions made by the Council on the Draft Psychoactive Products Retail Locations Policy 2004.

Further, the Board **received** a thank you letter from Oak Development Trust for their financial contribution to the Community Day event in October 2014.

**6. BRIEFINGS**

Nil

**7. COMMUNITY BOARD ADVISER'S UPDATE**

Nil.

**COUNCIL 12. 03. 2015****Riccarton/Wigram Community Board 3. 2. 2015****8. MEMBERS' INFORMATION EXCHANGE**

Mention was made of the following matters:

- Footpaths are not provided on Carmen Road (east side railway line to Main South Road - SH1), Dunbars Road (McMahon Drive to Halswell Road) and Templeton Road/Halswell Road area (SH75) – raise with New Zealand Transport Agency and Christchurch City Council re Long Term Plan
- Hei Hei Community Centre – a successful re opening function was held on 28 January 2015
- New subdivisions – a need to complete the formalising of traffic management controls

**9. MEMBERS' QUESTIONS UNDER STANDING ORDERS**

Nil.

**PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD****10. CONFIRMATION OF MINUTES – 16 DECEMBER 2014**

The Board **resolved** that the minutes of its Ordinary Meeting of 16 December 2014, be confirmed.

The meeting concluded at 4.13pm.

**CONFIRMED THIS 17TH DAY OF FEBRUARY 2014**

**MIKE MORA  
CHAIRPERSON**



**COUNCIL 12. 03. 2015****RICCARTON/WIGRAM COMMUNITY BOARD  
17. 2. 2015****Report of a meeting of the Riccarton/Wigram Community Board  
held on Tuesday 17 February 2015 at 4.02pm in the Community Room,  
Upper Riccarton Library, 71 Main South Road.**

**PRESENT:** Mike Mora (Chairperson), Helen Broughton, Natalie Bryden,  
Jimmy Chen, Peter Laloli and Debbie Mora

**APOLOGIES:** Apologies for absence were received and accepted from  
Vicki Buck.

An apology for lateness was received and accepted from  
Jimmy Chen who arrived at 4.46pm and was absent for clauses 3,  
4.1 and 4.2.

An apology for lateness was received and accepted from  
Debbie Mora who arrived at 4.22pm and was absent for clauses 3  
and 4.1.

The Board reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION****1. SPARKS ROAD – PEDESTRIAN SAFETY SCHEME**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture Leisure and Parks	N	
<b>Officer responsible:</b>	Unit Manager, Transport and City Streets	N	
<b>Author:</b>	Steve Dejong, Traffic Engineer	Y	941-6428

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is to submit the Riccarton/Wigram Community Board's recommendation to the Council to approve the installation of traffic delineator posts and the construction of a section of shared pathway along the northern side of Sparks Road from the current Halswell Library to the pedestrian way at number 469 Sparks Road (refer **Attachment 1**).
- 1.2 This is a Community Board and staff initiated report following a number of concerns raised by residents that pedestrian and cycle safety improvements are needed on the north side of Sparks Road east of its intersection with Halswell Road to improve cycle and pedestrian safety in this area.

**2. EXECUTIVE SUMMARY**

- 2.1 Clause 6 "Staff Recommendation" resolutions 6.1 to 6.5 are to be resolved by the Riccarton/Wigram Community Board, while resolution 6.6 is to be resolved by the Council as the delegation for Shared Pathways does not rest with Community Boards.
- 2.2 It is proposed to construct a section of shared pathway on the north side of Sparks Road between the pedestrian way at number 469 and the current Halswell Library, which will provide a safe pedestrian and cycle facility, to link the residential area to Halswell Road.

**COUNCIL 12. 03. 2015****Riccarton/Wigram Community Board 17. 2. 2015****1. Cont'd**

The existing footpath and cycle lane is often parked on by patrons of the shops on the south side of the road in this location.

- 2.3 Currently the existing kerb and channel from Halswell Road ends outside the current library. East of the library only painted road markings define the footpath and cycle lane from the traffic lane in this location. Vehicles frequently use this area for parking and U-turning forcing pedestrians out into the traffic lane.
- 2.4 The traffic lane at this location narrows creating a pinch point for cyclists. The proposed delineators and vertical edge marker posts between the cycle lane and the traffic lane along with the three metre wide shared path proposed to be created behind a new kerb will provide sufficient room for all users.

**3. BACKGROUND**

- 3.1 Concerns have been raised about the parking of vehicles over the footpath and cycle lane opposite the shops at numbers 488 to 498 Sparks Road forcing pedestrians and cyclists to use the traffic lane.
- 3.2 Sparks Road is a minor arterial road used by traffic travelling between Halswell and Christchurch. The width of the carriageway outside the shops, being that part of the road that accommodates the footpaths, street parking, cycle lanes and vehicle lanes has a sealed width of approximately seventeen metres. The seal narrows to approximately eleven metres outside 458 Sparks Road where it provides for two-way through traffic lanes.
- 3.3 It is therefore proposed that to improve the safety for pedestrians and cyclists as shown in Attachment 1 that:
  - 3.3.1 Vertical and horizontal edge markers be installed between the cycle and vehicle lanes where the road narrows and there is no kerb to separate the cycle lane and the east bound traffic lane.
  - 3.3.2 A new kerb be constructed along the narrow section of Sparks Road between the vehicle entrance to number 481 and the pedestrian way at number 469 to separate the shared path and the traffic lane.
  - 3.3.3 A no stopping restriction be installed along the length of the new kerb as there is insufficient room for on street parking on the north side of this minor arterial road.
  - 3.3.4 A shared cycle/foot path be constructed between the new kerb and the drainage swale.

**4. COMMENT*****Legal Considerations***

- 4.1 Part 1, Clause 5 of the Christchurch City Council Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 4.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.

**COUNCIL 12. 03. 2015****Riccarton/Wigram Community Board 17. 2. 2015****1. Cont'd**

- 4.3 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 4.4 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012-2042.

**Consultation**

- 4.5 A publicity leaflet, with a consultation plan, was distributed to the community and stakeholders for consultation on 23 October 2014. The feedback period closed on 13 November 2014. Approximately 170 leaflets were distributed to businesses, residents, and property owners. Six submissions were received. Four submissions generally supported the proposal and two made no comment.
- 4.6 A summary of the submissions received and the team responses is provided (refer **Attachment 2**).
- 4.7 All submitters have received an acknowledgement that their submission has been received and later a second letter was sent giving the outcome of consultation and a summary of the feedback received. The letter also advised that a report would be presented to this meeting of the Board requesting their approval to install the proposed safety improvements. Details of the Board meeting were also provided so that any interested submitters could attend or address the Board prior to a decision being made.

**5. FINANCIAL IMPLICATIONS**

- 5.1 The estimated cost of this proposal is approximately \$122,000.
- 5.2 This project is funded from the Capital Programme budget for Minor Safety Projects.

**6. STAFF RECOMMENDATION**

- 6.1 Approve that the proposed new path to be located on the north side of Sparks Road commencing at a point 87 metres east of Halswell Road and extending in an easterly direction for a distance of 83 metres be approved as a bi-directional shared pedestrian/cycle pathway.

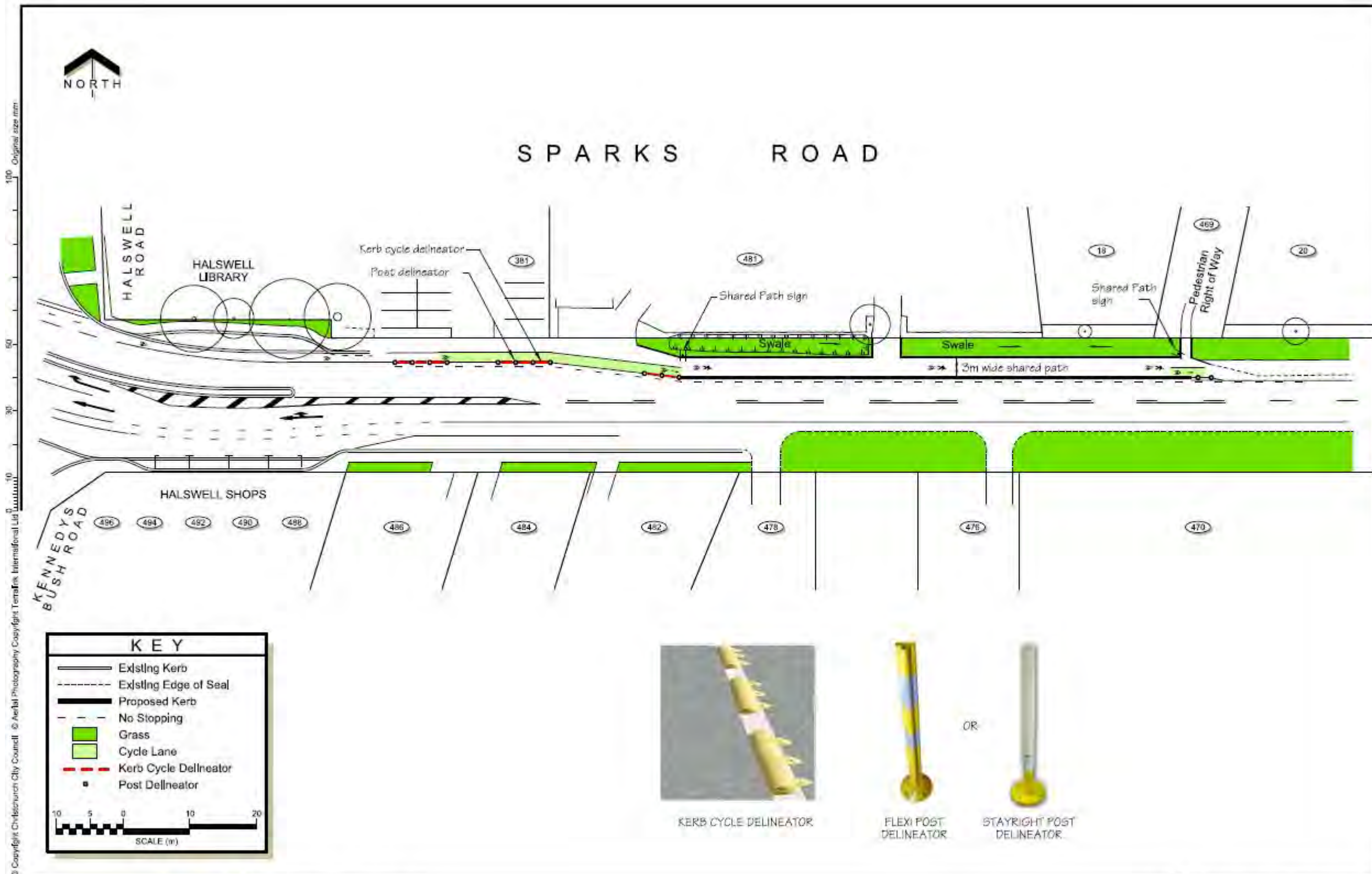
**7. BOARD CONSIDERATION**

In its deliberations of the staff report, the Board also had regard to the deputation in support made by Mr Tony Stewart (refer clause 4.4 (Part B) of this report).

**8. BOARD RECOMMENDATION**

That the staff recommendation be adopted.

Clause 1 continued (Part C) of these minutes, records related decisions on the project made by the Board under delegated authority.



© Copyright Christchurch City Council. © Aerial Photography Copyright TerraFirma International Ltd



**Sparks Road**  
Safety Improvements  
For Board Approval

Original Plan Size: A3  
ISSUE.1 04/12/2014  
TP338901 DLM CP502106/05

## COUNCIL 12. 03. 2015

## Riccarton/Wigram Community Board 17. 2. 2015

## ATTACHMENT 2 TO CLAUSE 1

No.	Support	Comment	Project team response
1	Y	I can confirm that Enable are already fully reticulated in your project area, and no clashes with Enable plant or ongoing projects are apparent.	Thank you for confirming that you have undertaken all your Enable work in the project area.
2	Y	Pleased the demarcation is also supported by double yellow lines along the length of the delineated way. That said, I think delineators along the area of the first swale would also be good, as cars just pull oblivious to the area they are pulling into, to u-turn etc. It is really the hazard to pedestrians more than cycle hazard we worry about. You need to change driver behaviour beyond just paint on the road by making that edge / barrier difficult to enter. The raised barrier and delineators all the way along would be good.	Thank you for your comments. There are proposed raised kerbs adjacent to the swales which will provide the delineation between the road and the shared path.
3	NR	With the removal of on street parking on the north side of Sparks Rd could the Council open up the library parking to the public, as the carpark is never full, to give east bound shoppers some parking close to the shops. A notice reading "Public Car Park" or similar would need to be placed on the road frontage of the carpark.	Thank you for your comments. Any parking on the north side of Sparks Road, other than within the existing parking bays, is illegal. The Traffic Control Devices Manual makes it illegal to stop or park in a cycle lane or pedestrian footpath. Both are currently signed and marked. At the moment there are no proposals to increase parking. Designated parking bays are currently available on Sparks Road.
4	Y	As a regular cyclist here I encounter vehicles exiting from the library car park or from the next driveway to the east. The particular problem is uncertainty as to whether the driver has seen you and is going to stop. The proposed changes won't solve that problem but will provide a reminder and reduce the risk of collision. The kerb cycle delineators are a very good idea. The trial ones on the corner of Strickland and Brougham streets work very well. It would be worth considering placing delineators on both sides of the cycleway, especially for the library driveway. I'm thinking that some drivers may see the outer delineators as marking the edge of the roadway (as it does) and nose out that far to look for oncoming traffic. Shared pedestrian/cycle paths are not ideal because of the speed difference. That being said, the proposed design is an improvement on what exists (about 1 m wide with a potholed edge). A further improvement would be to extend the pedestrian/cycle divisions at each end to the whole length of the new pathway. For cyclists, 1.5 m is perfectly adequate (since it is one-way only). Very few cyclists would try to ride two abreast in any part of Sparks Road. 1.5 m is also adequate for single pedestrians. On the "keep left" principle, when two pedestrians meet going in opposite directions, it is the one facing oncoming cyclists who would move towards the cycle lane when passing. And for two pedestrians walking eastwards side by side, or pedestrians walking dogs, the painted surface would serve as a reminder to leave room for cyclists approaching from behind. Of course it is also generally possible for pedestrians to walk partly on the grass swale, and certainly safer than forcing cyclists into the motor vehicle lane. I also ride on the Prebbleton-Lincoln cycleway which is a shared pathway. There is almost always enough	Thank you for your comments. By adding paint and delineators to the shared path we are increasing visibility for vehicles exiting and entering the library carpark and driveway.  Shared Paths are recognised internationally as approved pedestrian and cycling facilities. If a cyclists "Speed differential" is such that they cannot yield to other users then they are entitled to use the road carriageway.

## COUNCIL 12. 03. 2015

## Riccarton/Wigram Community Board 17. 2. 2015

## ATTACHMENT 2 TO CLAUSE 1 CONT'D

		space for both pedestrians and cyclists but pedestrians usually don't hear cyclists approaching from behind, so a momentary drift towards the centre or the dog wandering in the same direction creates the potential for conflict.	
5	NC	Orion foresee's no conflict with your proposal. However if the swales are being altered or created then you need to advise Orion if the ground cover around the pole is being altered. We can then advise if this will have any effect on the stability of the pole and if remedial works are required. Your leaflet indicates a dual sign for "shared path " sign. Is this on an existing Orion pole or on a CCC standalone pole? If it is on the Orion pole then CCC will need to make a written request to Orion advise as to the size of this sign/s so we can approve the attachment.	These considerations will be taken into account in detailed design when the Project Manager will contact you in response to your concerns.
6	Y	Attached are some noted concerns regarding the much needed improvements. The kerb would raise the ground level at the edge of the swale and it is already steep in places which is difficult to maintain should consideration be given to boxing the swale? Thanks Martin (see also plan Trim 14/1398140) The footpath in front of our entrance and shed at 481 Sparks Road currently falls towards the road and into the drain and swale, this should be addressed so we don't end up with incorrect levels, and water from the road coming into our shed. Thanks Rhonda	Detailed design will take into account your drainage and driveway crossing concerns. The Council do not box drains any more but will make sure the swale banks are stable. The vertical delineator is an important element in the design, it is flexible and able to withstand the odd bump e.g. if a trailer clips a delineator.

## COUNCIL 12. 03. 2015

## Riccarton/Wigram Community Board 17. 2. 2015

## 2. HALSWELL COMMUNITY FACILITY CAFÉ – LEASE REQUIREMENT FOR PROPOSAL

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	General Manager, Culture Leisure and Parks	N	
<b>Officer responsible:</b>	Unit Manager, Libraries and Information	N	
<b>Author:</b>	Luke Rees-Thomas, Leasing Consultant	Y	941-8504

## 1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The primary purpose of this report was to gain the approval of the Riccarton/Wigram Community Board to the granting of a lease to The Woodward Group Limited trading as Wishbone at the new Halswell Community Facility currently under construction with an expected practical completion date of November 2015.
- 1.2 The second purpose of this report is to present the Riccarton/Wigram Community Board's recommendation that the Council exercise the delegation granted by the Minister of Conservation to approve a new Deed of Lease to The Woodward Group Limited trading as Wishbone.
- 1.3 The report originates as a result of the plans to develop the new Halswell Community Facility which includes a centrally located café tenancy that exists to service users of the adjoining Council operations (pools, library and service centre) as well as general customers.

## 2. EXECUTIVE SUMMARY

- 2.1 The Halswell Community Facility land and buildings are owned by the Council, with the land being held for recreation purposes and subject to the Reserves Act 1977. The land is described as being Lot 1 Deposited Plan 7532 contained in Certificate of Title Identifier CB396/76 with an area of 6.2370 hectares more or less.
- 2.2 Located within the new Halswell Community Facility is the café tenancy which is designed to service multiple arms of the complex, predominantly the exterior pools and internal library space.
- 2.3 A Request for Proposal (RFP) process has been undertaken by staff to source a tenant for the café operation with a lease to commence once the facility opens later in 2015.
- 2.4 The RFP 'went live' on 17 September 2014 with multiple advertisements in The Press and also on the Council's procurement website – [www.tenderlink.com/cc](http://www.tenderlink.com/cc).
- 2.5 The RFP remained open for five weeks and closed at midday on 22 October 2014, at which time two proposals were received from respondents.
- 2.6 Following discussion and weighted scoring by the Council's evaluation panel, a preferred supplier was determined in the form of 'The Woodward Group Limited trading as Wishbone'.

## 3. BACKGROUND

- 3.1 The Council has an ongoing requirement to achieve a rental return from their commercial premises whilst also ensuring the provision of services are obtained in a contestable manner, consistent with the Council Procurement Policy and Office of the Auditor General: Procurement Guidance for Public Entities.

**COUNCIL 12. 03. 2015**

**Riccarton/Wigram Community Board 17. 2. 2015**

**2. Cont'd**

- 3.2 Public consultation requirements under the Reserves Act are underway with submissions required by 26 January 2015 and the Board will be updated at the meeting as to any submissions received.
- 3.3 The RFP document outlined the Council's vision for the cafe business, which includes an operator who can provide the following goods and services:
- 3.3.1 A quality cafe business including (but not limited to) the service of ice creams, fresh sandwiches, toasted sandwiches, cakes, cold drinks, hot drinks, barista coffee.
- 3.4 The level of service expected is as follows:
- 3.4.1 A high level of customer service provided
- 3.4.2 A high level of food presentation to be provided
- 3.4.3 In addition to servicing the immediate seated areas, the café business will sell food and drink that can be purchased and 'taken-away' to other areas of the facility
- 3.4.4 A Supplier that is considerate and co-operative with the running of the facility, its respective areas and the surrounding grounds i.e. co-ordination, cleanliness and energy efficiencies
- 3.5 The proposed term for the lease agreement totals nine years (rights of renewal inclusive).
- 3.6 The lease area available to the café operator totals 114m<sup>2</sup> as imaged in **Attachment 1**, which consists of:
- 3.6.1 Café/Servery – 19m<sup>2</sup>
- 3.6.2 Internal dining – 45m<sup>2</sup>
- 3.6.3 Exterior dining/decking – 50m<sup>2</sup>
- 3.7 Given the premises build completion date of November 2015, the tenant appointment process requires a level of priority due to input necessary from the operator, including café fit-out specifications and service locations.

**4. COMMENT**

- 4.1 The Council has conducted a contestable tender process to the open market for the leasing of Halswell Community Facility Café premises as outlined in 3.1.
- 4.2 The responses from that process have been evaluated by the Council's subject matter experts based on price and non-price attributes consistent with good commercial practice and the Office of the Auditor General: Procurement Guidance for Public Entities (refer Attachment 1).
- 4.3 A total of two proposals were received from respondents, namely:

**Respondent A - The Woodward Group Limited trading as 'Wishbone'**

- 4.3.1 An experienced nationwide entity with retail operations located throughout main centres.
- 4.3.2 Extensive systems in place to facilitate a café operation of this size.
- 4.3.3 Impressive range of cuisine with emphasis placed on continual menu review.
- 4.3.4 Café food is manufactured in Wellington and freighted to each retail location with a high degree of precision.
- 4.3.5 High level of financial equity with profitable track record.



**COUNCIL 12. 03. 2015****Riccarton/Wigram Community Board 17. 2. 2015****2. Cont'd****Respondent B - Xin Ding Yi Limited trading as 'Red Café'**

- 4.3.6 A local operator with an existing tenancy at a Council public facility.
- 4.3.7 Very good operating track record including positive Council and customer relationships.
- 4.3.8 Requires an additional facility to manufacture café food off site.
- 4.3.9 Acceptable level of financial equity.
- 4.4 Both proposals sufficiently responded to the RFP request and provided information including company structure, trading history and their vision for the Halswell café over the lease term.
- 4.5 Evaluation weighting was closely scored with 'Respondent A' outscoring 'Respondent B' in all non-price categories. There was a substantial variation between the Respondents within the price weighted attribute – i.e. the rental which the Respondent is prepared to pay during the lease term. Please see item 5.2 below.
- 4.6 The outcome of the Request for Proposal process determined The Woodward Group Limited trading as Wishbone to be the preferred supplier for the Halswell Community Facility Café tenancy.

**Delegations**

- 4.7 The Riccarton/Wigram Community Board has delegated authority from the Council to authorise the granting of the proposed lease under the current Delegation Register, Section 5.7 – Granting of leases or licences on reserves pursuant to section 54, 56, 58A, 61, 73 and 74 of the Reserves Act 1977.
- 4.8 On 12 June 2013, the Minister of Conservation delegated to all territorial authorities his powers, functions and duties where the territorial authority is the administering body of the relevant reserve. In exercising the delegation provided by the Minister, the administering body (i.e. the Council) must give consideration to those matters previously applied by the Minister, for example ensuring that:
  - 4.8.1 The land has been correctly identified;
  - 4.8.2 The necessary statutory processes have been followed;
  - 4.8.3 The functions and purposes of the Reserves Act have been taken into account in respect to the classification and purpose of the reserve as required under section 40 of the Act;
  - 4.8.4 The administering body has considered submissions and objections from affected parties and that, on the basis of the evidence, the decision is a reasonable one;
  - 4.8.5 Pursuant to the requirements of section 4 of the Conservation Act 1987, the administering body has consulted with and considered the views of tangata whenua or has in some other way been able to make an informed decision.
- 4.9 Council officers have considered the Council's obligations and determined that the compliance with these requirements has been met.

**5. FINANCIAL IMPLICATIONS**

- 5.1 Once a lease is concluded with the preferred supplier, the Council will benefit from lease security in conjunction with continued rental income.
- 5.2 The anticipated income from the preferred supplier is provided in the secondary report submitted in the public excluded agenda section of this meeting.
- 5.3 A rental 'ratchet' clause is included in the proposed lease agreement, which provides that any future rental period may not be lesser than that of the preceding period.

**COUNCIL 12. 03. 2015****Riccarton/Wigram Community Board 17. 2. 2015****2. Cont'd**

- 5.4 Recoverable operating expense costs have been factored into the rent level with a view of retrieving all associated lease costs in a timely manner.
- 5.5 There are no financial implications in exercising the powers delegated by the Minister of Conservation.

**6. STAFF RECOMMENDATION**

- 6.1 That the Council exercise the powers of the Minister of Conservation referred to in the First Schedule of the Reserves Act 1977 and Instrument of Delegation for Territorial Authorities dated 12 June 2013 that pertain to granting a lease under section 54 (1) (d) to consent to the granting of a Deed of Lease to 'The Woodward Group Limited trading as Wishbone' for a period of nine years over part of Lot 1 Deposited Plan 7532 comprised within Certificate of Title Identifier CB396/76.

**7. BOARD CONSIDERATION**

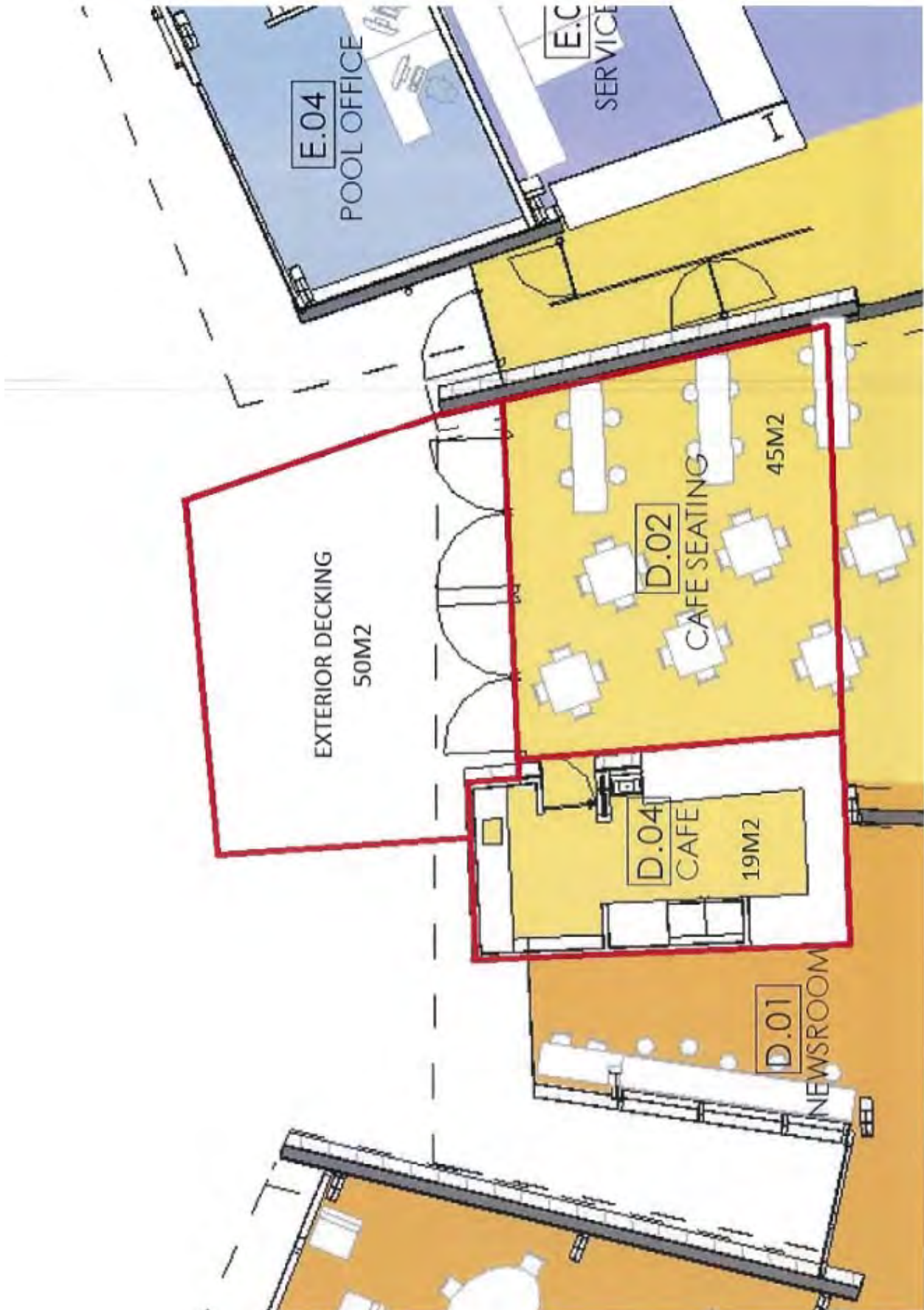
In its deliberations, staff spoke to the accompanying report and responded to questions from members.

**8. BOARD RECOMMENDATION**

That the staff recommendation be adopted.

Clause 2 continued (Part C) of this report, records related decisions made by the Board under delegated authority.

ATTACHMENT 2 TO CLAUSE 2



COUNCIL 12. 03. 2015

Riccarton/Wigram Community Board 17. 2. 2015

ATTACHMENT 2 TO CLAUSE 2 CONT'D



ATTACHMENT 2 TO CLAUSE 2 CONT'D



**COUNCIL 12. 03. 2015**

**Riccarton/Wigram Community Board 17. 2. 2015**

**PART B - REPORTS FOR INFORMATION**

**3. DECLARATION OF INTEREST**

Nil.

**4. DEPUTATIONS BY APPOINTMENT**

**4.1 ILAM AND UPPER RICCARTON RESIDENTS' ASSOCIATION**

Peter Harding and Richard English, on behalf of the Ilam and Upper Riccarton Residents' Association (IURRA), addressed the Board regarding the definition of boarding houses in relation to the Proposed Christchurch Replacement District Plan.

It was noted that the Board had made its own submission on this matter as well as a cross submission in support of the position taken by IURRA.

Also mentioned was the prospect of the Board obtaining its own expert advice on this matter for the hearing before the Independent Hearings Panel.

The Chairperson thanked Peter Harding and Richard English for their deputation.

**4.2 UNIVERSITY OF CANTERBURY**

The Board **agreed** to receive the University of Canterbury as a late deputation.

Sander Kriek, on behalf of the University of Canterbury, addressed the Board in relation to the forthcoming temporary traffic management plan for Waimairi Rd and the Uni Cycle route. This matter had been discussed at the University's recent regular meeting with the local community where a number of concerns about the proposal had been raised.

The key issue for the University was the importance of a facility that catered for the safe movement of students across Waimairi Road between the Ilam and Dovedale Campuses.

The features of the temporary traffic management plan for Waimairi Road were discussed.

The Chairperson thanked Sander Kriek for bringing this matter to the Board.

The Board **decided**:

4.2.1 To receive and note the public concerns expressed regarding the temporary traffic management plan for Waimairi Road and request that these concerns be conveyed to the Christchurch Transport Operations Centre (CTOC) and further that the Board's preference for a temporary manned crossing facility together with a request for active monitoring during the first month of the temporary arrangements be conveyed to CTOC.

4.2.2 To request clarification as to any legal issues regarding the use of a temporary manned crossing facility on Waimairi Road.

**4.3 KEEP OUR ASSETS CANTERBURY**

Murray Horton, Convenor, and Jeremy Agar, of Keep Our Assets Canterbury, addressed the Board seeking its support that the Christchurch City Council retain public ownership of its key strategic assets.

The Chairperson thanked the deputation for its presentation.

**COUNCIL 12. 03. 2015**

**Riccarton/Wigram Community Board 17. 2. 2015**

**4. Cont'd**

**4.4 TONY STEWART**

Tony Stewart, local resident, addressed the Board indicating his support for the proposed pedestrian safety improvements in Sparks Road. Clause 1 (Parts A and C) of this report refers.

The Chairperson thanked Tony Stewart for his deputation.

**5. NOTICE OF MOTION**

Nil.

**6. CORRESPONDENCE**

The Board **received** the following correspondence:

- 6.1 Mr Derek Cooper regarding trees located on the road reserve in the vicinity of the Halswell Junction Road and Halswell Road intersection and **decided** to refer the issues raised to the appropriate staff for consideration and response.
- 6.2 The Air Force Museum invited the Board to attend and lay a wreath at the Museum's Anzac Day Service on 25 April 2015.

**7. BRIEFINGS**

**7.1 SOUTH WEST AREA COMMUNITY FACILITY - UPDATE**

Sally Thompson, Nikos Skouroliakos and Alistair McGuffie provided the Board with a briefing update regarding the new South West Area Community Facility.

The Board **received** the information presented and noted that another briefing update would be provided to the Board in April 2015.

The Board **agreed** to rename the project the 'New Hornby Library and Service Centre.'

**8. COMMUNITY BOARD ADVISERS UPDATE**

The Board **received** information on upcoming Board related activities including meetings on 18 February 2015, 24 February 2015, 5 March 2015, 11 March 2015 and 17 March 2015.

Clause 8 continued (Part C) of these minutes, records delegation decisions made by the Board regarding a change in meeting dates in September/October 2015.

**9. MEMBERS' INFORMATION EXCHANGE**

Mention was made of the following matters:

- Pound Road Extension – reopening
- 288 Springs Road – activities and consent issues
- University of Canterbury and meeting with local residents re Waimairi Road
- Roberts Road – quarrying application and legal issues
- District Plan Review - Independent Hearings Panel's pre hearing meetings
- Maddisons Road – community concerns re vehicle speeds

## COUNCIL 12. 03. 2015

## Riccarton/Wigram Community Board 17. 2. 2015

**10. MEMBERS' QUESTIONS UNDER STANDING ORDERS**

Nil.

**PART C - REPORT ON DELEGATED DECISIONS  
TAKEN BY THE BOARD****11. CONFIRMATION OF MINUTES – 3 FEBRUARY 2015**

The Board **resolved** that the minutes of its Ordinary Meeting of 3 February 2015, be confirmed.

**12. RICCARTON/WIGRAM COMMUNITY BOARD CODE OF CONDUCT**

The Board considered a report seeking adoption of a Code of conduct.

The Board **resolved** to adopt the Code of Conduct with immediate effect as amended with the inclusion of the clause regarding the use of technology during meetings.

**13. NEW ZEALAND LOCAL BOARD'S AND COMMUNITY BOARDS' CONFERENCE 2015 – BOARD MEMBER ATTENDANCE**

The Board considered a report seeking approval for members attendance at the New Zealand Local Boards' and Community Boards' Conference in May 2015.

It was noted that Mike Mora was attending the conference in his capacity as Zone 5 representative on the Community Boards' Executive Committee and that his attendance costs were being met by Local Government New Zealand.

The Board **resolved** to approve the attendance of Natalie Bryden and Debbie Mora to the New Zealand Local Boards' and Community Boards' Conference 2015 at Waitangi, Bay of Islands from 14 to 16 May 2015 and to allocate up to \$600 from its 2014/15 Discretionary Response Fund towards the member's attendances.

**14. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 YOUTH DEVELOPMENT FUND – APPLICATION – LUCY MCLEOD**

The Board considered a report seeking approval to allocate funding from its 2014/15 Youth Development Fund.

The Board **resolved** to grant \$450 from its 2014/15 Youth Development Fund to Lucy McLeod towards the costs to participate in the Harvard Model United Nations (MUN) Conference and States MUN tour in February 2015.

**15. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – APPLICATION – OAK DEVELOPMENT TRUST**

The Board considered a report seeking approval to allocate funding from its 2014/15 Discretionary Response Fund.

The Board **resolved** to grant \$1,500 from its 2014/15 Discretionary Response Fund to the Oak Development Trust towards the Welcome to Students 2015 Event.



## COUNCIL 12. 03. 2015

## Riccarton/Wigram Community Board 17. 2. 2015

**16. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 YOUTH DEVELOPMENT FUND – APPLICATION – NATASHA ROGERS**

The Board considered a report seeking approval to allocate funding from its 2014/15 Youth Development Fund.

The Board **resolved** to grant \$450 from its 2014/15 Youth Development Fund to Natasha Rogers towards the costs of participating in the European Tour of World War One sites in April 2015.

**17. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – APPLICATION – OASIS BAPTIST CHURCH**

The Board considered a report seeking approval to allocate funding from its 2014/15 Discretionary Response Fund.

The Board **resolved** to grant \$3,500 from its 2014/15 Discretionary Response Fund to the Oasis Baptist Church towards the Clothing Resource Centre and Fresh Produce Giveaway Manager's wages.

**18. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – APPLICATION – SCHOOL VISITS IN CHRISTCHURCH**

The Board considered information that sought approval to allocate funding from its 2014/15 Discretionary Response Fund.

Staff advised that the relevant legislation required that decision making by the Board must take into account all options.

Whilst acknowledging that a staff report was normally provided in such instances, the Board concluded that it had sufficient information available at the present meeting on which to make a decision.

The Board **resolved** to:

- 18.1 Approve the allocation of up to \$1500 from its 2014/15 Discretionary Response Fund towards a project/initiative for children from low decile schools in the Riccarton/Wigram ward to experience opportunities and activities within Christchurch.
- 18.2 That the disbursement of these funds be delegated to the Board Chairperson and Deputy Chairperson.
- 18.3 That the allocation of this funding be reported back to the Board for record purposes.

**1. SPARKS ROAD – PEDESTRIAN SAFETY SCHEME CONTINUED**

Further to Clause 1 (Part A) of this report, the Board **resolved** under delegated authority, to:

- 1.2 Approve that all stopping and parking restrictions on the north side of Sparks Road, commencing at its intersection with Halswell Road and extending in an easterly direction for a distance of 175 metres, be revoked.
- 1.3 Approve that the Stopping of Vehicles be prohibited at all times on the north side of Sparks Road commencing at its intersection with Halswell Road and extending in an easterly direction for a distance of 15 metres.
- 1.4 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Sparks Road commencing at a point 15 metres east of its intersection with Halswell Road and extending in an easterly direction for a distance of 18 metres.

**COUNCIL 12. 03. 2015**

**Riccarton/Wigram Community Board 17. 2. 2015**

**1. Cont'd**

- 1.5 Approve that the Stopping of vehicles be prohibit at all times on the north side of Sparks Road commencing at a point 33 metres east of its intersection with Halswell Road and extending in an easterly direction for a distance of 142 metres.
- 1.6 Approve that the Sparks Road Pedestrian and Cycle safety improvements scheme be approved as detailed in attached plan TP338901.

**19. BIBIANA STREET, CORBETT CRESCENT, KINSELLA CRESCENT AND GABRIEL GOVE – PROPOSED NO STOPPING RESTRICTIONS**

The Board considered a report seeking approval to install No Stopping Restrictions on Bibiana Street, Kinsella Crescent and Gabriel Grove.

The Board **resolved** to:

- 19.1 Approve that all stopping and parking restrictions located on Bibiana Street, be revoked.
- 19.2 Approve that all stopping and parking restrictions located on Gabriel Grove, be revoked.
- 19.3 Approve that all stopping and parking restrictions located on Corbett Crescent, be revoked.
- 19.4 Approve that the stopping of vehicles be prohibited at any time on the south east side of Bibiana Street commencing at its intersection with Aidanfield Drive and extending in a south westerly direction to its intersection with Corbett Crescent.
- 19.5 Approve that the stopping of vehicles be prohibited at any time on the north east side of Corbett Crescent commencing at its intersection with Bibiana Crescent and extending in a south easterly direction for a distance of 13 metres.
- 19.6 Approve that the stopping of vehicles be prohibited at any time on the south west side of Corbett Crescent commencing at its intersection with Bibiana Crescent and extending in a south easterly direction for a distance of 13 metres.
- 19.7 Approve that the stopping of vehicles be prohibited at any time on the south east side of Bibiana Street commencing at its intersection with Corbett Crescent and extending in a south westerly direction for a distance of 50 metres.
- 19.8 Approve that the stopping of vehicles be prohibited at any time on the south east side of Bibiana Street commencing at a point 78 metres south west of its intersection with Corbett Crescent and extending in a south westerly direction for a distance of 45 metres.
- 19.9 Approve that the stopping of vehicles be prohibited at any time on the south east side of Bibiana Street commencing at a point 151 metres south west of its intersection with Corbett Crescent and extending in a south westerly direction for a distance of 31 metres.
- 19.10 Approve that the stopping of vehicles be prohibited at any time on the south east side of Bibiana Street commencing at its intersection with Gabriel Grove and extending in a north easterly direction for a distance of 12 metres.
- 19.11 Approve that the stopping of vehicles be prohibited at any time on the north east side of Gabriel Grove commencing at its intersection with Bibiana Street and extending in a south easterly direction for a distance of 28 metres.
- 19.12 Approve that the stopping of vehicles be prohibited at any time on the south west side of Gabriel Grove commencing at its intersection with Bibiana Street and extending in a south easterly direction for a distance of eight metres.

**COUNCIL 12. 03. 2015****Riccarton/Wigram Community Board 17. 2. 2015****19. Cont'd**

- 19.13 Approve that the stopping of vehicles be prohibited at any time on the south east side of Bibiana Street commencing at its intersection with Gabriel Grove and extending in a south westerly direction for a distance of 28 metres.
- 19.14 Approve that the stopping of vehicles be prohibited at any time on the south east side of Bibiana Street commencing at a point 63 metres south west of its intersection with Gabriel Grove and extending in a south westerly direction for a distance of 28 metres.
- 19.15 Approve that the stopping of vehicles be prohibited at any time on the north and west sides of Bibiana Street commencing at a point 58 metres east of its intersection with Bernadette Street, and extending initially in an easterly direction then swinging around the bend following the kerb line to the north east for a total distance of 94 metres.
- 19.16 Approve that the stopping of vehicles be prohibited at any time on the north west side of Bibiana Street commencing at a point 166 metres south west of its intersection with Kinsella Crescent and extending in a south westerly direction for a distance of 40 metres.
- 19.17 Approve that the stopping of vehicles be prohibited at any time on the north west side of Bibiana Street commencing at a its intersection with Kinsella Crescent and extending in a south westerly direction for a distance of 12 metres.
- 19.18 Approve that the stopping of vehicles be prohibited at any time on the south west side of Kinsella Crescent commencing at a its intersection with Bibiana Street and extending in a north westerly direction for a distance of 12 metres.
- 19.19 Approve that the stopping of vehicles be prohibited at any time on the north east side of Kinsella Crescent commencing at a its intersection with Bibiana Street and extending in a north westerly direction for a distance of 12 metres.
- 19.20 Approve that the stopping of vehicles be prohibited at any time on the north west side of Bibiana Street commencing at a its intersection with Kinsella Crescent and extending in a north easterly direction for a distance of 12 metres.
- 19.21 Approve that the stopping of vehicles be prohibited at any time on the north west side of Bibiana Street commencing at a its intersection with Aidanfield Drive and extending in a south westerly direction for a distance of 32 metres.

**2. HALSWELL COMMUNITY FACILITY CAFÉ – LEASE REQUEST FOR PROPOSAL CONTINUED**

Further to clause 2 (Part A) of this report, the Board resolved under delegated authority, to:

- 6.2 Adopt the evaluation panel's scoring conclusion and appoint 'The Woodward Group Limited trading as Wishbone', as the preferred supplier for the Halswell Community Facility Café Tenancy.
- 6.3 Approve the granting of a lease over land contained within Lot 1 Deposited Plan 7532 (Certificate of Title Identifier CB396/76), for nine years under section 54 (1) (d) of the Reserves Act 1977.
- 6.4 Grant delegated authority for the Property Consultancy Manager to conclude a new lease on the Café tenancy, with the preferred supplier, in accordance with the terms as listed within the Request for Proposal document and this report.

**8. COMMUNITY BOARD ADVISERS UPDATE CONTINUED**

Further to clause 8 (Part B) of these minutes, the Board considered a proposed change to its meeting dates in September/October 2015 due to the Council's Recess Week and **resolved**:

**COUNCIL 12. 03. 2015****Riccarton/Wigram Community Board 17. 2. 2015****8. Cont'd**

- 8.1 That the Board's Ordinary meetings on 29 September 2015 and 13 October 2015 be rescheduled to Tuesday 6 October 2015 and Tuesday 20 October 2015 at 4pm respectively, in the Community Room, Upper Riccarton Library, 71 Main South Road.

**20. RESOLUTION TO EXCLUDE THE PUBLIC**

The Board **resolved** that the draft resolution to exclude the public set out on page 57 of the agenda regarding the Halswell Community Facilities Café (Financials), be adopted.

The meeting concluded at 6.30pm.

**CONFIRMED THIS 3RD DAY OF MARCH 2015**

**MIKE MORA  
CHAIRPERSON**

## COUNCIL 12. 03. 2015

**COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE  
10. 2. 2015**

**A meeting of the Communities, Housing and Economic Development Committee  
was held in Committee Room 1  
on 10. 02. 2015 at 8.04am**

**PRESENT:** Councillor Andrew Turner (Chairperson)  
Councillors Glenn Livingstone (Deputy Chairperson), Jimmy Chen, Jamie Gough,  
Yani Johanson, Ali Jones and Paul Lonsdale

**APOLOGIES:** Apology received from Councillor Lonsdale for lateness, who arrived at 8.06am and was absent for clauses 4 and 14.  
Apology received from Deputy Mayor Buck for lateness who arrived at 8.10am and was absent for clauses 4, 14 and part of clause 5.1. Deputy Mayor Buck later left the meeting at 11.42am and returned at 12.43pm, and was absent for part of clause 2 and clauses 3, 15 and 16.  
Apologies for lateness and early departure were received from Councillor Gough who arrived at 9.35am and left at 12.56pm, and was absent for clauses 4, 14, 5.1, 5.2, 5.3, part of 5.4 and part of clause 17.  
Councillor Jones arrived at 8.35am and left at 12.50pm and was absent for clauses 4 and 14, part of clause 5.1, and part of clause 17.

The Committee reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**1. CENTRAL CITY LANDMARK HERITAGE GRANT RECOMMENDATIONS FOR THE ALLOCATION OF THE CARRY FORWARD OF THE 2013/2014 FUNDS.**

		Contact	Contact Details
<b>Chief Planning Officer responsible:</b>	Chief Planning Officer Strategy and Planning	Y	EA Diane Campbell, 8281
<b>Officer responsible:</b>	Natural Environment and Heritage Unit Manager	Y	PA Michelle Oosthuizen, 8812
<b>Author:</b>	Brendan Smyth, Acting Heritage Team Leader	Y	8934

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 Council staff are seeking a recommendation for the allocation of a Central City Landmark Heritage Grant.

**2. EXECUTIVE SUMMARY**

2.1 This report proposes a grant towards the repair of a significant heritage building – the former Community of the Sacred Name Convent at the corner of St Asaph and Barbadoes Streets. The building includes the Cyril Mountfort designed wooden chapel. The building is now in new ownership and is to be used as the Christchurch base of the Home and Family Trust. The chapel will remain in use and will not be re-modelled (refer to the Statement of Significance in **Attachment 1**).



Photograph of the interior of the former convent chapel, December 2014



Architect's Sketch of proposed exterior of Home & Family building from St Asaph Street.

## COUNCIL 12. 03. 2015

## COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE 10. 2. 2015

## 1 Cont'd

## 3. BACKGROUND

- 3.1 The series of earthquakes occurring in the Christchurch region since September 2010 has resulted in the most significant loss of central city heritage and character buildings in the history of Christchurch. This loss of heritage heightens the importance of opportunities to retain, repair and strengthen those remaining buildings having a significant connection to the past.
- 3.2 The Council's "Draft Central City Recovery Plan, December 2011", provided for increased heritage funding of \$27.7 million to be allocated over 10 years via the Annual Plan process. The plan provided the initiative to take a pro-active approach with owners to achieve the retention of key central city landmark heritage buildings – including listed buildings and facades.
- 3.3 In 2012/13 \$2.7 million was allocated to the former Trinity Congregational Church and the Benjamin Mountfort designed two-storied wooden building within the Christchurch Club site. In 2013/2014 \$800,000 was allocated to the West Avon Apartment building. In 2014 \$1.755 million was allocated to two projects, Victoria Mansions and St Michael's Stone Classroom block.
- 3.4 The recommendations of the report align with the relevant strategies and policies listed below:
- Christchurch Recovery Strategy
  - The Christchurch Central Recovery Plan
  - The Christchurch City Plan
  - Council's Heritage Conservation Policy
  - Greater Christchurch Urban Development Strategy
  - New Zealand Urban Design Protocol.
- 3.5 The Landmark Grant scheme is aligned to the Community Outcomes '*The city's heritage and taonga are conserved for future generations*' and '*The central city has a distinctive character and identity*'. Landmark Grants contribute towards the number of protected heritage buildings, sites and objects, which is a measure for these outcomes.
- 3.6 In dealing with Landmark Grants, Council Officers have applied a wider meaning to the term 'Reconstruction' than that contained in the International Council on Monuments and Sites New Zealand Charter 1993 for the Conservation of Places of Cultural Heritage Value (ICOMOS NZ). If the Charter definition was employed strictly, it is unlikely that a willing grant recipient could have been indentified given the level of damage to many buildings. More weight is placed on the reconstruction of heritage items which contribute to landmark and streetscape values, city identity and sense of place.
- 3.7 The Heritage Protection activity includes the provision of advice, the heritage grants schemes, heritage recovery policy, and heritage education and advocacy. The Council aims to maintain and protect built, cultural and natural heritage items, areas and values which contribute to a unique city, community identity, character and sense of place and provide links to the past. The Council promotes heritage as a valuable educational and interpretation resource which also contributes to the tourism industry and provides an economic benefit to the city.

## COUNCIL 12. 03. 2015

## COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE 10. 2. 2015

## 1 Cont'd

## 4. COMMENT

- 4.1 There are approximately 140 listed heritage buildings remaining in the Central City, at least 25 of which are still under potential threat of full or partial demolition. Council Officers have prioritised buildings using the criteria in the Landmark Grant guidelines and the ability of the owner to take up the grant and undertake the required works. A number of heritage buildings have not been considered further where they have other sources of finance or remain under the control of receivers. Council owned heritage assets are not eligible for Landmark Grant funding. The identification and selection process has resulted in the following buildings being identified as good candidates for repairs and worthy of funding:
- State Insurance, Worcester Boulevard
  - McLean's Mansion, Manchester Street
  - **Community of the Sacred Name, Ferry Road**
  - The Midland Club, Oxford Terrace
  - Harley Chambers, Cambridge Terrace
  - Public Trust Building, Oxford Terrace
  - Sargood Son and Ewan building, Lichfield Street (with receivers)
  - The former Wellington Woollen Mills, Lichfield Street (with receivers)
- 4.2 Discussions were carried out with the building owners and, in the case of the Sargoods and Wellington Woollen Mills, with the receivers. The receivers were not able to confirm the future status of these buildings. For high priority buildings the owner's intentions to retain, repair and reconstruct were determined, the scope of works proposed, and the costs and timetables for the works established.
- 4.3 It is proposed to partially fund the repair and upgrade of the former Community of the Sacred Name building at the corner of Barbadoes Street and St Asaph Street – listed Group 1 in the Christchurch City Plan and registered Category I with 'Heritage New Zealand Pouhere Taonga', registration 4387. This two storey building was built in phases beginning circa 1894 with the last phase being a single storey masonry extension on the south-western side.
- 4.4 The former Community of the Sacred Name Building has been identified as having strong architectural integrity and distinction particularly in the form of the Cyril Mountfort designed chapel. The chapel includes distinctive lancet shaped stained glass windows and an unusual fully timber lined interior. As it was a convent, the building was screened from public view for most of the last century with high, solid fencing around the entire site boundary. The building remained in the same use and has been largely unaltered for many years and is therefore an excellent record of architecture from the turn of the twentieth century.
- 4.5 The building suffered damage from the recent series of earthquakes with the collapse of chimneys and a portion of brick wall on the western side. However, the bulk of the building is timber framed with match board internal lining and this has performed well throughout the earthquake sequence. The current strength of the bulk of the building has been assessed as approx fifty per cent of New Build Standard (NBS) and the building is not classed as earthquake prone. The building needs repairs and remodelling to allow it to function as the new base for the Home and Family Trust. As part of the remodelling the organisation are aiming to include a public café accessed from St Asaph Street.



**COUNCIL 12. 03. 2015****COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE 10. 2. 2015****1 Cont'd**

- 4.6 The building has been transferred into the ownership of the Home and Family Trust on an 'as is where is' basis and hence there is no insurance payout to fund the earthquake repairs. The proposal is to conserve, repair and seismically strengthen the building for use as an office and counselling facility. The proposed repair and upgrade work has been estimated at \$2,600,000 exclusive of GST (Rawlinson's Quantity Surveyors in November 2014). A substantial amount of work is required to the sub structure of the building in order to upgrade and modernise the foundations. The superstructure requires less work but will be strengthened with a number of different structural methods. These actions should strengthen the building to 100 per cent of NBS. A further key component of the works is to install a new fire sprinkler system which will protect the timber buildings against the considerable risk of fire.
- 4.7 The building would be a landmark on St Asaph Street, one of the main routes between the city centre and the south eastern suburbs and beyond to the port of Lyttelton. The building is close to the Christchurch Polytechnic and is within walking distance to the southern end of High Street with its surviving group of heritage buildings. The proposed works will remove the high fencing and open up the southern façade to view. The public will be afforded access via a public café and associated landscaped garden area. The intention of the Trust is to retain as much of the form and materials of the interior and in particular to conserve the highly important chapel. The former owners of the site will retain ownership of the adjacent site and will have access to the chapel.
- 4.8 Full conservation covenants are required under the Landmark Grants Policy Operational Guidelines for properties receiving grants of more than \$150,000. Covenants are a comprehensive form of protection of the buildings because they are registered against the property title, ensuring that the Council's investment is protected.
- 4.9 The building at 181 Barbadoes Street is owned by 'Home and Family Trust'. The legal description of the title is Part Section 1172 (awaiting confirmation of new title after completion of subdivision).

**5. FINANCIAL IMPLICATIONS**

- 5.1 The Landmark Grant is an annual fund provided for in the Three Year Plan. There is \$1.2 million available in the fund for the remainder of the 2014/15 year. The proposed allocation of \$950,000 would leave \$250,000 available for another building repair project.

**6. STAFF RECOMMENDATION**

- 6.1 That the Council approve a Central City Landmark Heritage Grant of up to \$950,000 for the repair and upgrade of the former Community of the Sacred Name, subject to the completion of the agreed scope of works and the owners entering into a Full Conservation Covenant with the Council.

**7. COMMITTEE RECOMMENDATION**

- 7.1 That the Council approve a Central City Landmark Heritage Grant of up to \$950,000 for the repair and upgrade of the former Community of the Sacred Name, subject to the completion of the agreed scope of works and the owners entering into a Full Conservation Covenant with the Council and the owners raising the remaining monies required.

## COUNCIL 12. 03. 2015

## COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE 10. 2. 2015

**2. APPROVAL FOR AN EXTENSION OF TIME FOR HERITAGE INCENTIVE GRANT, 236 TUAM STREET, MCKENZIE & WILLIS FACADE AND NOTIFICATION OF A CHANGE IN THE APPLICANT.**

		Contact	Contact Details
<b>General Manager responsible:</b>	Chief Planning Officer Strategy and Planning	Y	PA Diane Campbell, 03 941 8281
<b>Officer responsible:</b>	Natural Environment and Heritage Unit Manager	Y	PA Michelle Oosthuizen, 03 941 8812
<b>Author:</b>	Brendan Smyth, Urban Design Architecture	Y	03 941 8934

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 Council officers seek approval for a further one year extension of time to enable the completion of work associated with a previously approved Heritage Incentive Grant. The new date for required completion would be one year from the previous approved date of April 2015.

**2. EXECUTIVE SUMMARY**

- 2.1 The effect of the 2010 and 2011 series of earthquakes on the McKenzie and Willis building at 236 Tuam Street (also known as 181 High Street) was substantial. The bulk of the building has now been demolished leaving only the majority of the main street façade in place. The previous owners were successful in applying for a Heritage Incentive Grant of \$240,000 to stabilise the façade but were unable to complete the works in the normal eighteen month timeframe. An initial extension of one year to the time frame of the grant was approved by the Council in April 2014. A new consortium has now been formed to undertake the work which includes representatives from McKenzie & Willis but brings new developers in to add resources and skills to complete the complex task of saving the façade. The applicant intends to complete the works to retain the façade as part of a new development and hence is seeking a further extension of one year to April 2016 for the grant to remain available.



PHOTOGRAPH, AUGUST 2012

**COUNCIL 12. 03. 2015**

**COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE 10. 2. 2015**

**2. Cont'd**

**3. BACKGROUND**

- 3.1 On the 12th September 2012 the Council resolved to grant \$240,000 from the Heritage Incentive Grant (HIG) scheme to support the seismic strengthening, immediate retention and future restoration of the McKenzie and Willis façade located on the corner of Tuam and High St
- 3.2 An extension of the time for the completion of this project of one year was given by the Council in April 2014. The total of the HIG was based on forty per cent of the promised \$600,000 contribution from the McKenzie and Willis Board. The HIG specifically supports:
- 3.2.1 Stabilisation of the façade through completing it's attachment to the steel frames along High Street and Tuam Street and by the removal of the remaining severely damaged rear portions of the building;
- 3.2.2 Strengthening the façade to 100% of New Building Code Standard (NBS) which will include a new concrete backing and new foundations where required;
- 3.2.3 Repairing, replacing where required, and cleaning of the retained stonework façade.
- 3.3 The Canterbury Earthquake Heritage Building Fund Trust has provided a grant of \$1 million, of which approximately \$800,000 has been expended to the point where the façade retention is approximately ninety per cent secure. A further grant of \$500,000 was approved by the Trust in order to help to complete the works. Once work is completed, the 'Section 38 Notice' (a requirement to make the building safe) issued by the Canterbury Earthquake Recovery Authority (CERA) will be uplifted.

**4. COMMENT**

- 4.1 Committee approval for the extension is required pursuant to 'Clause 5' of the HIG Policy-Operational Guidelines.
- 4.2 The completion of work to stabilise and retain the façade was delayed for several reasons, primarily the preparation of engineering methodology and the sourcing of additional funding to offset price escalation. In the intervening time a new group of developers have been in negotiations with McKenzie & Willis and have recently purchased the site. This new owner and applicant have signed up tenants and designed new buildings adjoining and behind the façade.
- 4.3 The request to extend the HIG for a further calendar year will enable the removal of the remaining damaged building behind the façade, completion of the stabilising and strengthening works and the building of the new complex between Tuam and St Asaph Streets.
- 4.4 The façade is wholly contained within the innovation precinct which itself falls within the designated South Frame of the Christchurch Central Recovery Plan. The South Frame designation provides for, among other things; offices and retail/food and beverage. It is planned therefore that a new building is constructed and attached to the back of the façade, and that the use is likely to be complimentary to the frame's designated activities and the innovation precinct's drivers (technology based industry and research).
- 4.5 This further HIG extension will help to ensure the future protection and the eventual reuse of this significant heritage building facade.

## COUNCIL 12. 03. 2015

## COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE 10. 2. 2015

## 2 Cont'd

- 4.6 The commercial building at 236 Tuam Street is listed in the Christchurch City Plan, Group 2. The building is registered by the New Zealand Historic Places Trust Pouhere Taonga (NZHPT) Category II (registration number 1909). The new applicant and owner for the Heritage Incentive Grant is '181 High Limited'.

## 5. FINANCIAL IMPLICATIONS

- 5.1 There are no additional financial implications associated with this request for an extension of time for the HIG.

## 6. STAFF AND COMMITTEE RECOMMENDATION

- 6.1 That the Council approve a second extension of time of one year for the completion of work associated with a previously approved Heritage Incentive Grant. The new date for required completion would be 24 April 2016.

## 3. CITY HOUSING - IMPLICATIONS OF INSTALLING HEAT PUMPS IN COUNCIL'S SOCIAL HOUSING PORTFOLIO

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Chief Operating Officer	N	
<b>Officer responsible:</b>	Unit Manager, Housing	N	
<b>Authors:</b>	Rob Hawthorne, Strategic Property Analyst	Y	DDI 941 6458
	Yvonne Gilmore, Energy Analyst	Y	DDI 941 8138

## 1. PURPOSE AND ORIGIN OF REPORT

- 1.1 At its meeting on 10 June 2014, the Housing Committee asked staff to report back on the costs of installing heat pumps in partnership with Community Energy Action (to reduce costs) in 'open' social housing units that are damp and would benefit from these measures.

## 2. EXECUTIVE SUMMARY

- 2.1 Heat pumps are not an existing level of service provided for tenants by City Housing. Any new costs incurred by City Housing would have to be passed on to tenants as a rent increase of approximately \$10 per week.
- 2.2 The viability of heat pumps in general is affected by the low income levels of most City Housing tenants and their ability to pay for the running of these units.
- 2.3 Even with a substantial government subsidy (via the Community Energy Action programme), tenants would have to pay more in increased rent than they would save in lower energy costs.
- 2.4 Without the subsidy, tenants would pay significantly more in increased rent than they would save in lower energy costs.
- 2.5 City Housing would need to remove heat pumps as a level of service, when each heat pump became uneconomic to repair adding additional costs to the Housing Fund.
- 2.6 The installation of heat pumps throughout the Social Housing portfolio is not recommended at this time given the financial instability of the Housing Fund.

**COUNCIL 12. 03. 2015****COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE 10. 2. 2015****3 Cont'd****3. BACKGROUND**

- 3.1 The current Community Energy Action (CEA) programme focuses on vulnerable tenants and those with current health issues. However, this report focuses on the benefits of improving the warmth and cost effectiveness across the entire portfolio.
- 3.2 Under the current funding arrangement all costs incurred by City Housing are passed on to tenants in the form of rental charges. Any improvements are ultimately paid for by the tenants through increased rents.
- 3.3 The viability of heat pumps in general is affected by the relatively modest income earned by most City Housing tenants and their ability to pay for the running of these units.
- 3.4 The Housing Fund would need to recoup all costs from the increased level of service via a rent increase to all tenants.
- 3.5 For the purposes of this report, the benefits of installing heat pumps throughout the portfolio has been assessed in relation to how they:
  - 3.5.1 Improve the thermal performance of units; and
  - 3.5.2 Reduce tenant's power consumption / costs.

**4. EXTENDING THE CEA PROGRAMME TO INCLUDE HEAT PUMPS**

- 4.1 Councillors requested information on utilising the CEA relationship to install subsidised heat pumps. While initially targeting this new level of service on those with the highest need, the likelihood is that over time it would expand to a portfolio wide standard.
- 4.2 For the purposes of this report all options considered are applied on a portfolio basis. With 113 lost red zone units and 127 closed units, the balance of units allowed for in this report is 2,366.
- 4.3 Heat pumps are not currently provided by City Housing. Thermostatically controlled two kilowatt electric heaters are supplied at a total cost of \$600 per unit (approximating to a value of \$1.5 million). These are replaced on a cycle of approximately 15 years or when they fail. No maintenance is required and it is generally uneconomic to repair heaters due to the relatively low replacement cost.
- 4.4 The cost of acquiring and installing heat pumps as a new level of service for City Housing amounts to \$7.95 million. Different heat pumps are required relative to the home size.
- 4.5 Heat pumps have an estimated life of 10 to 15 years depending on use and maintenance. Reactive repairs, parts and an annual filter cleans are required to keep them operating properly and extend the life closer to 15 years. Many tenants cannot complete these tasks, especially the elderly or those with health issues.
- 4.6 In addition to the \$7.95 million, an annual allowance of \$350 per unit would be required to cover inspections, filter cleans, repairs and replacement parts, e.g. remotes. Over 15 years this amounts to approximately \$12.65 million.
- 4.7 As the service is not funded by rates or other grants tenants would ultimately have to pay these costs. After allowing for the removal costs for the existing heating equipment this equates to an average rent increase required to cover the difference of approximately \$10 a week.

COUNCIL 12. 03. 2015

COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE 10. 2. 2015

3 Cont'd

- 4.8 Reasonable energy usage for a one bedroom unit over one year based on current charges for a two kilowatt heater equates to a heating cost of around \$4 per day (\$28 a week or \$121 per month). This assumes 10 hours heating a day over winter, average room settings at 190 to 210 and reasonable insulation within the home.
- 4.9 In comparison, an efficient heat pump can provide efficiency gains of up to 50 per cent or \$14 a week in the above example. This equates to average net savings of up to \$4 per week, allowing for an increased rent of \$10 per week.
- 4.10 Households that spend more than 10 per cent of their income on heating are classed as having fuel poverty. From City Housing research with Canterbury University in 2007, and anecdotal evidence, many tenants cannot afford \$28 per week on heating and instead operate heating only on colder days.
- 4.11 Over a year more realistic expenditure on heating is estimated at \$2 a day (\$14 a week or \$60 per month). Applying the same approach as above the tenant would only save \$7 a week on power but after the \$10 a week rent increase would be worse off by \$3 a week.
- 4.12 The following table compares these two scenarios.

<b>Without Government subsidy for heat pumps</b>	<b>Current Weekly Power Bill</b>	<b>Potential Savings</b>	<b>Extra Rent</b>	<b>Net Power Bill after extra Rent</b>
Recommended Weekly Power Consumption	28	-14	10	24
Affordable Weekly power consumption	14	-7	10	17

- 4.13 The above analysis does not consider the subsidies (currently) available through CEA for acquiring and installing heat pumps. If this is applied the required rent increase drops to \$8 a week leaving the tenant worse off by \$1, as shown in the following table.

<b>With Government subsidy for heat pumps</b>	<b>Current Weekly Power Bill</b>	<b>Potential Savings</b>	<b>Extra Rent</b>	<b>Net Power Bill after extra Rent</b>
Recommended Weekly Power Consumption	28	-14	8	22
Affordable Weekly power consumption	14	-7	8	15

- 4.14 To maximise the benefits available from heat pumps requires a level of use higher than many City Housing tenants are likely to be able to afford.
- 4.15 The Residential Tenancies Act 1986 requires that in the event a heat pump fails during a tenancy, the landlord (Council) would be expected to replace it. This would be without the benefit of a government subsidy.
- 4.16 Current government subsidies may not be available in 15 years when the renewal of heat pumps is required. If the subsidy was not available most tenants would be worse off.
- 4.17 By installing heat pumps in a large number of units an 'effective' level of service will have been established that most tenants would come to expect over time. It is then very difficult to remove heat pumps as a level of service in 15 years' time.
- 4.18 On balance, the risks and costs of installing heat pumps are likely to outweigh the benefits to tenants. Housing is a long term investment and the risk of increased costs on the Housing Fund and ultimately the tenant becomes greater in the future.
- 4.19 Greater pay backs or cost efficiencies can be provided to tenants from initiatives that reduce heat loss from units. Even with relatively efficient heating (such as heat pumps) savings or benefits can be compromised by poor insulation.

## COUNCIL 12. 03. 2015

## COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE 10. 2. 2015

## 3 Cont'd

- 4.20 Passive material and design initiatives are not as reliant on tenant behaviour to achieve energy savings. They also tend to provide a much better pay back than capital and maintenance intensive solutions such as heat pumps.

## 5. POSITIONING FOR THE FUTURE

- 5.1 Installing more heating equipment can increase ambient temperatures but only as long as the tenant is prepared to pay to operate them. Temperatures may reach 18 degrees while the heater is on in small areas, but the heat will rapidly dissipate where the units have:

- Old roof insulation
- No wall insulation
- Poor floor insulation
- Single glazing
- High levels of humidity
- Little or no solar gain
- Block walls
- No insulation of concrete slab
- More than 30 per cent windows to wall area
- No extractors in bathroom or kitchen areas
- Poorly fitting windows and doors resulting in high air exchanges
- Poorly fitted short curtains or no curtains at all
- No pelmets over windows

- 5.2 Significant gains can be obtained when designing new or replacement housing units. The following initiatives can also provide relatively cost effective gains in thermal performance and have been discussed in a separate report:

- Ceiling insulation
- Floor insulation
- Draught stopping
- Full length thermally lined curtains for all main windows
- Bathroom and/or kitchen extractors
- Pelmets over main window

- 5.3 The following also represent opportunities to improve thermal performance:

- Wall insulation
- Block wall insulation
- Exterior slab insulation
- Double glazing and thermally broken windows
- Solar gain by trimming vegetation around the units

- 5.4 Double glazing and wall insulation are key features of the 'mid-life' refurbishment planned for City Housing units when they reach approximately 45 years of age. These initiatives have been deferred due to the financial constraints being faced by Council's Social Housing portfolio. In order to advance repairs and renewals, including mid-life spend issues, a prioritisation framework has been developed, allowing specific best performing complexes to be targeted / optimised for available funding streams. Furthermore, an Asset Optimisation Plan will also be developed to support the correct future spend on the Social Housing portfolio.

## 6. FINANCIAL IMPLICATIONS

- 6.1 The analysis utilised in this report is influenced by the need to recover all expenditure directly from tenants. The Housing Fund does not have any surplus money available to fund such an initiative (either subsidised or not) therefore a rent increase across the entire portfolio would be required to pay for this new level of service.
- 6.2 The viability of heat pumps and other initiatives to improve the warmth of housing units is likely to improve where tenant's net income is increased. Should rents increase to pay for the heat pumps it is possible that some tenants would be eligible for an increase in the Accommodation Supplement.

## COUNCIL 12. 03. 2015

## COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE 10. 2. 2015

## 3 Cont'd

- 6.3 Furthermore, if an alternative rental mechanism was initiated such as the Income Related Rent Subsidy (IRRS) it is likely that the Housing Fund would have sufficient revenue to fund the installation of heat pumps across the portfolio and the tenant would still only pay an affordable rent.
- 6.4 There are no surplus funds currently available in the Housing Fund to pay for a programme of this type.
- 6.5 Under the current funding arrangement and financial situation, installing heat pumps is not financially viable.

## 7. STAFF AND COMMITTEE RECOMMENDATION

That the Council:

- 7.1 Does not install heat pumps into social housing units at this point in time.
- 7.2 Continues to improve the insulation performance of its Social Housing units (where possible) as and when earthquake repairs are completed and through existing planned cyclical upgrades.

## PART B - REPORTS FOR INFORMATION

## 4. DECLARATION OF INTEREST

No conflicts of interest were declared.

## 5. DEPUTATIONS BY APPOINTMENT

## 5.1 Child Friendly City

Eve Lafferty (Barnadoes), Penny Prescott (Coordinator Canterbury Youth Workers Collective) and Shane Murdoch (Cholmondeley Children's Centre) presented to the Committee their proposal for Christchurch becoming a child friendly city.

## COMMITTEE RECOMMENDATION

The Committee **decided** to request staff to work with Child Friendly Christchurch to prepare a report to the Council on the very practical real ways in which the Council can achieve the objective of a child friendly city.

## 5.2 Builtwise

David Robb from Nature-wise Group, along with Bob Burnett (Bob Burnett Architecture) and Brian Anderson (Bryn Martin Ltd) addressed the Committee regarding Builtwise, a new building initiative for higher rated affordable homes for Canterbury.

## COMMITTEE RECOMMENDATION

The Committee **decided** to refer the deputation to staff and request a workshop with the Housing Taskforce to include all relevant areas of the Council and with a view to identifying opportunities to progress.



## COUNCIL 12. 03. 2015

## COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE 10. 2. 2015

## 5. Cont'd

## 5.3 Smoke Free

Heather Kimber and Kate Matthews (Smokefree Canterbury) spoke to the Committee about the Christchurch City Council's smoke free policy

**COMMITTEE RECOMMENDATION**

The Committee **decided** to request that the 2009 Smoke Free Policy come back to Communities, Housing and Economic Development Committee meeting in April 2015 as a briefing, with options to extend the policy as appropriate.

## 5.4 Summerz End Youth Fest 2015

Nic Farra and Zhiyan Basharati addressed the Committee regarding Summerz End Youth Fest, an event currently planned for 28 March 2015.

The Chairperson, on behalf of the Committee thanked the presenters for their deputations.

## 6. MAJOR FACILITIES REBUILD MONTHLY UPDATE

Staff spoke to the Committee regarding the monthly update on the Council's major facilities rebuild.

The Committee **decided** to receive the information in the report.

## 7. COMMUNITY FACILITIES REBUILD UNIT SOCIAL HOUSING PROGRAMME STATUS UPDATE

Staff spoke to the Committee regarding the status update on the Community Facility Rebuild Unit Social Housing Programme.

The Committee **decided** to receive the information in the report.

## 8. ANCHOR PROJECTS MONTHLY UPDATE

Staff spoke to the Committee and provided an update on the Council's anchor projects.

The Committee **decided** to receive the information in the report.

## 9. COMMUNITY FACILITIES REBUILD MONTHLY UPDATE

Staff spoke to the Committee regarding the monthly status update on the Council approved priority projects being delivered by the Community Facilities Rebuild Unit.

The Committee **decided** to receive the information in the report.

## 10. HOUSING OPERATIONS MONTHLY REPORT – DECEMBER 2014

Staff spoke to the Committee regarding the monthly update on key aspects of the Council's Housing Unit operations.

The Committee **decided** to receive the information in the report.

## COUNCIL 12. 03. 2015

## COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE 10. 2. 2015

**11. SOCIAL HOUSING – FINANCIAL STATUS UPDATE - DECEMBER 2014**

Staff spoke to the Committee regarding the monthly update on Social Housing's financial position.

The Committee **decided** to receive the information in the report.

**12. HERITAGE INCENTIVE GRANTS SIX MONTHLY REPORT - JANUARY 2015**

Staff spoke to the Committee regarding the Heritage Incentive Grants Six Monthly Report for the period 1 July 2014 to 31 December 2014.

The Committee **decided** to receive the information in the Heritage Incentive Grant and Conservation Covenant six monthly summary report.

**13. COMMITTEE RESOLUTION TABLE**

The Committee noted the inclusion of the resolution table.

**PART C – DELEGATED DECISIONS****14. APOLOGIES**

The Committee **resolved** to accept apologies for lateness which were received from Deputy Mayor Buck and Councillors Lonsdale and Gough, and apologies for early departure which were received and from Councillors Gough and Jones.

**15. HERITAGE INCENTIVE GRANT APPROVAL, 12 RESERVE TERRACE, LYTTTELTON**

15.1 The Committee **resolved** to approve:

15.1.1 A Heritage Incentive Grant of up to \$21,167 for conservation and maintenance work for the notable heritage building at 12 Reserve Terrace, Lyttelton, subject to compliance with the agreed scope of works and certification of the works upon completion.

6.1.2 That payment of this grant is subject to the applicants entering a 10 year limited conservation covenant with the signed covenant having the Council seal affixed prior to registration against the property title.

**16. RESOLUTION TO EXCLUDE THE PUBLIC**

The Committee **resolved** that the resolution to exclude the public as set out on page 159 of the agenda be adopted.

The public were readmitted to the meeting at 1.06pm at which point the meeting concluded.

**CONSIDERED THIS 26<sup>TH</sup> DAY OF FEBRUARY 2015**

**MAYOR**

**DISTRICT PLAN – LISTED HERITAGE PLACE  
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE  
COMMUNITY OF THE SACRED NAME – 181 BARBADOES  
STREET, CHRISTCHURCH**



**PHOTOGRAPH : BRENDAN SMYTH, 2014**

**HISTORICAL AND SOCIAL SIGNIFICANCE**

*Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.*

The Community of the Sacred Name has high historical and social significance as the only Anglican convent in New Zealand, and for its associations with Edith Mellish (Sister Edith) who founded the order in 1893, and with Sybilla Maude (Nurse Maude) who began training with the order, and subsequently founded district nursing in New Zealand. Sister Edith, a Deaconess, was released from the Community of St Andrew in London to establish a community to respond to the needs of the colonial Church. The Community in Christchurch was founded as a teaching and nursing order, initially caring for unmarried mothers and orphans, but later as the state made provision for this, contributing to the Anglican Church through mission work in the Pacific, and the production of Communion wafers and church embroidery. When training at the convent Sybilla Maude was persuaded by Sister Edith to take up district nursing, using the Community of the Sacred Name as a base, rather than joining the order. The Nurse Maude organisation is still providing community nursing.

The Sisters of the Community of the Sacred Name are inextricably linked with the history of Christchurch Anglican School of St Michael and All Angels where they provided the teaching staff for the school for several generations through the twentieth century..

These first two stages of the convent buildings which still remain, illustrate the early development and growth of the order. The third stage of development on the site, a large, three storey, brick, neo-gothic building that was on the corner of Barbadoes and St Asaph Streets has been demolished following the Canterbury earthquakes. In 1992 a fourth stage was added to the buildings in the form of Retreat House designed by Christchurch Architect Don Donnithorne. It formed the fourth side of the quadrangular shaped garden with the main entrance to the Retreat House from Tuam Street.

### **CULTURAL AND SPIRITUAL SIGNIFICANCE**

*Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.*

The Community of the Sacred Name has high cultural and spiritual significance as the home of the only Anglican female order in New Zealand since shortly after its inception in 1893. The esteem in which the site is held has ensured that the Community has remained at the location, and the buildings comparatively little altered. The Community continues to contribute to the work of the Anglican Church. A spiritual retreat centre is also now based at the site.

### **ARCHITECTURAL AND AESTHETIC SIGNIFICANCE**

*Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.*

The 19th and early 20th century Community of the Sacred Name buildings have high architectural and aesthetic significance as a group of buildings by two prominent Christchurch architects, Benjamin and Cyril Mountfort, and for the degree of authenticity and integrity of the 19<sup>th</sup> century chapel. Mountfort trained as an architect in England under Richard Carpenter, an important member of the Gothic Revival movement. He emigrated to New Zealand in 1850 and became New Zealand's pre-eminent Gothic Revival architect. He has been credited with defining Christchurch's Gothic Revival character with a group of major buildings including the Canterbury Museum, the Provincial Council Buildings and Canterbury College (later the Arts Centre). His son Cyril became his assistant in the 1880s and took over the practice after his father's death in 1898.

The buildings demonstrate the early development of the convent with the single storey corrugated iron section from 1894 and the later two-storey weatherboard chapel from c1897. The original building now houses the wafer room, a large mission room which was extended in the late 20<sup>th</sup> century, and a self contained flat used by priests during retreats. A room off the mission room was originally the chapel and has a stained glass window which lights the alcove by the sanctuary of the present chapel.

Current research suggests that the chapel was designed by Cyril Mountfort. It is a two storey, weatherboard building lit by sash windows. It is lined with tongue and groove. There is board and batten rimu panelling in the central, original part of the chapel and the battens are terminated by Gothic arches. The upper floor contains service rooms and sleeping quarters. The chapel is notable for its stained glass windows, including lancet windows that were relocated from the original east window of St Michael's Church around the time of the chapel construction, and also three windows in the west end designed by the English Arts and Crafts artist, Veronica Whall of the Whall & Whall stained glass studio.

The third building project, on the site, known as both The Deaconess House and Community of the Sacred Name House, was designed by John Goddard Collins of the firm Collins and Harman, and dated from 1911-1912. It was demolished following the earthquakes. The fourth

major project, a single storey Retreat House with accommodation and dining facilities was designed by Christchurch architect Don Donnithorne in 1992.

### **TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE**

*Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.*

The Community of the Sacred Name has craftsmanship significance for its early colonial construction in both corrugated iron and timber, its interior timber finishes including the chapel construction and more particularly for the stained glass windows by noted British stained glass artist Veronica Whall. Veronica Whall was an English illustrator, painter and successful stained glass artist and the daughter of Christopher Whall, who was a leader of the Arts and Crafts Movement in stained glass. She was co-director with her father of the Whall & Whall stained glass studio. Her work can also be found in Nurses Memorial Chapel in Christchurch and St Anne's Church, Pleasant Valley. The Chapel also contains an altar and carvings by noted Christchurch carver Fredrick Guernsey (1868–1953). Guernsey taught at the Canterbury College School of Art and among his works in Christchurch are the Christchurch Cathedral reredos, and carvings and furnishings in the Cathedral's Chapel of St Michael and St George and the carvings for the Bridge of Remembrance in Christchurch.

### **CONTEXTUAL SIGNIFICANCE**

*Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.*

The setting of The Community of the Sacred Name consists of the immediate land parcel. The buildings sit in a garden, once enclosed by its buildings, forming an oasis in an otherwise light industrial area. The absence today of a residential community in the vicinity has deprived the Community of some of its original context. The complex has contextual significance as one of Christchurch's few remaining convent buildings which until the 2011 earthquake, was still in use for its original purpose, and as a part of Christchurch's identity-defining Anglican heritage.

### **ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE**

*Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.*

The Community of the Sacred Name buildings and their setting have archaeological significance because they are on a central city site which has the potential to provide archaeological evidence relating to past human activity on the site which occurred prior to 1900.

### **ASSESSMENT STATEMENT**

The Community of the Sacred Name buildings and their setting are of overall high significance to Christchurch, including Banks Peninsula. The site has high historical and social significance as the only Anglican convent in New Zealand, and for its associations with Edith Mellish (Sister Edith) who founded the order in 1893, and with Sybilla Maude (Nurse Maude) who began training with the order, and subsequently founded district nursing in New Zealand. The Community of the Sacred Name has high cultural and spiritual significance as the home of the only Anglican female order in New Zealand since shortly after its inception in 1893. The buildings at 181 Barbadoes Street have high architectural and aesthetic significance as a group of buildings by two prominent Christchurch architects, Benjamin and Cyril Mountfort, and for the degree of authenticity and integrity of the 19<sup>th</sup> century chapel. The

Community of the Sacred Name has craftsmanship significance for its chapel construction and more particularly for the stained glass windows by noted British stained glass artist Veronica Whall and carver Fredrick Guernsey. The complex has contextual significance as one of Christchurch's few remaining convent buildings which until the 2011 earthquake, was still in use for its original purpose, and as a part of Christchurch's identity-defining Anglican heritage.

**REFERENCES:**

Christchurch City Council, *Heritage File, Community of the Sacred Name, 181 Barbadoes Street*  
Christchurch City Council, *Christchurch City Plan – Listed Heritage Item and Setting. Heritage Assessment – Statement of Significance. Community of the Sacred Name – 181 Barbadoes Street – 2011*  
Fry, Ruth, *Community of the Sacred Name: a centennial history - 1993*

**REPORT DATED:** 30/09/2014

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

PLEASE USE IN CONJUNCTION WITH THE CCC HERITAGE FILES.

## COUNCIL 12. 03. 2015

## 21. REPORT OF THE CHAIRPERSON OF THE COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Mary Richardson	N	
<b>Civic and International Relations Manager</b>	Duncan Sandeman	N	
<b>Author:</b>	Barbara Strang	Y	9415216

## 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to inform the Council of the proposed agreements to be signed between Christchurch and Chinese cities/provinces and to recommend that the Council authorise the Mayor to sign the agreements.
- 1.2 In the International Relations Working Group's terms of reference, their purpose and functions include considering issues related to providing a point of engagement for the Council with the international community in relation to all international relation matters, and oversight of sister city programme. The Working Group was established in 2014 by the Christchurch City Council and membership consists of four representatives from Christchurch international trade, sister city, education and employment sectors and five Christchurch City Councillors.

## 2. COMMENT

At its meeting on 27 February 2015, the International Relations Working Group considered a report in relation to plans for cooperation agreements with Chinese cities, outlined below.

**Gansu**

The Christchurch – Gansu relationship celebrates its 30th anniversary in 2014. The relationship is one of a Sister City and is managed on a day to day basis by Civic and International Relations at a civic level and the Christchurch China Sister City Committee at the people to people level. Our relationship with Gansu is strong and very active.

In accordance with the 2013 International Relations Policy it is proposed that the Mayor and the Governor of Gansu will sign an agreement reaffirming our Sister City relationship when the Mayor is in Gansu in March. A copy of the agreement is attached (**Attachment 1**).

**Sichuan**

Currently Civic and International Relations and the Foreign Affairs Office of the Sichuan Provincial People's Government are undergoing negotiations to establish a strategic relationship and draft a cooperation agreement which may be signed by the Mayor and the Governor/Vice-Governor of Sichuan. At this time we are not in a position to have an agreement to sign during the Mayor's visit to Sichuan, however it is intended that the Mayor's visit will help establish the conditions for forming the relationship and lay the groundwork for a cooperation agreement to be signed later in the year. This agreement would be the subject of a separate report to the Council for consideration.

**Shenzhen**

The opportunity has arisen for Christchurch to establish a cooperative relationship with Shenzhen.

The proposed agreement with Shenzhen is attached (**Attachment 2**). The agreement follows the intent of both the 2013 International Relations Policy and the Activity Management Plan with the intention to enter into a strategic relationship with Shenzhen. The agreement is non binding and sets out for the two cities to:

- conduct economic and social exchanges and cooperation;
- pursue exchanges between leaders and agencies towards future cooperation on matters of common concern;

**COUNCIL 12. 03. 2015****21 Cont'd**

- invite each other to attend important events; and
- guide and encourage companies and business agencies to further pragmatic cooperation.

A legal opinion from Anderson Lloyd regarding the proposed cooperation agreement is attached. (**Attachment 3**). In this opinion they recommend that the full Council consider resolving to approve the Mayor authority to sign the cooperation agreement with Shenzhen.

**3. FINANCIAL IMPLICATIONS**

The financial implications of this agreement will be met within the current budget.

**4. RECOMMENDATION OF THE CHAIRPERSON OF THE INTERNATIONAL RELATIONS WORKING GROUP AND THE CHAIRPERSON OF THE COMMUNITIES HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE**

That the Council:

- 4.1 Note that the Mayor and the Governor of Gansu will sign an agreement reaffirming our Sister City relationship when the Mayor is in Gansu in March 2015.
- 4.2 Note the intention to develop a cooperative relationship with Sichuan at the same time as Shenzhen.
- 4.3 Resolve that the Mayor be authorised to sign the agreement the intention to enter into a strategic relationship with Shenzhen and note the intention behind the agreement.



**Memorandum of Understanding Renewal**  
**between**  
**Gansu Province of the People's Republic of China**  
**and the City of Christchurch of New Zealand**

1. PREAMBLE

At the invitation of Gansu Provincial People's Government, Her Worship the Honourable Lianne Dalziel, Mayor of Christchurch, led a delegation to Gansu in March 2015. During this visit, Mayor Dalziel attended the Gansu-Christchurch 30<sup>th</sup> anniversary celebration activities in Lanzhou City and met with Mr. Liu Weiping, the Governor of Gansu Province.

2. INTENT

Taking into account the existing agreements between China and New Zealand, including the Free Trade Agreement (2008) and the Comprehensive Strategic Partnership (2014), together with the already strong relations between Gansu Province and Christchurch, Governor Liu and Mayor Dalziel agreed to renew the existing Memorandum of Understanding (insert date) as follows:

- a. both sides agree to continue ongoing relations in economic and social cooperation, specifically supporting those initiatives that have already begun as well as additional relationships with a high potential for positive outcomes on both sides;
- b. both sides remain committed to current personnel training initiatives, with an intent to continue these exchanges from both sides wherever possible;
- c. both sides agree to maintain regular high-level exchange of visits, and to encourage all walks of life to take part in sister-city activities so as to promote mutual understanding and friendship;
- d. both sides will continue to support the unremitting efforts made by citizens of the Christchurch-China Sister Cities Committee and the New Zealand China Friendship Society for deepening the friendly cooperation between Gansu and Christchurch;
- e. both sides reaffirm the sister-city relationship between the Province and the City and will continue to promote friendship, cooperation and common prosperity.

This Memorandum of Understanding is written in Chinese and English with both copies of each being treated as equal. This Memorandum of Understanding will take effect upon its signing in Lanzhou City, Gansu Province on March 23, 2015.

For the Province of Gansu	For the City of Christchurch
People's Republic of China	New Zealand
Gansu Provincial People's Government	Christchurch City Council
Governor Liu Weiping	Hon. Lianne Dalziel
Governor of Gansu Province	Mayor of Christchurch



**COOPERATION AGREEMENT**

**BETWEEN THE CITY OF SHENZHEN OF THE PEOPLE'S REPUBLIC OF CHINA**

**AND**

**THE CITY OF CHRISTCHURCH OF NEW ZEALAND**

**1. PREAMBLE**

In November 2014, Mr. XU Qin, Mayor of Shenzhen, and a delegation from the Shenzhen Municipal Government paid a friendly visit to Christchurch. In April 2015, Her Worship Honourable Lianne Dalziel, Mayor of Christchurch, led a Christchurch Municipal Government delegation to visit Shenzhen. On both occasions, both Mayor XU Qin and Mayor Dalziel exchanged ideas in terms of promoting city-to-city exchanges and cooperation at their meetings.

**2. INTENT**

Taking into account the existing agreements between China and New Zealand, including the Free Trade Agreement (2008) and Comprehensive Strategic Partnership (2014), to enhance city-to-city exchanges and cooperation, and to deepen the understanding and friendship between the citizens, both Shenzhen and Christchurch (hereinafter referred to as "both sides") agree on signing this Cooperation Agreement. The intentions for further cooperation between the two cities include the following.

- a. both sides, under the principle of equality and mutual benefits, mutual trust and common development, agree to carry out economic and social exchanges and cooperation, in order to benefit both cities;
- b. both sides agree to enhance pragmatic cooperation in the following key fields: trade and economy, investment and construction, science and technology, culture, tourism, higher education, and agriculture;
- c. both sides agree to pursue exchanges between leaders and agencies towards future cooperation on matters of common concern;
- d. both sides agree to invite each other to attend important events including exhibitions, forums, meeting, and the like; and
- e. both sides agree to guide and encourage companies and business agencies to further pragmatic cooperation.

**3. IMPLEMENTATION**

The details of the exchanges and cooperation will be coordinated and followed up by the Shenzhen Municipal Foreign Affairs Office and the Civic & International Relations Department of Christchurch City Council.

This Cooperation Agreement is written in Chinese and English with both copies of each being treated as equal. This Cooperation Agreement will take effect upon its signing in Shenzhen on April 1, 2015.

For the City of Shenzhen

For the City of Christchurch

People's Republic of China

New Zealand

Shenzhen Municipal People's Government

Christchurch City Council

Mayor Xu Qin

Hon. Lianne Dalziel

**MAYOR OF SHENZHEN**

**MAYOR OF CHRISTCHURCH**



18 February 2015

**For: Ruth Fischer-Smith**

Christchurch City Council  
PO Box 73013  
CHRISTCHURCH 8154

By email - ruth.fischer-smith@ccc.govt.nz

Dear Ruth

**LEX 15385 - Co-Operation Agreement - City of Shenzhen and the City of Christchurch**

1. We have been asked to advise whether the Co-operation Agreement between the City of Shenzhen of the Peoples Republic of China and the City of Christchurch may be signed by Mayor Dalziel during her upcoming visit to China. We are advised that the agreement has been intentionally structured as a co-operation agreement, which is noted as being less formal than other similar arrangements.
2. We have reviewed the Christchurch City Council's International Relations Policy and its Register of Delegations.

**International Relations Policy**

3. The International Relations Policy sets out the various types of relationships which may be entered into, from strategic relationships to sister city relationships. The majority of these will be managed through memoranda of understanding or other contracts. The exception is the sister city relationship which is to be formalised by Council agreements, requires civic and community engagement and is to be managed in Christchurch by a voluntary community committee, supported by Council resources and re-affirmed every five years.
4. Given that the arrangement with Shenzhen is to be documented through a simple co-operation agreement, we assume that this will not need to comply with the formal sister city arrangement.
5. The International Relations Policy does not address who may sign such memoranda or contracts on behalf of the Council.

**Register of Delegations**

6. The Register of Delegations does not specifically provide for the Mayor to sign agreements such as the Co-operation Agreement. The delegations to the Mayor are both limited and specific. There are no other delegations within the Register which specifically address the ability to sign such co-operation agreements or any similar contracts. Accordingly, the fall back position noted in the Register's preface is "If a matter or issue does not fall within any of the delegations in this Register, then a decision on that matter or issue is one for the full Council."



7. We therefore suggest that entry in to the Co-operation Agreement is ratified by Council resolution and the Mayor is delegated the authority to execute the Agreement.

**Suggested Amendment to Agreement**

8. We suggest that a provision similar to the Council's standard "Council as Regulatory Body" clause is added to the Agreement. This is to acknowledge that both parties are regulatory authorities and are obliged to act as such, independent of their obligations as parties to the Co-operation Agreement. We have tracked in a suggested clause to the Agreement **attached**.
9. If you have any further queries, please do not hesitate to contact us.

Yours faithfully  
**Anderson Lloyd**



**Mike Kerr/Stephanie Brown**  
Partner/Senior Solicitor  
P: 03 335 1256  
M: 027 635 0888  
E: mike.kerr@andersonlloyd.co.nz  
P: 03 335 1216  
E: stephanie.brown@andersonlloyd.co.nz

Copy to: Emma Perry (by email)

**COUNCIL 12. 03. 2015****INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE  
5. 2. 2015**

**A meeting of the Infrastructure, Transport, and Environment Committee  
was held in Committee Room 1  
on 5 February 2015 at 8.34am**

- PRESENT:** Councillor Phil Clearwater (Chairperson)  
Councillors Pauline Cotter (Deputy Chairperson), Vicki Buck, David East and  
Tim Scandrett
- APOLOGIES:** Councillor David East for lateness.  
Councillor David East arrived at 9.09am and was absent for clauses 3, 4, 5 and  
part of 1.

The Committee reports that:

**PART B – REPORTS FOR INFORMATION****1. INFRASTRUCTURE REBUILD MONTHLY REPORT**

The Committee **received** the information in the report.

**2. REPORT BY THE CHAIRPERSON OF THE GREATER CHRISTCHURCH PUBLIC TRANSPORT  
WORKING GROUP**

The Committee **received** the information in the report.

**PART C – DELEGATED DECISIONS****3. APOLOGIES**

The Committee **resolved** to accept an apology for lateness from Councillor David East.

**4. DEPUTATIONS BY APPOINTMENT**

No deputations by appointment were heard.

**5. DECLARATION OF INTEREST**

Nil interests were declared.

**6. RESOLUTION TO BE PASSED – SUPPLEMENTARY REPORT**

The Committee **resolved** that the report be received and considered at the meeting.

**COUNCIL 12. 03. 2015****INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 5. 2. 2015****7. RESOLUTION TO EXCLUDE THE PUBLIC**

The Committee **resolved** to adopt the resolution to exclude the public and the resolution to exclude the public (continued) as set out in the open and supplementary agendas.

The meeting concluded at 10.17am.

**CONSIDERED THIS 26TH DAY OF FEBRUARY 2015**

**MAYOR**



COUNCIL 12. 03. 2015

**REGULATION AND CONSENTS COMMITTEE  
19. 02. 2015**

**A meeting of the Regulation and Consents Committee  
was held in Committee Room 1  
on 19 February 2015 at 8.39am**

**PRESENT:** Councillor Tim Scandrett (Chair)  
Councillors Ali Jones, Glenn Livingstone

**APOLOGIES:** Councillors David East, Paul Lonsdale

The Committee reports that:

**PART B - REPORTS FOR INFORMATION**

**1. DEPUTATIONS BY APPOINTMENT**

Nil.

**2. DECLARATIONS OF INTEREST**

Nil.

**4. UPDATE OF THE BUILDING CONTROL AND CITY REBUILD GROUP**

The Committee considered the January 2015 update report of the Building Control and City Rebuild Group.

**COMMITTEE RECOMMENDATION**

The Committee **decided** to note the content of this report and request the significant commercial projects be included in the commercial building consents report.

**5. MONTHLY REPORT ON RESOURCE CONSENTS**

The Committee considered the December 2014 and January 2015 reports on resource consents.

**COMMITTEE RECOMMENDATION**

The Committee **decided** to receive the Monthly Reports on Resource Consents for December 2014 and January 2015.

The meeting concluded at 10.19am.

**CONSIDERED THIS 29TH DAY OF JANUARY 2015**

**MAYOR**



**STRATEGY AND FINANCE COMMITTEE**  
**19. 02. 2015**

**A meeting of the Strategy and Finance Committee  
was held in the No. 1 Committee Room  
on 19 February 2015 at 1pm.**

**PRESENT:** The Mayor (Chair)  
Councillors Raf Manji (Deputy Chairperson), Vicki Buck, Jimmy Chen,  
Phil Clearwater, Jamie Gough, Yani Johanson and Andrew Turner

**APOLOGIES:** An apology for lateness was received and accepted from Councillor Manji who arrived at 1.20pm and was absent for clauses 1 to 3, 8 to 10, 15, 16 and part of clause 11.

An apology for early departure was received and accepted from Councillor Clearwater who departed the meeting at 1.42pm and was absent for clauses 4 to 7, 12 to 14, and 17 to 25.

The Committee reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**1. MAYORAL QUALITY REGULATION REVIEW TASKFORCE**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Michael Theelen, Chief Planning Officer.	Y	EA, Diane Campbell, 941 8281
<b>Officer responsible:</b>	Strategic Policy Unit Manager	Y	941 8812
<b>Author:</b>	Strategic Policy Unit Manager	Y	941 6430

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 The purpose of this report is to revise the terms of reference of the Mayoral Quality Regulation Review Taskforce (the Taskforce).

1.1.1 At the 2 October 2014 Council meeting the Committee structure for the current term of Council was established. The Mayoral Quality Regulation Review Taskforce was one of the subordinate decision making bodies formed under the Strategy and Finance Committee for the purpose of identifying barriers to economic growth.

1.1.2 At the same meeting it was resolved that the Council:  
*Agree that Committees develop Terms of Reference and appoint membership for their subordinate bodies*

1.1.3 At its 20 November 2014 meeting the Strategy and Finance Committee approved terms of reference for the Mayoral Quality Regulation Review Taskforce but did not appoint the membership to the Taskforce.

**2. EXECUTIVE SUMMARY**

2.1 The purposes of establishing the Taskforce are to identify barriers to economic growth through:

- A review of regulations, and
- A quality improvement process

**COUNCIL 12. 03. 2015**

**Strategy and Finance Committee 19. 02. 2015**

**1 Cont'd**

- 2.2 The Council has the ability to determine the content of some regulation (as delegated by national legislation). In other cases the regulations are determined by Central Government with the Council administering them. The Taskforce will be able to look at both the content and administration of regulation where that is within the Council's control.
- 2.3 There are some regulations that should be out of scope for the Taskforce because either the regulations are the subject of current or very recent extensive review processes or the legislation they operate under is currently being revised.
- 2.4 It is important that during the Taskforce led review of regulation that the independence of staff in the compliance and enforcement functions is maintained.
- 2.5 In ongoing discussions with elected members on this it is evident that the intention of the Taskforce is to be wider than business, and that membership need not be limited to elected members. The report seeks to amend the TOR to reflect this. In addition the scope of the Taskforce is very closely aligned to the Regulation and Consent Committee and it is further recommended that the reporting line of the Taskforce be changed so that it reports through to that Committee.

**3. COMMENT**

- 3.1 The primary focus of the Taskforce's work is to examine the Council's regulation and practices in order to identify ways to facilitate economic growth in the City. In its inquiry in to local government regulation the Productivity Commission noted that:
 

*Poor regulation creates cost pressures for businesses that affect productivity and profitability, and ultimately the economy. These include the compliance costs of meeting regulatory obligations, delays in obtaining responses from local authorities and holding costs associated with multiple regulatory requirements.*
- 3.2 The Commission's survey of business indicated that regulatory cost pressures are a concern for many businesses. Of those businesses that dealt with local government on regulations, 39 percent reported that local government regulation is a significant financial burden. A big issue for business identified in this inquiry was perceived inconsistency in the application and administration of regulatory standards within the same council.
- 3.3 Clearly the aim of the Taskforce's work is to eliminate poor or outmoded regulation and inefficient or ineffective regulatory practices to remove the types of issues the Productivity Commission noted. There is however also a need to understand why current regulation has been put in place and the likely consequences of changes to that regulation. This review will allow the reconsideration of regulation to determine whether the purported benefits are being realised and whether those benefits are outweighed by the costs to economic growth.
- 3.4 The Council has a range of roles in relation to regulation and as a result has different 'levers' to potentially use to remove unnecessary impediments to economic growth. In a number of areas regulation is created at Central Government level but administered by the Council in Christchurch e.g. Building Act. In these cases the potential to address impediments to business are in the way Council administers the regulation.
- 3.5 In other cases regulation is created by the Council itself under powers conferred on it by primary legislation. In its inquiry in to local government regulation the Productivity Commission identified 30 pieces of primary legislation that confer regulatory responsibilities on local government, with many more regulations found in secondary instruments – created by central government but administered by the local government. In these situations the Council is able to consider the content of the regulation as well as its administration as means to address impediments to economic growth.

**COUNCIL 12. 03. 2015****Strategy and Finance Committee 19. 02. 2015****1 Cont'd**

- 3.6 Many of Council's regulatory functions are prescribed by law, and or are statutory duties. The Council is both obliged to carry these out and is accountable for them. A number are directed by specific pieces of legislation (eg. Building Act, Resource Management Act) others through a general empowerment (eg. the bylaw making function of Council). In addition the Council is responsible for operationalising its responsibilities. This includes how and when it chose to enforce matters. The choice of forms or processes, how matters are escalated and resolved, all have a bearing on how regulation is experienced.
- 3.7 Council, in establishing the Working Party has identified a desire to ensure that a mechanism is put in place to enable people to raise issues about either regulations that have little apparent merit, or to suggest practical efficiencies to facilitate their better application.
- 3.8 It will be important for the Taskforce to engage positively across the community to understand the impacts of various different regulations the Council has roles in. This engagement should help identify where the regulatory improvements are that can have most significant impact on economic growth, and improve Council's efficiency. While the TOR has focussed on business improvement members of the public to also experience Council processes which may be updated, improved, or better facilitated and the Taskforce should not be closed to these opportunities.

**4. Current Programmes and Review Processes**

- 4.1 Some of the Council's regulatory processes have been under the spotlight due to their importance to the rebuild. In particular the Council's building control functions have received a huge amount of attention leading to the recent regaining of its accreditation. This has included establishing enhanced ways to seek feedback from users of the service and integrating that feedback in to process improvements.
- 4.2 In a similar but a little less intense way the Council's regulatory roles around the District Plan and resource consenting have also received close attention. The process to review the District Plan will determine the new regulations that apply. The processes and manner in which the Council administers the application for and issue of resource consent has also been closely reviewed on several occasions in recent years. Self initiated reviews were undertaken by Commissioner Ken Lawn in 2011 and by Kim Seaton in 2013. In addition in 2013 a thorough review was carried out by Ministry for the Environment. The Ministry for the Environment review included recommended areas for improvement which have been largely completed by the Council. Progress on completing the recommendations is regularly reported through monthly reports to the Regulation and Consents Committee of the Council.
- 4.3 There are also some areas of the Council's regulatory work for which the legislation has very recently been reviewed and the revised regulatory processes are only really beginning to bed in. In other cases the legislation is currently under review. These reviews are likely to have a significant impact on the type of regulation in the future and the way the Council works to administer the regulation. In particular the Sale and Supply of Alcohol Act 2012 introduced a whole new regime of regulation for alcohol licensing which is in its early stages of implementation. The Food Act is also currently under review. This will have significant impacts on the Council's work on food hygiene regulations. It is recommended that in this sort of situation the regulations sit outside the scope of the Taskforce.
- 4.4 The Council has an existing programme of bylaw reviews which acts to keep these regulations up to date and fit for purpose. The Taskforce will need to be cognisant of this programme as it considers any changes to bylaw regulations.

## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

## 1 Cont'd

4.5 The purpose of this Taskforce is not to create duplicate processes but rather to focus on providing a vehicle to identify either content, or policy that is not working and to identify possible avenues to keep policies and regulations meaningful while being effective for users and implementers alike.

4.6 While Councillors have an appropriate governance role in driving performance improvements in the Council, there are also ways that councillors can become inappropriately involved in regulatory matters. As noted by the productivity Commission:

*The governance role requires councillors to act in the interest of their city, district or region as a whole. They are required to uphold the policies, processes and standards of good governance. An expectation that councillors might advocate for an individual in a regulatory matter, such as a prosecution decision, is at odds with councillors' governance role. Communities need to be assured that in regulatory matters there will not be inappropriate political interference.*

4.7 The regulatory efficiency advantages of keeping regulatory administration and enforcement separate and removed from political interference is a well-established leading practice. It will be important that the Taskforce remains vigilant about the risk of becoming inappropriately involved regulatory compliance and enforcement processes through its work.

4.8 Accordingly the role of the Taskforce is to identify or call for possible example of suboptimal practice, to prioritise these, and to allow the organisation to identify possible improvements.

4.9 In many cases where the Taskforce identifies a need to review or change the content of a piece of regulation there will be a statutory process required to bring about that change. It is not the role of the Taskforce to take the regulation through its statutory process. Rather Taskforce recommendations, if adopted by the Regulation and Consents Committee and Council, could instigate those statutory processes to review the regulation through the appropriate committee.

4.10 Having engaged with business, worked with staff and reviewed specific regulation (content and/or administration) there are a number of broad types of recommendations the Taskforce will be able to make:

- That the content of a specific piece of regulation is reviewed with the intention of achieving benefits identified by the Taskforce through its interaction with businesses where a statutory process is required.<sup>1</sup>
- That the content of a specific piece of regulation is changed (where this can be achieved through a simple Council resolution and the appropriate level of community engagement has been carried out) with the intention of achieving benefits identified by the Taskforce through its interaction with businesses
- That staff review the administration of specific regulations with a view to achieving better operation in particular ways identified by the Taskforce through its interactions with businesses and report back to either the Taskforce or the Strategy and Finance Committee.
- That the Council reconsider the level of service in relation to the administration of specific regulations through the next Annual Plan/LTP in particular ways identified by the Taskforce through its interactions with businesses.
- That it has reviewed the content and administration of specific pieces of regulation and determined them to be appropriate and effective (so no change is required).

---

<sup>1</sup> In many cases there will be a statutory process that has to be followed to actually change the content of the regulation. The Taskforce recommendations if adopted by the Strategy and Finance Committee and Council could instigate those statutory processes to revise the regulation.

**COUNCIL 12. 03. 2015****Strategy and Finance Committee 19. 02. 2015****1 Cont'd****5. FINANCIAL IMPLICATIONS**

- 5.1 The Taskforce is intended to be a focus for discussion within the community. It does not have any decision-making power or delegated function. The organisation does not have the capacity to pro-actively review all its regulations outside of the current programme of reviews planned or underway. There is a cost element in supporting the Taskforce in its work, either in its effect to ideally non functional regulations, and in terms of providing assessment of this and recommendation to the Taskforce around future action.
- 5.2 In some cases it may be helpful in reviewing specific regulation or administration processes to seek some external advice. It can be helpful for someone independent of the organisation to provide a more objective and dispassionate assessment of how things are currently working and how they might be improved. The costs and available budgets for this will need to be considered on a case by case basis.
- 5.3 There may be occasions in which the changes to the content and/or administration of the regulation will have financial implications. These will need to be considered on a case by case basis.

**6. Governance**

- 6.1 The raw terms of reference were loosely defined and provided for the Strategy and Finance Committee to review and approve. The proposed membership was identified as Councillor Lonsdale, plus three further Councillors. In discussion with some elected members the suggestion has been made that as a Taskforce with no decision-making powers, the membership could be more relaxed and include Councillors, Community Board members and members of the public. If this is supported it is recommended that the committee recommend a change to Council and that Councillor Lonsdale be invited to appoint a Taskforce of up to 3 other members.
- 6.2 While the Council has elected to set this up as a Taskforce of the Strategy and Finance Committee there is an inherent relationship with the Regulation and Consent Committee. Council may like to consider having the Taskforce report to that Committee, or ensuring that the Regulation and Consent Committee has membership on the Taskforce.
- 6.3 Delivering these changes will require the previous resolution to be rescinded and a new Terms of Reference approved.

**7. STAFF RECOMMENDATION**

That the Council:

- 7.2 Recommend that the Council, in line with the amended Terms of Reference, approve that the Taskforce report to the Regulation and Consents Committee.
- 7.3 Recommend to the Council, in line with the amended Terms of Reference, that the membership be widened to allow for Councillors, Community Board Members and Members of the Public.
- 7.4 That Councillor Lonsdale recommend three additional members to participate in the Taskforce with him and that he forward these recommendations to the Regulation and Consents Committee for their approval.

**8. COMMITTEE CONSIDERATION**

The Committee, under delegated authority, approved the updated Terms of Reference as set out in attachment 1 of the Committee agenda.

## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

## 1 Cont'd

## 9. COMMITTEE RECOMMENDATION

It is recommended to the Council that:

- 9.1 In line with the amended Terms of Reference, approve that the Taskforce report to the Regulation and Consents Committee.
- 9.2 In line with the amended Terms of Reference, the membership be widened to allow for Councillors, Community Board Members and Members of the Public.
- 9.3 Councillor Lonsdale recommend three additional members to participate in the Taskforce with him and that he forward these recommendations to the Regulation and Consents Committee for their approval.

Clause 1 (PART C) of these minutes records the Committees decision regarding the revised Terms of Reference for the Mayoral Quality Regulation Review Taskforce.

## 2. DEVELOPMENT CONTRIBUTIONS – CENTRAL CITY REBATE SCHEME

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Chief Planning Officer		PA, Diane Campbell 941 8281
<b>Officer responsible:</b>	John Higgins, Resource Consents Unit Manager		PA Lelanie Crous 941 6272
<b>Author:</b>	John Higgins, Resource Consents Unit Manager	Y	PA Lelanie Crous 941 6272

## 1. PURPOSE OF REPORT

- 1.1 To seek direction from the Council when to confirm a rebate for development.

## 2. BACKGROUND

- 2.1 A report was presented to the Strategy and Finance Committee meeting on the 18 December 2014 (refer **Attachment 1**). The recommendations were resolved by the Council on the 29 January 2015. The resolutions read:

- 6.1 *Where a resource consent application has not been lodged or issued on or after 1 July 2013, the lodgement or issue of the building consent application where it has occurred on or after 1 July 2013 be considered the trigger for considering a development as not being retrospective.*
- 6.2 *That where a building consent was lodged or issued between 1 July 2013 and 12 December 2013, an approved resource consent which included an urban design assessment shall also satisfy the good urban design eligibility criteria.*
- 6.3 *That the June and December resolutions be replaced with the eligibility criteria set out in the document in Attachment 2 (except as required in 6.1 and 6.2 above for retrospective developments). In addition, the following requirements also apply:*
  - *The financial delegation to approve eligible rebates under the scheme be given to the Chief Financial Officer up to a maximum amount of \$500,000.00; and*
  - *That updates on the allocation of the fund is included in the Central City Quarterly Report.*



## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

## 2 Cont'd

~~6.4 That the rebate not be confirmed until construction commences in accordance with the eligibility criteria in Attachment 2.~~

6.5 That the central city rebate scheme for development contributions be extended until 5pm on 30 June 2016 or until such time the \$10 million fund is exhausted (whichever is first).

2.2 At the meeting a resolution was added which read:

**6.6 The staff bring a further report to the next Strategy and Finance Committee meeting on the options to amend the policy to allow early commitment of rebate to provide certainty to developers.**

## 3. DISCUSSION

- 3.1 The present situation is that the rebate is triggered when a consent (either building or resource) is lodged with the Council. However, it is not guaranteed until the first building inspection (pre-pour for the foundation). In the time in between, it is possible that the rebate fund is exhausted and therefore the rebate is not forthcoming.
- 3.2 As mentioned in the report that went to the Committee previously, there have been a handful of developers who have expressed a view that greater certainty would be beneficial especially in relation to lending. What is being requested is that the rebate is effectively confirmed at the lodgement of consent.
- 3.2 There are several considerations with this approach. They are set out below:
- 3.2.1 It would be changing the goalposts for people already tentatively allocated a rebate in the scheme. As the rebate scheme nears being fully allocated, those people in the scheme could potentially be trumped by others now coming in to the scheme. This raises an issue of fairness;
- 3.2.2 Once the rebate scheme is fully allocated, it could discourage newcomers as even if they progress to construction quickly and ahead of others they would not be awarded a rebate. It is possible these newcomers are discouraged and then at the expiry date the fund is not fully allocated as a number of developments have not proceeded to construction;
- 3.2.3 The rebate scheme sought to encourage developments proceeding with pace. If a development was confirmed at consent, then there is no incentive to move quicker than the end date of the scheme.
- 3.3 It is possible to address 3.2.1 above by confirming the rebate to those who are already tentatively allocated. At the date of this report, **\$9.6 million** of the \$10 million fund has been tentatively allocated. The remaining **\$400,000** could then be confirmed to eligible developments once they lodge their consent application. Encouraging new developments to proceed with pace (3.2.3 above) is becoming less of an issue now given that the rebate scheme ends in seventeen months time. There is no way of fully addressing 3.2.2 above but this situation is likely to have occurred to some extent in any case, and given the fund expires in seventeen months it is likely this would have been a rare situation.

**COUNCIL 12. 03. 2015****Strategy and Finance Committee 19. 02. 2015****2 Cont'd**

- 3.4 Consideration has also been given to whether early confirmation is more important to certain types of developments. There seems to be mixed views on whether it is more important to confirm a rebate early for larger scale developments, with feedback indicating it is more important for smaller developments as the rebate is more significant in the financial model. No doubt it is an arguable point as developers are likely to be in different financial situations. Another consideration is that larger scale developments provide more of an impact with respect to increasing residential living in the central city. It could therefore be argued that these developments be targeted. There are also urban design benefits associated with larger developments where there is greater opportunity to design comprehensive and integrated developments. Defining a larger development is slightly arbitrary, but 40 or more residential units is considered to be a larger scale development.
- 3.5 It is not ideal to change the scheme in this way at this point because the scheme has been in place for some time now. There are a number of developments in preparation that could be eligible for a rebate at this point in the scheme. Confirming rebates at the consenting stage could mean that some of these developments are potentially superseded by developments that are lodged for consent from now on. This becomes more significant as the fund approaches the \$10 million mark. Also, confirming the rebate early may result in developments not rushing to construction as they could potentially hold off to the end date of the scheme whereas the status quo could encourage earlier construction.
- 3.6 If the Committee supported an earlier confirmation of the rebate, it is considered it would be fairer to confirm rebates for all those in the scheme now. This means the developments effectively becomes a priority list with those who lodged consent at the start of the scheme at the top. When the \$10 million becomes exhausted, no others will be guaranteed a rebate. Those developments will only be eligible for a rebate if they proceed with construction before the end date of the scheme and other developments within the fund allocation do not commence with construction and therefore the fund is reallocated. It is also considered that if earlier confirmation of the rebate is supported the early confirmation be targeted to more significant developments for the reasons outlined above.

**4. FINANCIAL IMPLICATIONS**

- 4.1 There are no financial implications as this report is in relation to the administration of the scheme. It does not impact on the \$10 million already put aside for the scheme.

**5. CONCLUSION**

- 5.1 Providing a level of earlier approach of a rebate has pros and cons. While it can assist in getting a project approved, there are considerable equity issues for different developers depending on when they submit proposals, gain approvals, and develop. This is increasingly so as the fund runs close to its completion. In the past the Council has also been able to deal with pre-commitments on a case by case basis when these have been critical to a development, and this can continue.

**6. STAFF AND COMMITTEE RECOMMENDATION**

- 6.1 It is recommended to the Council:
- 6.1.1 That the current policy of triggering access to the rebate scheme, at the lodgement of consent, and confirmation of the rebate at the first building inspection is confirmed;
- 6.1.2 That should the Central City Residential Rebate Scheme be extended through the process of additional funds in the future that this aspect be reviewed at that time;

**COUNCIL 12. 03. 2015**

**Strategy and Finance Committee 19. 02. 2015**

**6 Cont'd**

6.1.3 That it note its continued ability to make early commitments from the fund to individual development on a case by case basis.

(Note: Councillor Johanson requested that his vote against 6.1.2 above be recorded.)

**3. RESIGNATION AND APPOINTMENT OF DIRECTORS FOR TUAM LIMITED, CCC ONE LIMITED AND ELLERSLIE INTERNATIONAL FLOWER SHOW LIMITED**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Chief Financial Officer		
<b>Officer responsible:</b>	Corporate Finance Manager		
<b>Author:</b>	External Reporting and Governance Manager	Y	Patricia Christie 941-8113

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 The purpose of this report is to recommend to the Council that it change the current directors on three Council Controlled Organisations (CCOs).

**2. EXECUTIVE SUMMARY**

2.1 CCC One Limited and Ellerslie International Flower Show Limited are non-operating shelf companies which are required to have at least one director.

2.2 Tuam Limited was a property investment company. Its property investments were sold to the CCDU. It has an insurance claim on its property which is still being negotiated. Tuam Limited's constitution requires a minimum of two directors.

2.3 The Council on 27 June 2013 appointed Diane Brandish, the Corporate Finance Manager, as director of Tuam Limited, CCC One Limited and Ellerslie International Flower Show Limited due to the resignation of the General Manager Corporate Services.

2.4 The Council on 25 July 2013 appointed the Acting Chief Executive Jane Parfitt as a director of Tuam Limited as it was left with one director following the resignation of two directors.

2.5 Now that the new executive leadership team is in place it is an appropriate time to change the directors on these CCOs.

2.6 It is recommended that the Chief Financial Officer and Chief Executive be appointed as directors for all three CCOs replacing the current directors. It is noted that the process to make these appointments is a departure from the Council's policy on the Appointment and Remuneration of Directors. Given the limited activities of these three companies and that Tuam Limited's long-term future is subject to review, it is considered appropriate to depart from the policy.

**3. COMMENT**

Legal Considerations

3.1 Section 10(d) of the Companies Act 1993 requires all companies to have one or more directors. Tuam Limited's constitution requires it to have a minimum of two directors unless the shareholder determines otherwise. CCC One Limited and Ellerslie International Flower Show Limited do not have company constitutions and therefore require a minimum of one director.

**COUNCIL 12. 03. 2015****Strategy and Finance Committee 19. 02. 2015****3 Cont'd**

- 3.2 Council's policy on the appointment of directors requires a prescribed process to be adopted. The policy gives Christchurch City Holdings Limited (CCHL) the responsibility of monitoring and recommending the appointment of new directors in respect of council controlled trading organisations, such as Tuam Limited. Once the CCHL governance committee has decided on a preferred candidate it will report to the board for that decision to be ratified and the board will then make a recommendation to the Council for it to consider. CCC One Limited and Ellerslie International Flower Show Limited are non-operating CCOs and the policy indicates that recommendations of suitable candidates should be made to the appropriate committee so it can make a recommendation to Council.
- 3.3 The appointment of the Chief Executive Officer and Chief Financial Officer as directors of these Companies does not comply with the policy.
- 3.4 The Council may depart from its own policy provided it recognises the departure and resolves to depart from it. Section 80 of the LGA 2002 provides that the Council may depart from its policy where it:
- 3.4.1 identifies the inconsistency with the policy; and
- 3.4.2 notes the reasons for the inconsistency; and
- 3.4.3 records any intention to amend the policy or plan to accommodate the decision.
- 3.5 It is considered appropriate for Council to depart from the policy for the Appointment and Remuneration of Directors in this instance for the following reasons:
- 3.5.1 CCC One Limited and Ellerslie International Flower Show Limited are non-operating shelf companies and hence it is appropriate for two executive leadership team members to act as directors. This is consistent with the Council's other non-operating shelf companies.
- 3.5.2 Tuam Limited is currently non-trading while its insurance claim is negotiated and settled. Tuam signalled in its 2014/15 Statement of Intent that it will need to review its long-term objectives in conjunction with the Council (its shareholder) on receipt of its insurance monies. Such a review will decide whether the company is retained for investment purposes or is wound up, and will also review the composition of the board. It is therefore, considered appropriate to appoint the Chief Executive and Chief Financial Officer as directors.

**4. FINANCIAL IMPLICATIONS**

- 4.1 None.

**5. STAFF AND COMMITTEE RECOMMENDATION**

It is recommended that:

- 5.1 The Council note that:

- 5.1.1 Section 10(d) of the Companies Act 1993 requires all companies to have the number of directors prescribed in its constitution or where there is no constitution at least one director.

**COUNCIL 12. 03. 2015**

**Strategy and Finance Committee 19. 02. 2015**

**3. Cont'd**

5.1.2 The Council's policy for the Appointment and Remuneration of Directors prescribes a process for the selection and appointment of directors. Given the activities currently undertaken by Tuam Limited, CCC One Limited and Eilerslie International Flower Show Limited, compliance with the policy is inappropriate. It is proposed that for efficiency purposes that the Council departs from the policy.

5.1.3 That the appointment of the Chief Executive Officer and Chief Financial Officer is consistent with other non-operating companies owned by Council, and for Tuam Limited reflects the low level of activity currently undertaken and board composition would be reviewed once the long term strategy for the company is determined.

5.1.3 It is not intended to alter the policy for the Appointment and Remuneration of Directors at this time.

5.2 For the reasons outlined in 3.5 and 5.1 above the Council appoint Dr Karleen Edwards and Peter Gudsell as directors of the following companies with immediate effect:

5.2.1 Tuam Limited;

5.2.2 CCC One Limited; and

5.2.3 Eilerslie International Flower Show Limited.

5.3 The Council seek the resignation of the current directors of the following companies with immediate effect:

5.3.1 Tuam Limited;

5.3.2 CCC One Limited; and

5.3.3 Eilerslie International Flower Show Limited.

**4. CORPORATE FINANCE REPORT FOR PERIOD ENDING 31 DECEMBER 2014**

		Contact	Contact Details
<b>General Manager responsible:</b>	Chief Financial Officer		
<b>Officer responsible:</b>	Corporate Finance Manager		
<b>Author:</b>	External Reporting and Governance Manager Funds & Financial Policy Manager	Y	Patricia Christie 941 8113

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 This report is a routine quarterly report, providing Councillors with updated Treasury and Debtors' information for the quarter ended 31 December 2014.

**2. EXECUTIVE SUMMARY**

**2.1 Treasury**

2.1.1 Key treasury risk positions and policy limits are set out in **Attachment 1**. All measures are within acceptable limits.

## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

## 4 Cont'd

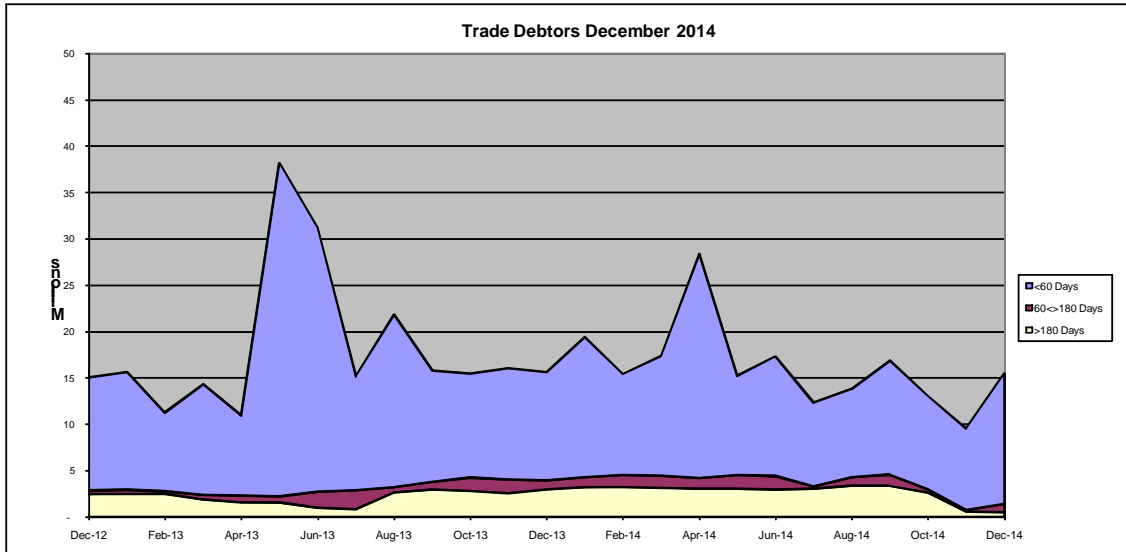
- 2.1.2 Council's Net Debt stands at \$791 million, a year-to-date increase of \$131 million. Key movements over the year-to-date include:
- \$282 million of new term borrowing,
  - \$97 million of new on-lending to CCHL (under "back-to-back" arrangements approved at the 27 June 2013 Council), and
  - \$52 million of increased cash holdings (to pre-fund up-coming debt maturities).
- 2.1.3 All new borrowing has been for maturities in excess of five years, to minimise future funding risk (ie. to ensure that we do not have large amounts of debt maturing at a time when we are still looking to increase overall debt levels).
- 2.1.4 An acceptable level of interest rate hedging has been established, although there is significant uncertainty about the future level of debt to be hedged.

## 2.2 Debtors

- 2.2.1 The debtors' balance stood at \$15.5 million at 31 December 2014, \$1.37 million lower than reported at September 2014. General Debtors and Building Consents debtors have increased by \$2.1 million to \$7.8 million and \$1.90 million to \$5.39 million, respectively while Resource Management Consents debtors have decreased by \$5.4 million to \$1.7 million. The significant debtors within the General Debtors balance of \$7.8 million include Stronger Christchurch Infrastructure Rebuild Team (SCIRT), Vbase, New Zealand Transport Authority (NZTA), Canterbury Earthquake Recovery Authority (CERA), Canterbury Regional Council and Highfield Park. The other categories are largely unchanged.
- 2.2.2 Overdue debtors (older than 92 days), have decreased \$3.15 million to \$1.4 million (9.06 percent of total debtors compared to 27.03 percent reported at 30 September 2014). The most significant decrease relates to Resource Management Consent debtors for which \$2.571 million of overdue debtors were either settled or renegotiated under new terms. This is covered in more detail in the Overdue Debtors' report.
- 2.2.3 Debts of \$151,396 have been written-off year to date, compared to \$81,329 at the same time last year. The significant increase is due to increases in write offs for libraries, street poles, recreation and sport and regulatory. The increase in sundry write offs includes one debt for \$8,966 related to the recovery of costs for a roading repair where a contractor had caused damage to the road. The increase in regulatory write offs includes a claim for land use charges for \$8,959 which, due to the customer going into liquidation, resulted in the write off. Further details are provided in **Attachment 2**. The main reason for the write-off in residential rents is that debtors cannot be located or if rent supplements were increased later than the rent was increased. The library debt written off comprises a large number of relatively small amounts where debtors cannot be located and/or the individual debt is considered to be uneconomical to collect.

**COUNCIL 12. 03. 2015**  
**Strategy and Finance Committee 19. 02. 2015**

**4 Cont'd**



**3. FINANCIAL IMPLICATIONS**

3.1 There are no financial implications other than those stated above.

**4. STAFF AND COMMITTEE RECOMMENDATION**

4.1 It is recommended that the Council receive this report.

**5. EARTHQUAKE CLAIMS UPDATE AS AT 31 DECEMBER 2014**

		Contact	Contact Details
<b>General Manager responsible:</b>	Chief Financial Officer		
<b>Officer responsible:</b>	Corporate Finance Manager		
<b>Author:</b>	Earthquake Claims Manager	Y	Adrian Seagar DDI: 941 6345

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 This report is a regular quarterly update on insurance matters relating to the earthquakes. It provides details of the status of these matters as at 31 December 2014.

**2. EXECUTIVE SUMMARY**

2.1 Attached are appendices with brief notes of explanation for:

2.1.1 Recoveries summary status as at 31 December 2014 (**Appendix 1**) – provides information on costs incurred and recoveries accrued and received.

2.1.2 Main Claim Head progress summary as at 31 December 2014 (**Appendix 2**) – provides a brief summary of the current insurance status for each claim head and the actions planned for the next three months.

2.1.3 Insurance update and progress on anchor projects as at 31 December 2014 (**Appendix 3**) – provides the project and insurance status and payment on claims' details for each of the major facilities.

## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

## 5 Cont'd

- 2.1.4 Earthquake claim progress summary as at 31 December 2014 (**Appendix 4**) – provides financial information for each of the main claim heads, including major facilities.
- 2.1.5 Building and Infrastructure Improvement Allowance balance as at 31 December 2014 (**Appendix 5**) – provides details of allocations made from the allowance and the current balance available.
- 2.2 Significant progress has been made in lodging claims, and it is planned that all claims will be finalised during the next quarter.

## 3. COMMENT

## 3.1 Claim Status

- 3.1.1 Claims for all Council's damaged assets have been lodged, with a total value at 31 December 2014 of \$909 million. Work continues to progress on providing all supporting information required to finalise these claims.
- 3.1.2 The Crown – CERA paid SCIRT \$40.7 million during the quarter for their estimated share of rebuild work.
- 3.1.3 Insurance claims – details of the status of each main claim head are outlined in Appendix 2. Councillors on the Insurance Sub Committee have been briefed on the reinsurance issues that are being worked through. Appendix 4 outlines financial information for each main claim head.

## 3.2 Building/Infrastructure Improvement Allowance Borrowing

- 3.2.1 Details of movements in the allowance since last reported are as follows:

	Meeting Date	\$
Balance available for allocation per September 2014 Report		\$3,050,682
Less Council allocations:		
Botanic Gardens Tea Kiosk	31/07/2014	110,000
Reversal of Betterment on SCIRT job not required	N/A	-80,000
Underwrite Music Centre insurance receivable	15/12/2014	800,000
<b>Balance available to be allocated as at 31 December 2014</b>		<b>2,220,682</b>

- 3.2.2 There are a number of projects that are being funded from the allowance ahead of insurance settlements. The insurance estimates at the time of Council funding approvals were \$3.97 million, excluding the tranche 1 work approved in September. Any insurance proceeds for these projects will be credited to the allowance as funds are received. There is also \$0.985 million allocated as pitch underwrites which will be credited to the allowance once recoveries are received, along with any loan repayment from the Christchurch Stadium Trust.
- 3.2.3 A full list of allocations made from the allowance is attached to this report as Appendix 5.



## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

## 5 Cont'd

## 4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications from this report.

## 5. STAFF AND COMMITTEE RECOMMENDATION

5.1 It is recommended that the Council receive the report.

## 6. REVIEW OF COUNCIL'S TREASURY RISK MANAGEMENT POLICY

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Chief Financial Officer	N	
<b>Officer responsible:</b>	Corporate Finance Manager Corporate Finance	Y	Diane Brandish, x8454
<b>Author:</b>	Funds & Financial Policy Manager Corporate Finance	N	

## 1. PURPOSE AND ORIGIN OF REPORT

1.1 This purpose of this paper is to:

- present a draft Treasury Risk Management Policy, supported by PricewaterhouseCoopers (PwC), Council's External Treasury Advisor;
- highlight material differences to the existing policies published in the 2013-16 Three Year Plan; and
- request Council approval for the revised policy (as contained in the **appendix**).

## 2. EXECUTIVE SUMMARY

2.1 The Council is required to maintain an investment policy and a liability management policy under section 102(2) of the Local Government Act 2002. These policies must be reviewed periodically, although such review does not require public consultation through the Long-Term or Annual Planning processes.

2.2 The current policies were approved and published as part of the 2013-16 Three Year Plan. The proposed new policy (draft appended) is in the form of a single Treasury Risk Management Policy (ie. combining both investment and liability management, consistent with normal corporate treasury practice), and was prepared with the support of PwC.

2.3 It is not intended to publish this policy as part of the 2015-25 Long-Term Plan, although key risk limits will be made available on the council's public website. However, only five substantive changes are proposed, as follows:

## 2.3.1 Interest Rate Risk Control Limits (section 6.1 of the appendix)

- This section controls *net* interest rate exposure – ie. external borrowings plus financial investments. This is considered preferable to the independent management of liabilities and investments under existing policies, and reflects actual council practice.
- Separate Risk Limits are expressed for each year, as a percentage of the net debt projected for that year. This approach enables risk to be adequately controlled irrespective of changes in debt levels from year to year, and is consistent with actual council practice. Interest rate risk limits under the existing policy was suspended by the Council in June 2013, as they were not workable in a rising debt environment.

**COUNCIL 12. 03. 2015****Strategy and Finance Committee 19. 02. 2015****6 Cont'd****2.3.2 Liquidity / Funding Risk Control Limits (section 6.2 of the appendix)**

- The table continues to require a minimum of 30 percent of current borrowings to mature within the next five years (as under the existing policy). However, there is a slight change within those five years – a minimum of 15 percent must mature within three years, and a further 15 percent between years three to five (respectively, 10 percent and 20 percent under the existing policy).
- This change is suggested by PwC as being more in line with current market practice for corporate treasury policies.

**2.3.3 Control of Options (final bullet point of section 6.3 of the Appendix)**

- The purpose of this point is to ensure that interest rate option products are only included as hedging if they are sufficiently close to current market rates to provide a reasonable level of protection against interest rate rises – specifically, an option must provide protection which is within two percent of the relevant current market interest rate.
- Existing policy only includes options which are within one percent of the relevant current market interest rate. The increase of this tolerance to two percent is suggested by PwC as being more appropriate for current market conditions.

**2.3.4 Counterparty Credit Risk (section 6.3 of the appendix)**

- In the table, control of credit exposure to banks has been made variable, depending on the bank's credit rating, consistent with PwC's view of good market practice for corporate treasury policies:
  - Investment limits vary from \$150 million for AA-rated banks to \$50 million for BBB+-rated banks (currently \$100 million for all banks rated BBB+ or better).
  - Risk management instrument limits vary from \$200 million for AA-rated banks to \$150 million for A-rated banks (currently \$200 million for all banks rated BBB+ or better).
- The calculation of credit risk for interest rate risk management instruments (under the table) has been adjusted to reflect the calculation methodology approved at the December 2014 Council meeting.

**3. FINANCIAL IMPLICATIONS**

3.1 Nil.

**4. STAFF AND COMMITTEE RECOMMENDATION**

It is recommended that the Council:

- 4.1 Approve the draft Treasury Risk Management Policy,
- 4.2 Note that this policy represents a combination of the investment and liability risk management policies required by section 102(2) of the Local Government Act 2002, and
- 4.3 Note that this Policy is not required to be published with the 2015-25 Long Term Plan, but that key risk limits will be made available on the Council's public website.

## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

## 7. PERFORMANCE REPORT FOR THE SIX MONTHS TO 31 DECEMBER 2014

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Chief Financial Officer		
<b>Officer responsible:</b>	Corporate Finance Manager Corporate Performance Manager	Y	Diane Brandish, 941 8454
<b>Author:</b>	Planning and Reporting Manager		

## 1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report provides an update on service delivery, financial, and capital works programme performance results for the three months to 31 December 2014. The budgets and targets in this paper are based on those approved by the Council in the 2014-15 Annual Plan.
- 1.2 The report includes an updated overview on the financial impact of the earthquake response and recovery as at 31 December 2014.
- 1.3 This report is provided for information purposes only.
- 1.4 Attached are appendices showing summaries of:
- Levels of Service graph as at 31 December 2014 (**Appendix 1**)
  - Levels of Service that failed to meet targets as at 31 December 2014 (**Appendix 1a**)
  - Financial performance as at 31 December 2014 (**Appendix 2**)
  - Significant capital projects (>\$250,000) as at 31 December 2014 (**Appendix 3**)
  - Housing Development fund and Christchurch Earthquake Mayoral Relief fund as at 31 December 2014 (**Appendix 4**).

## 2. EXECUTIVE SUMMARY

- 2.1 Year to date operational spend remains within budget, although an overspend is forecast primarily due to unbudgeted extra costs relating to the District Plan review. Operational revenue is forecast to be over budget, resulting in a forecast cash operating surplus of \$5.6 million.
- 2.2 The forecast under delivery of the rebuild programme remains a significant issue, with over \$450 million forecast to be carried forward. This has been incorporated into the proposed draft LTP.

## 3. LEVELS OF SERVICE

- 3.1 The most recent data on Levels of Service (31 December), shows 89.6 percent of Levels of Service on target (see Appendix 1). This result is likely to drop back to approximately 85 percent by year end, if trends of recent years are a guide.
- 3.2 Appendix 1a lists those Levels of Service where Council's target will not be achieved, or are compromised and require intervention.
- 3.3 Performance targets in bold are those published to the community. They are intended to provide transparency to ratepayers about what each service delivers (quantity, quality and compliance with legislation). Non-bold measures are oriented at management of the service i.e. unit cost, efficiency, etc.

## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

## 7 Cont'd

## 4. FINANCIAL PERFORMANCE SUMMARY

(\$m)	Year to Date Results			Forecast Year End Results			After Carry Forwards	
	Actual	Plan	Variance	Forecast	Plan	Variance	Carry Fwd	Result
<b><u>Council Activities</u></b>								
Expenditure	231.8	238.6	-6.8	479.5	472.2	7.2	1.0	8.2
Revenues and Funding	226.9	219.2	-7.7	-468.8	-455.0	-13.8	-	-13.8
Borrowing required	16.2	19.4	-3.2	17.1	17.1	-0.0	-	-0.0
<b>Ratepayer cash operating shortfall (surplus)</b>	<b>-11.3</b>	<b>-0.0</b>	<b>-11.3</b>	<b>-6.4</b>	<b>0.1</b>	<b>-6.6</b>	<b>1.0</b>	<b>-5.6</b>
<b><u>Capital Programme</u></b>								
Expenditure	51.7	113.3	-61.6	210.7	216.9	-6.1	-	-6.1
Revenues and Funding	-49.2	-48.0	-1.2	-107.1	-104.8	-2.3	-	-2.3
<b>Borrowing required</b>	<b>2.4</b>	<b>65.3</b>	<b>-62.8</b>	<b>103.6</b>	<b>112.0</b>	<b>-8.5</b>	<b>-</b>	<b>-8.5</b>
<b><u>Earthquake Rebuild</u></b>								
Expenditure	238.0	311.6	-73.6	650.6	1126.4	-475.8	454.6	-21.1
Recoveries and Funding	146.4	314.6	168.2	-441.9	-739.5	297.6	-293.8	3.8
<b>Borrowing required</b>	<b>91.6</b>	<b>-3.0</b>	<b>94.6</b>	<b>208.7</b>	<b>386.9</b>	<b>-178.2</b>	<b>160.8</b>	<b>-17.4</b>
<b><u>Earthquake Response</u></b>								
Expenditure	21.8	44.0	-22.2	83.3	93.1	-9.8	9.3	-0.6
Recoveries and Funding	-10.2	-19.4	9.2	-29.6	-36.5	6.9	-6.5	0.4
<b>Borrowing required</b>	<b>11.7</b>	<b>24.6</b>	<b>-13.0</b>	<b>53.7</b>	<b>56.6</b>	<b>-2.9</b>	<b>2.7</b>	<b>-0.2</b>
<b>Total New Borrowing Required</b>	<b>121.9</b>	<b>106.3</b>	<b>15.6</b>	<b>383.1</b>	<b>572.6</b>	<b>-189.5</b>	<b>163.6</b>	<b>-26.0</b>

- 4.1 Key commentary on the four reported areas is given below. This is followed by a section for each area giving further details. A view of the Council's financial results by activity is provided in Appendix 2.
- 4.2 At the end of the first half the Council Activities are reporting a cash operating surplus of \$11.3 million. This is mainly due to timing of the payment of grants. The forecast \$5.6 million surplus is mainly due to higher rates income and interest revenue. Clause 5 provides details.
- 4.3 Capital programme expenditure is \$62.8 million below budget year to date due to the timing of project delivery, and is forecast to be \$8.6 million below budget. The forecast under spend is due to the capital governance pool not being utilised along with savings on fleet and plant purchases. Revenues year to date are higher than budget due to increased development contribution receipts, but forecast revenues have been impacted by recent amendments to the Local Government Act which exclude facilities from development contributions (DC) calculations. Clause 6 provides details.
- 4.4 Earthquake rebuild expenditure is forecast to be significantly under budget mainly due to project delays and uncertainty around funding. The under spend is also driving the lower recoveries and funding. Borrowing is forecast to be \$3.5 million higher than budget. The variances are all timing differences and expected to be carried forward. Clause 7 provides details.
- 4.5 Earthquake response borrowing is forecast to be \$0.2 million below budget. Council resolved to advance funding from the facilities and infrastructure improvement allowance to fast-track the repair and rebuild of priority community facility and heritage buildings ahead of insurance settlements. Clause 8 provides further details.

## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

## 7 Cont'd

- 4.6 Overall forecast borrowing requirements are \$26 million less than planned mainly due to delayed earthquake rebuild works.

## 5. COUNCIL ACTIVITIES

\$m	Year to Date Results			Forecast Year End Results			After Carry Forwards	
	Actual	Plan	Var	Forecast	Plan	Var	Net C/F	Result
Personnel costs	83.6	84.4	-0.8	168.9	167.7	1.1	-	1.1
Less recharged to capital	-16.2	-15.4	-0.8	-31.7	-30.6	-1.1	-	-1.1
Grants and levies	22.0	28.4	-6.4	44.3	46.1	-1.8	-	-1.8
Operating costs	75.1	76.2	-1.1	161.6	152.3	9.2	1.0	10.2
Maintenance costs	40.4	36.9	3.4	78.3	76.1	2.2	-	2.2
Debt servicing	26.9	28.1	-1.2	58.0	60.5	-2.5	-	-2.5
<b>Expenditure</b>	<b>231.8</b>	<b>238.6</b>	<b>-6.8</b>	<b>479.5</b>	<b>472.2</b>	<b>7.2</b>	<b>1.0</b>	<b>8.2</b>
Operating revenue	-69.1	-65.8	-3.3	-139.9	-135.0	-4.9	-	-4.9
Interest and dividends	-37.2	-33.6	-3.7	-82.7	-77.7	-5.1	-	-5.1
Rates income	-178.8	-177.7	-1.0	-359.7	-355.5	-4.2	-	-4.2
<b>Revenue</b>	<b>-285.1</b>	<b>-277.1</b>	<b>-8.0</b>	<b>-582.3</b>	<b>-568.2</b>	<b>-14.2</b>	<b>-</b>	<b>-14.2</b>
<b>Net Cost</b>	<b>-53.3</b>	<b>-38.5</b>	<b>-14.8</b>	<b>-102.9</b>	<b>-95.9</b>	<b>-6.9</b>	<b>1.0</b>	<b>-5.9</b>
<b>Less unavailable funds:</b>								
Special Funds	-1.8	-2.2	0.3	-5.7	-6.1	0.4	-	0.4
Rates to EQ / capex / debt	60.1	60.1	-	119.3	119.3	-	-	-
<b>Available Funding Sources</b>	<b>58.2</b>	<b>57.9</b>	<b>0.3</b>	<b>113.5</b>	<b>113.2</b>	<b>0.4</b>	<b>-</b>	<b>0.4</b>
<b>Borrowing required</b>	<b>4.9</b>	<b>19.4</b>	<b>-14.5</b>	<b>10.7</b>	<b>17.2</b>	<b>-6.6</b>	<b>1.0</b>	<b>-5.6</b>
Borrowing for EQ deficit and capital grants	16.2	19.4	-3.2	17.1	17.1	-	-	-
Cash operating shortfall	-11.3	-	-11.3	-6.4	0.1	-6.6	1.0	-5.6

- 5.1 Operating expenditure for Council activities is \$7 million lower than budget year to date mainly due to timing of grants payments. The forecast overspend of \$8 million is due to unbudgeted District Plan Review hearing costs of \$6.4 million (partially offset by CERA contribution of \$2.5 million). A management decision that more FTE are required to gain IANZ accreditation than initially flagged (\$1.6 million) and unbudgeted change management costs (\$1.5 million) are also contributing as are other smaller overspends in Transport and City Streets and City Water and Waste. The forecast overspend is also partially offset by lower debt servicing costs due to reduced borrowing and lower earthquake rate remissions due to CERA purchases of s124 properties.
- 5.2 Revenue for Council activities is \$8 million higher than budget year to date mainly because of; higher rates income (\$1 million), interest revenue (\$2.4 million), Transwaste dividend (\$1.3 million), Burwood landfill dumping fees (\$1.3 million). The forecast over spend is due to the above reasons and also the CERA contribution towards District Plan Review.
- 5.3 The net cost of individual activities is shown in Appendix 2.

## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

## 7 Cont'd

## 6. CAPITAL PROGRAMME

\$m	Year to Date Results			Forecast Year End Results			After Carry Forwards	
	Actual	Plan	Var	Forecast	Plan	Var	C/F	Result
Three Waters	18.6	59.7	-41.1	84.7	105.5	-20.9	19.1	-1.8
Roads and Footpaths	13.2	17.9	-4.7	60.1	71.8	-11.7	11.2	-0.5
Parks	3.8	7.9	-4.1	13.5	13.5	-0.0	0.4	0.4
Strategic Land	-1.3	-	-1.3	16.4	16.4	-0.0	-	-0.0
Other	17.4	27.7	-10.3	52.0	59.8	-7.8	3.6	-4.2
Less Planned Carry Forwards not identified	-	0.2	-0.2	-15.9	-50.2	34.4	-34.2	0.1
<b>Expenditure</b>	<b>51.7</b>	<b>113.3</b>	<b>-61.6</b>	<b>210.7</b>	<b>216.9</b>	<b>-6.1</b>	<b>-</b>	<b>-6.1</b>
Cash DCs	-14.5	-6.9	-7.6	-17.0	-13.8	-3.2	-	-3.2
NZTA Capital Subsidy	-3.2	-7.5	4.3	-15.6	-17.9	2.4	-	2.4
Capital Grants/Revenue	-0.4	-0.2	-0.2	-0.6	-0.2	-0.4	-	-0.4
Water Connection Fees	-1.0	-0.4	-0.7	-1.3	-0.8	-0.6	-	-0.6
Misc Capital Revenues	-0.1	-0.0	-0.1	-0.1	-0.0	-0.1	-	-0.1
Asset Sales	-0.4	-	-0.4	-7.2	-6.8	-0.4	-	-0.4
<b>Capital Revenues</b>	<b>-19.6</b>	<b>-14.9</b>	<b>-4.7</b>	<b>-41.7</b>	<b>-39.4</b>	<b>-2.3</b>	<b>-</b>	<b>-2.3</b>
<b>Net Cost</b>	<b>32.1</b>	<b>98.4</b>	<b>-66.4</b>	<b>169.1</b>	<b>177.5</b>	<b>-8.4</b>	<b>-</b>	<b>-8.4</b>
Rates (Renewals / Landfill / Tsfrs)	-31.0	-31.0	-	-61.1	-61.1	-	-	-
Special Funds	1.4	-2.2	3.5	-4.3	-4.3	-0.0	-	-0.0
<b>Available Funding Sources</b>	<b>-29.6</b>	<b>-33.1</b>	<b>3.5</b>	<b>-65.5</b>	<b>-65.4</b>	<b>-0.0</b>	<b>-</b>	<b>-0.0</b>
<b>Borrowing Required</b>	<b>2.4</b>	<b>65.3</b>	<b>-62.8</b>	<b>103.6</b>	<b>112.0</b>	<b>-8.5</b>	<b>-</b>	<b>-8.5</b>

- 6.1 Capital Programme expenditure is \$61.6 million below budget year to date mainly due to timing of roading, wastewater, water supply and stormwater projects. The forecast under spend mainly relates to \$2.4 million under spend in the capital governance group pool contingency, savings on fleet and plant asset purchases (\$1.7 million). Savings on the following Three Waters projects are also contributing; clarified channels cross connection for EQ resilience (\$0.7 million), Northern relief Grassmere project (\$0.5 million) and Blighs pump station renewals (\$0.4 million).
- 6.2 Group of Activity level variance commentary is shown in Appendix 2.
- 6.3 Financial results of significant (>\$250,000) capital projects are shown in Appendix 3.
- 6.4 Development contributions are higher than budget year to date and are forecast to remain so based on actual year receipts.
- 6.5 NZTA subsidy is \$1.5 million lower than budget year to date and forecast due to a combination of SCIRT indicating lower spend on roading and payment in advance for projects which will now not proceed and will need to be refunded.
- 6.6 Borrowing for the Capital Programme is forecast to be \$8 million less than budget mainly due to the savings mentions above.

## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

## 7 Cont'd

## 7. EARTHQUAKE REBUILD

\$m	Year to Date Results			Forecast Year End Results			After Carry Forwards	
	Actual	Plan	Var	Forecast	Plan	Var	Net C/F	Result
Infrastructure - SCIRT	210.0	232.5	-22.5	442.0	523.6	-81.5	81.5	-
Infrastructure - Non SCIRT	10.3	27.6	-17.3	45.8	249.6	-203.8	198.5	-5.3
Transitional / Recovery Projects	2.5	1.5	1.0	37.1	61.1	-24.0	23.7	-0.3
Facilities Rebuild	15.2	49.9	-34.7	109.4	250.0	-140.6	125.0	-15.6
Unallocated Budget	0.1	0.2	-0.1	16.2	42.2	-26.0	26.0	-
<b>Expenditure</b>	<b>238.0</b>	<b>311.6</b>	<b>-73.6</b>	<b>650.6</b>	<b>1126.4</b>	<b>-475.8</b>	<b>454.6</b>	<b>-21.1</b>
CERA Recoveries	-89.5	-146.9	57.4	-197.3	-271.3	74.0	-60.7	13.2
NZTA Recoveries	-33.4	-3.4	-30.0	-82.7	-191.9	109.2	-110.2	-0.9
Insurance Recoveries	-46.0	-28.7	-17.3	-61.4	-150.5	89.0	-72.9	16.1
Other Recoveries	-0.9	-0.1	-0.8	-2.1	-1.3	-0.8	-	-0.8
Land Sales	-3.0	-	-3.0	-3.0	-45.2	42.2	-45.2	-3.0
<b>Recoveries</b>	<b>-172.8</b>	<b>-179.0</b>	<b>6.3</b>	<b>-346.6</b>	<b>-660.2</b>	<b>313.7</b>	<b>-289.0</b>	<b>24.6</b>
<b>Net Cost</b>	<b>65.2</b>	<b>132.6</b>	<b>-67.4</b>	<b>304.0</b>	<b>466.1</b>	<b>-162.1</b>	<b>165.6</b>	<b>3.5</b>
Rates (Renewals & Metro Levy)	-23.9	-23.9	-	-47.8	-47.8	-	-	-
Housing Account	20.1	-3.0	23.1	-27.3	-11.3	-16.0	-4.8	-20.7
EQ Recovery Fund	30.1	-108.7	138.8	-20.2	-20.1	-0.1	0.0	-0.1
<b>Available Funding Sources</b>	<b>26.4</b>	<b>-135.6</b>	<b>162.0</b>	<b>-95.3</b>	<b>-79.3</b>	<b>-16.1</b>	<b>-4.8</b>	<b>-20.8</b>
<b>Borrowing Required</b>	<b>91.6</b>	<b>-3.0</b>	<b>94.6</b>	<b>208.7</b>	<b>386.9</b>	<b>-178.2</b>	<b>160.8</b>	<b>-17.4</b>
Rates-funded Borrowing	-	-	-	18.7	18.7	-	-	-
EQ Borrowing	91.6	-3.0	94.6	189.9	368.1	-178.2	160.8	-17.4

7.1 SCIRT rebuild costs of \$210 million year to date are made up of: wastewater (\$132 million); roading (\$43 million); stormwater (\$24 million); water supply (\$8 million) and a balance of \$3 million which is not yet allocated. SCIRT is forecasting to be behind budget due to uncertainties of funding.

7.2 Total Rebuild expenditure is forecast to be \$21 million under spent after carry forwards. The main areas of under spend include:

- Non SCIRT
  - Wastewater treatment plant on hold while further planning work is carried out
  - Solid waste – all projects completed, expected under spend (\$2.6 million)
- Facilities Rebuild
  - Insurance funded facilities rebuild delayed due to uncertainty of funding (\$67 million). Carry forwards of \$41 million have been recognised.
  - South West and Central libraries (\$25 million) – awaiting site confirmation
  - Parking (\$20 million) – expected to proceed in 2016
  - Art Gallery (\$19 million) - in line with contractors' delivery contract
  - FRP Heritage tranche (\$10 million) - following allocation of budget from Improvement Allowance last month, works programme has been established with many projects in planning and design only this year resulting in expected carry forwards of \$10 million
  - Athletics track (\$6 million) – on hold awaiting decision on Nga Puna Wai
  - East pool (\$3 million) – Queen Elizabeth II site agreed, project now in feasibility/inception phase.

## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

## 7 Cont'd

- 7.3 Rebuild recoveries are below budget partly as a result of the above under spend and partly because the land sales are taking longer than planned. The CERA and NZTA variances are due to the different mix of works that SCIRT are delivering compared to what was originally planned and Insurance variances are due to projects on hold awaiting outcome of insurance settlement negotiations.
- 7.4 Rebuild borrowing is forecast to be \$17 million lower than budget, primarily due to reduced expenditure, but this will be incurred in future years.
- 7.5 Details of life to date earthquake related costs and recoveries are shown in Appendix 2.

## 8. EARTHQUAKE RESPONSE

\$m	Year to Date Results			Forecast Year End Results			After Carry Forwards	
	Actual	Plan	Var	Forecast	Plan	Var	Net C/F	Result
Office of the Chief Executive	0.0	-	0.0	0.0	-	0.0	-	0.0
Finance & Commercial Group	1.4	1.0	0.4	2.1	2.1	0.0	-	0.0
Corporate Services Group	0.2	-	0.2	0.3	-	0.3	-	0.3
Council Facilities & Infra Rebuild	6.5	14.2	-7.7	21.0	29.6	-8.6	9.3	0.6
Operations Group	12.8	20.9	-8.1	35.2	37.5	-2.3	-	-2.3
Building Control Group	-0.0	0.0	-0.0	0.0	0.0	0.0	-	0.0
Corporate Transactions	0.9	7.8	-6.9	24.7	24.0	0.7	-	0.7
<b>Expenditure</b>	<b>21.8</b>	<b>44.0</b>	<b>-22.2</b>	<b>83.3</b>	<b>93.1</b>	<b>-9.8</b>	<b>9.3</b>	<b>-0.6</b>
CERA Recoveries	-5.1	-8.7	3.6	-12.9	-14.9	2.0	-	2.0
NZTA Recoveries	-0.7	-1.2	0.5	-2.7	-2.8	0.1	-	0.1
Insurance Recoveries	-1.6	-3.8	2.1	-6.4	-7.5	1.1	-2.4	-1.3
Other Recoveries	-0.9	-0.5	-0.4	-1.4	-1.0	-0.3	-	-0.3
<b>Recoveries</b>	<b>-8.4</b>	<b>-14.2</b>	<b>5.8</b>	<b>-23.3</b>	<b>-26.2</b>	<b>2.9</b>	<b>-2.4</b>	<b>0.4</b>
<b>Net Cost</b>	<b>13.4</b>	<b>29.8</b>	<b>-16.4</b>	<b>60.0</b>	<b>67.0</b>	<b>-7.0</b>	<b>6.8</b>	<b>-0.2</b>
Housing Account	-1.8	-5.2	3.4	-6.3	-10.3	4.1	-4.1	-0.0
<b>Available Funding Sources</b>	<b>-1.8</b>	<b>-5.2</b>	<b>3.4</b>	<b>-6.3</b>	<b>-10.3</b>	<b>4.1</b>	<b>-4.1</b>	<b>-0.0</b>
<b>Borrowing Required</b>	<b>11.7</b>	<b>24.6</b>	<b>-13.0</b>	<b>53.7</b>	<b>56.6</b>	<b>-2.9</b>	<b>2.7</b>	<b>-0.2</b>

- 8.1 Response costs are currently \$22 million below budget year to date due to:
- delayed social housing programme
  - lower operational repair works on heritage buildings
  - delayed wastewater, stormwater, roading and parks projects all of which are forecast to be on budget
  - the timing of payments to CERA for Port Hills land resolution is also impacting although this is forecast to be paid by year end.
- 8.2 The most significant forecast under spends relate to housing (\$4 million), heritage buildings (\$1.4 million) and sporting facilities (\$0.9 million). Council resolved to advance funding from the facilities and infrastructure improvement allowance to fast-track the repair and rebuild of priority community facility and heritage buildings ahead of insurance settlements. The balance to be carried forward is largely made up of housing, heritage and community centre projects.



**COUNCIL 12. 03. 2015****Strategy and Finance Committee 19. 02. 2015****7 Cont'd**

8.3 Response recoveries are currently \$5.8 million below budget due to the under spend above. However forecast recoveries are close to budget due to unbudgeted recoveries on stormwater costs carried forward from last year and higher recovery rates than budgeted on facilities rebuild projects. The reduced drawdown from the housing account reflects the under spend above.

8.4 Forecast response borrowing required is \$0.2 million below budget.

**9. STAFF RECOMMENDATIONS**

It is recommended that the Committee recommend that the Council receive the report.

**10. COMMITTEE CONSIDERATION**

The Committee considered the report and requested that staff provide further information on the following for inclusion with the report when it is presented to the Council meeting:

- What is the current break rate of the water mains?
- How are waste targets tracked on an average household level
- What issues have been experienced by ECO Central regarding household waste.

The Committee also considered that the mechanism of reporting to Council around Levels of Service should be reconsidered by the CFO as part of continually improving Performance Management.

**11. COMMITTEE RECOMMENDATION**

That the Council receive the report with the additional information requested.

**PART B - REPORTS FOR INFORMATION****8. DECLARATION OF INTEREST**

Nil.

**9. DEPUTATIONS BY APPOINTMENT**

Nil.

**10. CENTRAL CITY RECOVERY QUARTERLY MEMO – JULY TO SEPTEMBER 2014**

This item was withdrawn from the agenda and will be presented to the 19 March 2015 Strategy and Finance Committee meeting.

**11. REPORT CONTENT REQUIREMENTS FOR RECOMMENDING DELEGATION TO ENTER INTO CONTRACTS FOR THE PURCHASE OF MATERIALS, WORKS AND SERVICES.**

11.1 The Committee considered a report seeking its recommendation to the Council to agree an endorse recommended changes to the current procurement process in the event where the level of delegation required to enter into contract exceeds the officer delegations currently outlined in the Christchurch City Council Register of Delegations dated 28 August 2014 (and any subsequent versions.)

## COUNCIL 12. 03. 2015

## Strategy and Finance Committee 19. 02. 2015

**11 Cont'd**

11.2 The Committee considered that a further option be explored that would speed up the procurement process.

The Committee **decided** to requested that staff explore Option D, as discussed at the meeting, and present it to the next available Council meeting.

**12. REPORT OF THE CHAIRPERSON OF THE CHRISTCHURCH CITY DEVELOPMENT FORUM**

The Committee **received** the report from the Chairperson of the Christchurch City Development Forum and noted the Forum's position on Development Contributions.

**13. DRAFT DEVELOPMENT CONTRIBUTIONS POLICY 2015 – OPTIONS FOR CATCHMENTS**

This item was presented to the 24 February 2015 Council meeting.

**14. DRAFT 2015 DEVELOPMENT CONTRIBUTIONS POLICY FOR CONSULTATION**

This item was presented to the 24 February 2015 Council meeting.

**PART C – DELEGATED DECISIONS****15. APOLOGIES**

The Committee **resolved** to accepted and receive an apology for lateness from Councillor Manji, and an apology for early departure from Councillor Clearwater.

**1. MAYORAL QUALITY REGULATION REVIEW TASKFORCE (Cont'd)**

Further to Clause 1 (PART A) of these minutes the Committee **resolved** to:

1.1 Rescind the Terms of Reference for the Mayoral Quality Regulation Review Taskforce 2 October 2014 and adopt the Revised Terms of Reference (**Attachment 1**).

**16. RESOLUTION TO BE PASSED – SUPPLEMENTARY REPORTS**

The Committee **resolved** that the reports be received and considered at its 19 February 2015 meeting.

**17. RESOLUTION TO EXCLUDE THE PUBLIC**

The Committee **resolved** that the resolution to exclude the public as set out on page 93 of the agenda, be adopted.

The Committee **resolved** to readmit the public at 4.13pm.

The meeting concluded at 4.14pm.

**CONSIDERED THIS 12TH DAY OF MARCH 2015**

**MAYOR**

REPORT TO STRATEGY AND FINANCE COMMITTEE MEETING ON 18 DECEMBER 2015

DEVELOPMENT CONTRIBUTIONS – CENTRAL CITY REBATE SCHEME

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Chief Planning Officer		PA, Diane Campbell 941 8281
<b>Officer responsible:</b>	John Higgins, Resource Consents Unit Manager		PA Lelanie Crous 941 6272
<b>Author:</b>	John Higgins, Resource Consents Unit Manager	Y	PA Lelanie Crous 941 6272

1. PURPOSE OF REPORT

- 1.1 To seek direction from the Council related to five matters associated with the administration of the Central City Rebate Scheme. They are:
- How to administer the scheme relating to residential developments that commenced prior to the June 2013 Council resolution and do not strictly meet the eligibility criteria developed by staff;
  - How to administer the urban design assessment for the period between the June 2013 and December 2013 resolutions;
  - Resolving a set of eligibility criteria for administering the scheme;
  - When to confirm a rebate for development; and
  - Whether to extend the scheme until 30<sup>th</sup> June 2016.

2. EXECUTIVE SUMMARY

- 2.1 The Central City Rebate Scheme for development contributions has been in place for approximately 18 months. Over that period several issues have been highlighted in administering the scheme and it is desirable they are clarified. They relate to the administration of rebates which are considered to be retrospective at the moment, developing the Council resolutions into a comprehensive set of eligibility criteria, and when to confirm a rebate.
- 2.2 The final matter relates to an extension of the \$10 million fund set aside for the rebates. That fund is not yet fully allocated and is unlikely to be by the end date of 30<sup>th</sup> June 2015. Therefore it is proposed that the scheme be extended for a further one year ending on 30<sup>th</sup> June 2016.

3. BACKGROUND

- 3.1 In June 2013, the Council resolved (af) to (ah) below to incentivise residential development within the central city area. The resolution read:
- (af) Make provision for rebates on Development Contributions within the 4 Avenues for the purpose of incentivising residential components of mixed use development and medium/high density living (“residential developments”).*
- (ag) Approve that the rebate be capped at \$10 million.*
- (ah) Approve that the rebate be available to “residential developments” under construction before July 2015 that have been reviewed by the Urban Design Panel.*
- 3.2 Following the resolution and once staff started to consider the administration of the fund, a further report went to Council in December 2013 to build on the June 2013 resolution (report included at Attachment 1). The resolution read:
1. *That to be eligible for the DCR Rebate scheme the residential component of any proposal (number of residential units) will need to exceed that any of the development on the site prior to the earthquake/s. That where the number of residential units is less than 5 (the current*

*threshold to go to the Urban Design Panel) that the urban design assessment be carried out by the Christchurch City Council urban design staff or be deferred to the UDP at the discretion of the Urban Design and Regeneration Manager.*

2. *Agree that the proposed eligibility criteria for the rebate be based on the L3 Design Guide ("Should meets") and Housing Typology from the draft central city plan.*
3. *Agree that the financial delegation (up to \$500,000) for the General Manager Corporate Services to approve eligible development contribution rebates in the central city.*
4. *Agree that staff will prepare 6 monthly reports to Council on the balance of the fund and the development outcomes being achieved.*

3.3 One year has passed since the December 2013 resolution, and also the end of the scheme is approaching (30<sup>th</sup> June 2015). Several issues have arisen from the administration of the scheme. It is also unlikely the \$10 million for the fund will be exhausted by 30<sup>th</sup> June 2015.

#### 4. DISCUSSION

##### *Retrospective administration of the scheme*

- 4.1 Developments that pre-date the June 2013 resolution (i.e. prior to 1 July 2013) are considered to be retrospective and therefore are not eligible for a rebate. There has however been discussion with a handful of developers related to the timing trigger for a development being considered eligible. There are several key milestones for a development as it passes through Council processes. The first is usually the "pre-application meeting", second is an application for "resource consent", and the third is an application for "building consent". For the purposes the eligibility criteria, the trigger for a development being eligible has been considered an application for resource consent or where there is no resource consent then an application for building consent. This is because this is usually the earliest formal process a development comes in contact with Council. The trigger is required to occur on or after 1 July 2013.
- 4.2 The trigger was not set out explicitly in either resolution. This could be interpreted as leaving it open that a building consent could also be considered a trigger. This position has been raised in relation to several developments. While the "line in the sand" has been set at the lodgement of the resource consent, a building consent could also be considered a trigger. Because neither resolutions explicitly set out the resource consent or building consent as a trigger, it is considered a reasonable approach is to accept either consenting process for the handful of developments that have been caught.
- 4.3 This does however raise one implication in particular related to the requirement for good urban design, and is a key reason why the resource consent was considered the trigger. Where resource consents were lodged pre-July 2013, this has usually meant there has been limited opportunity for dialogue with respect to good urban design. While several developments may become eligible by including the building consent as a trigger, they may not have adequately addressed the good urban design requirement. Potentially this issue could be addressed by acknowledging that uncertainty existed relating to the urban design requirements. It is understood developments were progressed on the basis that the Council might introduce a rebate scheme, but not with the full awareness of the requirements. Even when the June 2013 resolution was passed there remained uncertainty about the urban design requirements and this was later clarified in the December 2013 resolution which required developments to be reviewed against the L3 Design Guide ("Should meets") and Housing Typology. The assessment and process was clarified following the December 2013 resolution.
- 4.4 By this time, several developments were progressed to a point where further changes to the design of developments could not easily be accommodated. Many of these developments had however already been granted resource consent where urban design matters were canvassed, and it had been assumed by the developer that this would be sufficient for the purposes of the rebate scheme. This is not necessarily the case as the resource consent process balances a number of considerations across the development, so the outcome may differ from the assessment against the L3 Design Guide and Housing Typology. A critical element of the scheme when it was originally developed was to promote good urban design. Even if an

exception is made for the period of uncertainty mentioned, it is important that there has been some assessment of urban design matters to maintain the intent of the scheme.

- 4.5 It is suggested that the trigger include the building consent, and that the assessment for good urban design include an approved resource consent for the period between the two resolutions when uncertainty existed around the urban design assessment process. During this period the building consent would need to have been lodged otherwise it is considered there would have been an adequate opportunity for dialogue with the Council with regard to the assessment against the L3 Design Guide and Housing Typology. The implication of this approach is that six further developments would be eligible for the rebate. These developments would still need to satisfy the remaining eligibility criteria. This amounts to \$287,881.27 or 2.88% of the \$10 million fund. Including the \$287,881.27, the fund would be allocated to the amount of \$7,569,326.32. This amount includes the confirmed component of the fund as well as Welles Street (see Table 1 below).

#### *Eligibility criteria*

- 4.6 The Council resolutions are set out in paragraphs 3.1 and 3.2 above. Staff have further sought to clarify the intent of the resolutions by developing a comprehensive set of eligibility criteria. The wording does not accurately reflect the wording in the resolution and therefore it is desirable to update the resolutions to reflect the eligibility criteria. This will help to avoid interpretation/administration issues arising as has happened above with the retrospective issue. The staff developed eligibility criteria (in summarised form) are set out below. The document is included at Attachment 2.

- Location of the development being within the Four Avenues;
- Residential or mixed use including residential;
- A complete resource consent application lodged on or after 1 July 2013 or if no resource consent required a building consent;
- Must increase the number of residential units on the site than existed prior to the 4 September 2010 earthquake;
- Must achieve good urban design. Proposals will be assessed against the multi unit design guide and receive approval from the Urban Design and Regeneration Unit Manager;
- Must be under construction before 5pm 30<sup>th</sup> June 2015; and
- Must have adequate funds remaining in the \$10 million set aside for the rebate scheme.

- 4.7 It is considered that the resolutions should be updated to reflect the more comprehensive and clarified set of eligibility criteria. In addition, the criteria would need to be updated to reflect the other resolutions below.

#### *When to confirm a rebate for a development*

- 4.8 There continues to be a desire from the development community for Council to effectively confirm the rebate, provided construction commences prior to the end date of the scheme. This is understandable as uncertainty does remain right up until the time construction commences. It is possible that the fund is exhausted and therefore the rebate is not forthcoming for development that had been tentatively allocated the rebate. A rebate is often factored in to the financial model for a development at the planning phase of a development, and if that is not forthcoming it could have an impact on the feasibility of the project.

- 4.9 The rebate scheme sought to encourage early movers undertaking residential development in the central city. Allocating the rebate at the time of a consent application could see the fund committed and discourage others from progressing a development at pace. It may then eventuate that those developments which had committed the fund do not progress by the end date. Confirming the rebate when construction commences encourages quick progression to that phase of the development – the ultimate goal of the fund. So while it is understandable why there is a desire to confirm the rebate early on, there is a risk it is counter to the intent of the scheme to

reward early movers. If it was decided to confirm the rebate at the time of consent lodgement (subject to meeting other eligibility criteria), it would essentially be a first in system at the consenting stage rather than at the commencing construction stage. The fund is not oversubscribed at this time so this would become more of an issue as the tentatively allocated rebates approached the \$10 million cap.

*Extending the life of the scheme to 30<sup>th</sup> June 2016*

4.10 The rebate scheme is at this stage to cease at 30<sup>th</sup> June 2015 in accordance with the Council resolution. There is however still \$2,430,673.68 unallocated in the fund. It is now unlikely that these dollars will be allocated prior to 30<sup>th</sup> June 2015 - due to the market timelines involved with scoping an idea and bringing it to fruition as a possible or probable development. To commence building works June 2015 would normally require consents to be lodged by the end of 2014. This date is only just over three weeks from the date of writing this report.

4.11 It was always envisaged the \$10 million fund would be fully allocated and the same drivers exist for incentivising housing in the central city as existed in June 2013. If anything, housing supply is a greater issue. From this perspective, there is justification to extend the rebate scheme. Uptake has been slower than expected, so it is difficult to gauge how significant development contributions are as a lever to incentivising the development of housing in the central city. Anecdotal feedback from developers though is that it is a worthwhile incentive and that it has resulted in residential developments proceeding which otherwise would not have. Since the June 2013 resolution the Council's financial position has also become clearer, so that should also be a consideration in whether the scheme is extended. On balance it is considered the scheme should be extended for a further one year within the assigned \$10 Million cap.

5. **FINANCIAL IMPLICATIONS**

5.1 If the retrospective developments become eligible, that will increase the tentatively allocated money from the \$10 million fund to \$7,569,326.32. Extending the life of the scheme does not have a financial impact as the \$10 million fund is already set aside. Overall the changes are still within the allocated \$10 million. There would however be potential to reallocate the unallocated money at the end of the scheme to elsewhere in Council. This is likely to be a greater amount if the scheme ends on 30 June 2015 rather than 30 June 2016.

Table 1:

<b>Central City Residential Rebate Scheme</b>	<b>Amount</b>
Confirmed	\$550,176.45
Tentatively allocated	\$4,745,632.30
<b>SUB TOTAL</b>	<b>\$5,295,808.75</b>
Retrospective developments	\$287,881.27
Welles St (subject of another report to Committee)	\$1,985,636.30
<b>TOTAL</b>	<b>\$7,569,326.32</b>
<b>AMOUNT REMAINING</b>	<b>\$2,430,673.68</b>

6. **STAFF RECOMMENDATION**

It is recommended that the Council resolve the following:

6.1 Where a resource consent application has not been lodged on or after 1 July 2013, the lodgement of the building consent application where it has occurred on or after 1 July 2013 be considered the trigger for considering a development as not being retrospective.

6.2 That where a building consent was lodged between 1 July 2013 and 12 December 2013, an approved resource consent which included an urban design assessment shall also satisfy the good urban design eligibility criteria.

- 6.3 That the June and December resolutions be replaced with the eligibility criteria set out in the document in Attachment 2 (except as required in 6.1 and 6.2 above for retrospective developments). In addition, the following requirements also apply:
- The financial delegation to approve eligible rebates under scheme be to the Chief Financial Officer up to maximum amount of \$500,000.00; and
  - That updates on the allocation of the fund is included in the Central City Quarterly Report.
- 6.4 That the rebate not be confirmed until construction commences in accordance with the eligibility criteria in Attachment 2.
- 6.5 That the central city rebate scheme for development contributions be extended until 5.00pm on 30<sup>th</sup> June 2016 or until such time the \$10 million fund is exhausted (whichever is first).

18 December 2014 Report





**COUNCIL 12. 12. 2013**

**30. PROCESS FOR REBATE OF CENTRAL CITY RESIDENTIAL DEVELOPMENT CONTRIBUTIONS**

<b>General Manager responsible:</b>	General Manager Strategy and Planning, DDI 941-8281
<b>Officer responsible:</b>	Strategic Policy Unit Manager, Strategy and Planning Group
<b>Author:</b>	Eric Assendelft, Principal Advisor Economic Policy

**1. PURPOSE OF REPORT**

1.1 The purpose of this paper is for Council to agree to the internal process for the assessment and approval of a 100 percent rebate of the central city residential development contribution as a multi-unit housing (5 units +) development incentive.

**2. EXECUTIVE SUMMARY**

2.1 On 17 June 2013, Council resolved to make provision for rebates on development contributions within the 4 Avenues for the purpose of incentivising residential components of mixed use development and medium/high density living. The funding for the rebates was to be capped at \$10 million and to be made available to residential developments under construction before July 2015 that have been reviewed by the Urban Design Panel (UDP).

2.2 To date a handful of applications have been received for the rebate and recently there have been a number of enquiries regarding it. However, the processing of this application left open a number of questions about how future rebate applications would be applied and managed without financial and reputational risk to the Council. In particular, it became clear that the use of the UDP, the wider strategic objectives of intensification contained in the Central City Recovery Plan and Greater Christchurch Urban Development Strategy (UDS), and the intent of the resolution to incentivise medium/high density living meant a need to be more specific about the targeting of larger developments rather than single-unit developments. There were also questions about how the 'queue for rebate applications' was formed and managed, and how does the Council ensure that, having received a rebate, that the development would go ahead as planned.

2.3 As a result of this need for risk mitigation and consistency of application for the rebates, staff have developed a process that meets both the practical and legal requirements for the implementation within the confines of the intent expressed by the 17 June 2013 Council resolution. Council is now asked to agree to this process.

**3. ALIGNMENT WITH THE THREE YEAR PLAN AND ACTIVITY MANAGEMENT PLANS**

3.1 The report aligns with the following Levels of Service contained in the Activity Management Plan 1.0 City and Community Long-term Policy and Planning:

- 1.0.1 - Advice is provided to Council on key issues that affect the city
- 1.0.3 - Deliver on CCC components of Central City Plan
- 1.0.16 - Urban design advice is provided on key issues that affect the central city and suburban centres
- 1.0.20 - Provision of strategic advice on the social and economic issues facing the city

3.2 The report also contributes to the Council's attainment of the following community outcomes from the TYP:

- Liveable City - The central city is a vibrant and prosperous business centre
- Liveable City - More people including families, live in the central city
- Liveable City - The central city is used by a wide range of people and for an increasing range of activities
- Liveable City - Urban areas are well-designed and meet the needs of the community
- Prosperous Economy - The Council is responsive to the demands of the Rebuild

COUNCIL 12. 12. 2013

30 Cont'd

- Good Governance - The opportunities given by the earthquakes to rethink the shape of the city are fully taken
- 3.3 Since the release of the UDS, developers have been telling the Council that the UDS targets may not be met as residential development within the central city 'does not stack up financially' compared to development opportunities in greenfields sites. Developers have, rightly or wrongly, targeted development contributions suggesting that they have a huge impact on their profit margins. This is in spite of the 2009 central city development contributions (\$18,925 excl GST) being lower than those in the greenfields sites (\$25,735 excl GST).
- 3.4 There is also a more recent view by some developers that the inner city is an unattractive choice for buyers, both in terms of investment (low returns) and aesthetics (dust, open spaces, lack of amenity, etc). Challenges that impede a diverse range of inner city residential development include:
  - 3.4.1 the relative ease of developing greenfield land in comparison to brownfield land due to resource consent requirements and barriers to land aggregation
  - 3.4.2 the difficulty of attracting first movers into the central city due to uncertain demand, disruption caused by demolition and reconstruction, and the lag before major anchor projects are complete and the benefits are realised
  - 3.4.3 restricted access to finance and insurance for developers and purchasers, particularly high deposit requirements on unit title developments.
- 3.5 The conclusion is that central city residential development has significant risks compared to similar development in greenfields sites.
- 3.6 Against this background, the UDS and Central City Recovery Plan (CCRP) have set significant residential targets of up to 17,500 additional residents or 10,000 households by 2041. The Council's own community outcomes in the TYP describe the need for a strong, central city with more people, including families, living in the central city.<sup>1</sup> If central city residential development continues to remain 'stagnant' then there is some risk to the achievement of the CCRP, the UDS and the Council's own central city community outcomes.
- 3.7 On this basis, the Council resolved,<sup>2</sup> as part of the 2013 TYP:
  - 3.7.1 That Council make provision for rebates on development contributions within the 4 Avenues for the purpose of incentivising residential components of mixed use development and medium/high density living ("residential developments").
  - 3.7.2 That the rebate be capped at \$10 million.
  - 3.7.3 That the rebate be available to "residential developments" under construction before July 2015 that have been reviewed by the Urban Design Panel.
- 3.8 While the outcome of the resolution was clear, the wording of the resolution left open a range of process questions about how the rebate would be consistently applied without risk to the Council. For example, how is the 'queue formed' for the rebate applications, how does the Council ensure that having received the rebate, the developer completes the development as initially planned and how should the Council treat eligible developments from December 2011 (where the rebate was mooted in the Draft Central City Plan) but before 1 July 2013 when public commitments about development contributions rebates were made?

---

<sup>1</sup> The related outcomes include *The central city is a vibrant and prosperous business centre, More people including families, live in the central city and The central city is used by a wide range of people and for an increasing range of activities.*

<sup>2</sup> 17 June 2013

## COUNCIL 12. 12. 2013

## 30 Cont'd

- 3.8 As a result of this need for clarity, staff have developed a process that meets both the practical and legal requirements for the implementation whilst meeting the intent expressed by the 17 June Council resolution.

**The process is designed to be administratively simple**

- 3.9 The process for assessing the eligibility for the rebates is designed to be very simple and be based on existing resources and processes within Council. In adopting a 'case-management' view across multiple functions of the Council, the process also ensures that the potential risks that could have arisen are mitigated. The process will also be based on a 'first-in, first-served' basis making it consistent with the intent to incentivise 'early movers' into the central city residential market and reinforcing the benefits of working with a limited fund.
- 3.10 In brief, the process uses a very simple filter related to firstly, size of development (to meet the medium/high density requirements of the resolution) and secondly, to ensure the achievement of 'good design' (which is implicit in the intention by Council to have developments reviewed by the Urban Design Panel). The first step ensures that the strategic objectives of intensification through the CCRP and UDS are met, while the second ensures that the use of ratepayers money is directed to those activities that are also consistent with the strategic objectives on quality design in the CCRP as well as the achievement of the Council's own community outcomes in the central city.

**The process uses a simple two-part "filter" for assessing eligibility**

- 3.11 The internal process for the assessment and review of eligibility for the rebates uses existing resources and processes, and ensures that the 'handovers' between various functional parts of the Council are connected. In particular, the use of a 'case management' approach across all of these functions ensures that the financial and output risks are mitigated.
- 3.12 As mentioned above, the resolution was aimed at incentivising medium/high density living with developments having been reviewed by the UDP. The UDP currently consider development proposals of 5 or more residential units or 10 or more for mixed use developments. As such, staff consider that it is appropriate that this threshold be used for the initial qualification for the rebates. This is consistent with the Council resolution to actively provide medium/high density living and meets the strategic intensification objectives of the CCRP and UDS as well as the Council's community outcomes.
- 3.13 The process starts with a developers proposal being assessed for development contributions as part of the resource consent (land use) or building consent process. Currently, these development contributions are \$20,441 (excl GST) per household unit equivalent for the central city. At this point in time, the potential rebates are 'committed' in the rebate fund for future payment. This 'ring-fencing' of funds is locked in for up to two years allowing a reasonable time for the development to proceed to a point where the development is effectively confirmed. This initial commitment and time limit allows Council to better manage the fund and removes the risk that Council will commit part of the fund to a development that doesn't proceed in a reasonable timeframe, potentially denying access to the fund to other developments. Allowing a limited, but reasonable timeframe also reinforces the strategic intent of the rebate scheme by rewarding 'first-movers'.
- 3.14 Where the development is in line with the eligibility criteria (i.e. multi-unit (5+ or 10+ for mixed use), residential and within the 4 avenues), the proposal is assessed to ensure good design outcomes.

## COUNCIL 12. 12. 2013

## 30 Cont'd

- 3.15 As the rebate involves the disbursement of public money, it is critical that appropriate criteria be used to ensure that the developments receiving the rebate achieve outcomes compatible with those of the wider community. In particular, it is considered prudent that those receiving the ratepayer-funded rebate do so in return for ensuring that their development proposals "add to", and are consistent with the 'quality design' requirements of the CCRP and the Council's own Community Outcomes. 3
- 3.16 The Council's expectations of good design are already encompassed in the "should meet" requirements of the Living 3 Design Guide that has been in the public domain for some time and is familiar to architects, builders and developers.<sup>4</sup> This guide, along with the Christchurch Future Housing Typology<sup>5</sup>, provides sufficient direction on what the Council considers to be 'good design'.<sup>6</sup>

**Confirmation of eligibility**

- 3.17 In practice, and in order to ensure that the provision of a rebate reflects "good practice" by developers it is proposed that the current guide on 'Building Multi-unit Housing (in Living 3 Zones)' be utilised and key criteria that a development should meet are drawn from this to provide the basis for assessment by the Urban Design Panel for each complying application. In. To be eligible for a rebate developments would need to address these matters to the satisfaction of the UDP, or where the UDP provided "fundamental" comments on a proposal, these would need to be addressed as part of any subsequent Resource Consent. If no opportunity is provided for the UDP/Council to set design outcome expectations the purpose of having the Urban Design Panel review the application is of modest value. Should a developer choose not to act on the design advice they have the option of continuing through a resource consent process without the benefits of the rebate.
- 3.18 Under the 17 June resolution, there is a small but significant risk of a developer receiving a rebate and then not proceeding with, or delaying the development.. There is also a small risk of a development being initially eligible for a rebate and then subsequently delivering something that would not be considered "good design". While such changes under the latter scenario would be dealt with under the conditions of the initial resource or building consent, it is important that any financial commitments from Council not be at risk.
- 3.19 To mitigate these financial risks, it is proposed that the confirmation point for payment of the rebates will be at the 1st building inspection at which stage the land will be cleared, excavated and reinforcing steel in place for the concrete pour for the foundations. This confirmation point must also occur within the two-year time limit from the initial assessment referred to in paragraph 18. This point serves two purposes. Firstly, at this stage in construction process the go/no-go point (in terms of final design, financing, etc) has been passed so that the development is likely to be completed within the design scope approved in the original building consent/building permit. Secondly, to delay the approval of the rebate until the development is completed is likely to penalise those large scale developments (which are the ones that Council should be particularly favouring to meet UDS targets) that take considerably more time than small-scale developments.

<sup>3</sup> In addition to the specific central city outcomes, this step ensures the Council's community outcome - *The opportunities given by the earthquakes to rethink the shape of the city are fully taken* - is also met.

<sup>4</sup> Developments within the core of the central city will be assessed by the Joint Management Board (JMB). Separate criteria have already been established for design requirements in this zone.

<sup>5</sup> 2010, CCC, Jasmx and UDS, *Exploring new housing choices for changing lifestyles*.

<sup>6</sup> Residential developments within the Living 4 (L4) zone of the central city can also be accommodated within the principles of the L3 Design Guide.

## COUNCIL 12. 12. 2013

## 30 Cont'd

**Zeroing of the development contribution invoice**

- 3.20 For those developments that have been confirmed as eligible, it is proposed that the total invoiced amount for the required development contributions be offset with a credit note. This will be an internal financial process that will simply transfer an amount equivalent to 100 percent of the invoiced development contributions from a \$10 million development contribution rebates fund. The developer will not be required to pay any money to the Council (removing the cash flow issue for the developer that may have been created). However, in the case of mixed use development, the developer will still be required to pay the development contributions for the 'commercial' component of the development.
- 3.21 Given the strategic nature of this fund, it is proposed that the General Manager, Corporate Services authorise the commitment of expenditures associated with the rebate. The delegation to approve this expenditure (up to \$500,000 per application ie up to 24 units) will need to be agreed by Council resolution.
- 3.22 It is important to note that the balance of the development contribution revenue fund as a result of the DCP will not be affected as the \$10m "lost" in central city development contributions will be made up through a 'transfer' from the \$10m rebate fund. This removes a potential risk in fulfilling the Local Government Act 2002 requirements by ensuring that the development contribution revenue within the Development Contributions Policy (DCP) is unaffected (i.e. the revenue received from development contributions is applied to growth-related projects not to subsidising residential development).

**Retrospective application of rebates should be considered**

- 3.23 The Council's draft Central City Recovery Plan proposed the introduction of a development contribution rebate on central city residential development<sup>7</sup> As part of a wider package of incentives, however this was not carried into the governments Central City Recovery Plan. However, it is possible that a small number of developers may have proceeded with their developments on the basis of an anticipated rebate of the development contributions. Whilst the rebate policy was very much still embryonic, the "loudest advocates" for this development rebate have also been early movers in meeting the intent of the Council's resolution for medium/high density residential development.
- 3.24 The actual rebate came by way of a Council resolution, during the TYP considerations as a result of submissions, and was not part of the draft TYP document. Council may wish to consider a process for retrospective applications, though the timeframe for this would need to be determined, and Council would not be in any position to demand any particular urban design standards; Council would effectively be simply operating a credit scheme for any recent residential developments.

**Monitoring and reporting of the rebate outcomes is recommended**

- 3.25 With uncertainties about the potential uptake of this proposal and the types of residential development that could result from the rebates, it would be prudent for the Council to have a review period to ensure that appropriate housing outcomes consistent with the CCRP and UDS are being delivered. A monitoring system should be set up to oversee both the balance of the fund and the outcomes being achieved. If agreed, reports on the application of the rebates will be prepared by staff and circulated to Council every 6 months. These reviews would continue until the fund is exhausted or the endpoint as per the Council resolution of July 2015 is reached.
- 3.26 The Council should be open to closing or modifying the policy if the expected impacts are not seen. Changes may need to be made to how the policy is applied, the eligibility criteria or if other development incentives supersede this proposal. Any recommendations for change based on these reviews will be forwarded to Council for consideration.

---

<sup>7</sup> Page 100, Central City Plan Draft for Ministerial Approval, 2012.

COUNCIL 12. 12. 2013

30 Cont'd

**External communications will need to be developed**

- 3.27 Following confirmation of the rebate process by Council, a communication programme will be developed to advise developers of the rebate opportunity. The programme will aim to communicate the eligibility criteria and process for the rebates.
- 3.28 A communications programme will also be developed for the ongoing communication of the funds available, plus any changes that may be made in respect of any review of the policy.

**Proposed way ahead**

- 3.29 Council endorsement of this process will confirm the criteria and internal process to be followed in the processing any future central city residential development applications. Subject to confirmation, any eligible development applications received after 1 July 2013 will also be retrospectively assessed and rebates confirmed.
- 3.30 Council should note that CERA/CCDU are currently working on the development of a broad package of residential development support for the central city as part of a "Residential Chapter" to the Christchurch Central Recovery Plan. Part of this work involves identifying policy goals and timeframes as well as specific development incentives and further regulatory review. Staff will continue to monitor this work and report back to Council on any developments that may impact on this rebates policy.

**4. FINANCIAL IMPLICATIONS**

- 4.1 As in the Council resolution of 17 June 2013, the rebates fund will be capped at \$10 million. This is funded in the TYP through additional capital borrowing of \$5 million in 2013/14 and \$5 million in 2014/15.
- 4.2 The cost of administering the policy will be accommodated within existing budgets.

**5. RECOMMENDATIONS**

It is recommended that the Council:

- 5.1 **Agree** that the eligibility for residential development contribution rebates be for developments of 5 or more units (in line with the threshold of the Urban Design Panel) and 10+ units for mixed use developments.
- 5.2 **Agree** that the proposed eligibility criteria for the rebate be based on the L3 Design Guide ("Should meets") and Housing Typology from the draft central city plan.
- 5.3 **Agree** that the financial delegation (up to \$500,000) for the General Manager Corporate Services to approve eligible development contribution rebates in the central city.
- 5.4 **Agree** that staff will prepare 6 monthly reports to Council on the balance of the fund and the development outcomes being achieved.

# Central City Development Contributions Rebate Policy

As set out in the Christchurch City Three Year Plan 2013-2016

## Summary

This is an outline of the Central City Development Contributions Rebate (CCDCR) policy 2013-2015. It is intended to answer your questions on why we have the policy and who will get the rebate.

There is no application form to fill out and all applications for Resource Consents within the 4 Avenues from 1 July 2013 to 30 June 2015 (or whenever the fund expires) will be automatically assessed by the Council.

The Council will inform you whether your development qualifies for the first two criteria below:

- a complete resource consent has been lodged (or building consent if a resource consent is not required)
- the development proposal meets the intensification criteria

The development proposal will also be assessed as to whether it demonstrates good urban design. The building must be under construction by 5pm on 30 June 2015.

## Introduction

Strategies for the rebuild of Christchurch have set residential targets for the central city of up to 17,500 more people or 10,000 households by 2041. The Council's Three Year Plan also aims to build a strong central city with more people living there, families.

To encourage developers to build more dwellings in the central city, the Council decided in the 2013 Three Year Plan to rebate development contributions for developments that:

- are inside the Four Avenues (the area bounded by Bealey, Fitzgerald, Moorhouse and Deans Avenues)
- are for residential developments or the residential component of mixed-use developments
- demonstrate good urban design
- are under construction on or before 30 June 2015.

The council set up a \$10 million fund for the CCDCR scheme. The rebate scheme expires at 5pm on 30 June 2015 or whenever the fund runs out, whichever is first. The Council's July and December 2013 resolutions established the policy criteria for qualifying developments and these are set out in Table One.

Criteria for the Rebate

CENTRAL CITY DEVELOPMENT CONTRIBUTIONS REBATE POLICY	
Criterion	Description
Location	Within the Four Avenues of the Central City
Type of development	Residential development or residential development as part of a mixed use development
Trigger to qualify for the rebate starts when...	A complete resource consent application has been lodged on or after 1 July 2013.  If no resource consent is needed, then qualifying for the rebate starts when the building consent application is lodged with Council provided that is on or after 1 July 2013.
Expiry of scheme	The rebate scheme ends at 5pm on 30 June 2015 or when the \$10 million rebate fund is fully subscribed (whichever comes first).
Number of units	Developments must build at least one more dwelling than was on site before the 4 September 2010 Canterbury earthquakes.
Urban Design Criteria	To ensure development proposals meet a good standard of urban design, proposals will be assessed either by the Urban Design Panel or the Council's Urban Design & Regeneration Unit using criteria contained in the Building Multi-unit Housing (in living 3 zones) Design Guide.  For a copy of the guide see below or go to: <a href="http://resources.ccc.govt.nz/files/Homeliving/buildingplanning/forms/P332_UrbanDesignGuideL3Zones.pdf">http://resources.ccc.govt.nz/files/Homeliving/buildingplanning/forms/P332_UrbanDesignGuideL3Zones.pdf</a>  A recommendation will be provided by the Urban Design & Regeneration Unit as to whether a good standard of urban design has been achieved.
Building under construction on or before 30 June 2015	Building must be under construction on or before 5pm on 30 June 2015.  A building is "under construction" when the developer provides evidence, to the Council's satisfaction, that the foundation has been completed i.e. a minimum requirement is that the land has been cleared, excavated and reinforcing steel is in place for the concrete pour for the foundations.  The developer must provide the Council with supporting information that the development in 'under construction' before 5pm on 30 June 2015 to continue to qualify for a rebate.
Final entitlement to rebate confirmed when...	A development will be eligible for a rebate when it meets the above criteria AND provided the \$10 million rebate fund is not fully subscribed.



## Christchurch City Council Multi-unit (in Living 3 Zones) Housing Design Guide requirements

The Building Multi-unit Housing (in Living 3 Zones) Design Guide includes the following criteria, which are the 'should meet' criteria in the guide.

The full Design Guide - Building Multi-unit housing (in Living 3 zones) is available at:  
[www.ccc.govt.nz/homeliving/goaheadbuildingplanningS00/formsandguides-s07/pamphlets-s07-02.aspx](http://www.ccc.govt.nz/homeliving/goaheadbuildingplanningS00/formsandguides-s07/pamphlets-s07-02.aspx)

### I. Site and Context

1. Developments should consider local environmental conditions.
2. Developments should be sympathetic to nearby listed heritage items.
3. The development should connect to the street network with vehicle, cycle and pedestrian routes that maintain or enhance physical and visual links to key descriptions.

### II. Relationship with the street and public open spaces

4. The development should orientate towards the street and be positioned close to the road boundary.
5. The development should place active areas of buildings, such as habitable rooms and entrances, along the street and public open spaces, particularly at ground level.
6. Pedestrian entrances should be identifiable, well-articulated and directly accessible from the street or shared access ways.
7. Facades facing the street should have a generous extent of evenly distributed glazing.
8. The development should ensure that fences and landscaping do not obstruct ground level views.

### III. Corner sites

9. Buildings on corner sites should orientate towards all adjacent streets and public spaces and emphasise these corners.

### IV. Building Form and Articulation

10. Layout and form should reflect the predominant pattern of subdivision within a neighbourhood.
11. Ensure buildings are of a domestic scale and avoid excessive repetition of building forms.
12. Avoid facades and elevations whose length or bulk is visually excessive or blank.
13. Limit continuous ridgelines and minimise the visual bulk of a building.

### V. Access and car parking

14. The development should be laid out to ensure the safe and efficient movement of pedestrians, cyclists and vehicles.
15. The development should minimise the number of service and vehicle access ways from the streets.
16. Car parking and garage areas should not dominate the development, particularly as viewed from the street or neighbouring properties.

### VI. Landscaping and site amenity

17. Soften areas of car parking, garages side boundaries and service areas with planting.
18. Lighting, planting, fences and other structures should be designed to maximise the safety of occupants and visitors.

## VII. Outdoor living spaces

19. Developments should locate the outdoor living spaces to optimise useable space and provide a pleasant outlook for unit occupants.
20. Private outdoor areas, including balconies and terraces should link directly to main living areas within the residential unit.
21. Communal outdoor living spaces should be consolidated, accessible, usable and attractive whilst avoiding loss of privacy or amenity for residents and neighbours.

## VIII. Service areas and utilities

22. Position areas to minimise adverse visual, noise or odour amenity effects and to enable practical use.
23. Rubbish storage areas, letterboxes, utility boxes and other service facilities should be visually integrated into the development frontage.
24. Ensure storage space is easily accessible and provides for a range of recreational and maintenance equipment.
25. Building services such as external access ways and mechanical, electrical and communication equipment should be integrated within buildings.

## IX. Residential amenity

26. The location, orientation and internal design of residential units should balance outlook and sunlight with the privacy of internal occupants and neighbouring residential units.
27. Orientate and screen windows and balconies on upper levels to limit direct overlooking of adjacent dwellings or their outdoor living space.

## X. Environmental efficiency

28. The design, orientation and layout of developments should be encouraged to minimise energy use.

**Attachment 1 – Key Treasury Risk Positions**  
as at 31 December 2014

**1. Key Covenant Ratios**

	Jun-15 projected	Must be:	
Net Debt / Equity	9%	< 20%	OK
Net Debt / Revenue	107%	< 250%	OK
Interest / Revenue	8%	< 20%	OK
Interest / Rates	19%	< 30%	OK
Liquidity	118%	> 110%	OK

**2. Credit Risk**

*The risk of financial loss arising from a counterparty's inability or unwillingness to make payments to Council when due.*

We manage this risk by ensuring that all treasury transactions are adequately documented, only dealing with acceptably-rated counterparties, and limiting the maximum amount of exposure to each counterparty.

*Current actual exposure from cash, deposits, and other investments*

Counterparty	Credit Rating	Exposure	Limit
--------------	---------------	----------	-------

**Government & Semi-Government**

NZ Government	n/a	0.0	unlimited
LGFA	> "A-"	23.7	100

**Banks**

ANZ Bank	"AA" band	3.0	150
ASB Bank	"AA" band	29.5	150
BNZ Bank	"AA" band	55.7	150
Kiwibank	"A" band	60.5	100
Rarobank	"A" band	11.5	100
Westpac Bank	"AA" band	10.0	150

**Local Authorities**

Rotorua DC	unrated	5.0	25
Tauranga CC	> "BBB+"	5.0	40

**Corporate**

Auckland International Airport	> "BBB+"	3.5	10
--------------------------------	----------	-----	----

**Other**

Canterbury Museum Trust Board	unrated	2.6	2.6
Endeavour I-cap	unrated	1.8	1.8
Interstar NZ Millenium Trust	"A" band	0.1	0.1

*Current modelled exposure from interest rate hedging instruments*

Counterparty	Credit Rating	Market Value	Buffer	Exposure	Limit (\$m)
ANZ Bank	AA-	-42.9	12.9	0.0	200
BNZ Bank	AA-	-8.4	1.7	0.0	200
Westpac Bank	AA-	-23.1	6.0	0.0	200

**3. Liquidity Risk**

*The risk of disrupted payments and/or increased cost of funding arising from having insufficient cash and committed borrowing facilities available to meet day-to-day operating and capital requirements.*

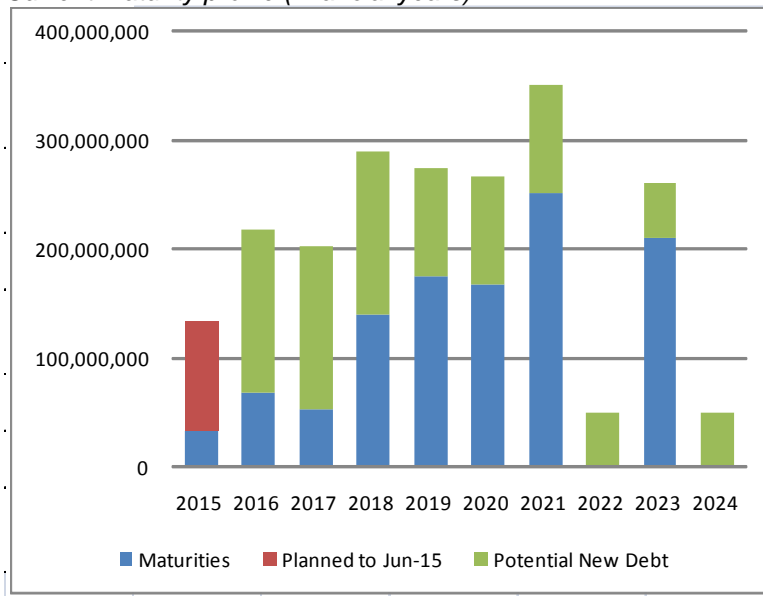
We control this risk by ensuring that cash plus committed short-term borrowing facilities exceed the minimum amount required under our LGFA covenant (section 1 above).

**4. Funding Risk**

*The risk of un-budgeted cost arising from difficulty in accessing term borrowing.*

We manage this risk by ensuring that debt maturities are adequately spread over time, so that only a manageable amount of borrowing is required in any financial year.

Current maturity profile (financial years)

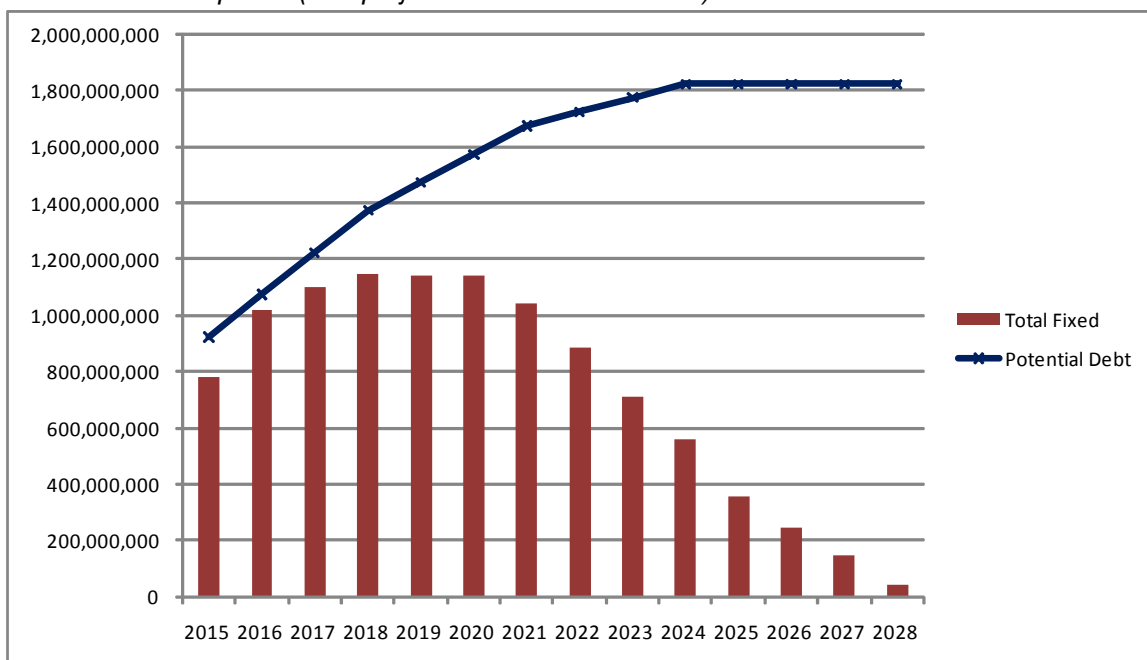


**5. Interest Rate Risk**

*The risk of adverse variation to budget, or unacceptable variability in interest costs from one year to the next, arising from movements in market interest rates.*

We manage this risk by ensuring that a minimum proportion of projected debt is hedged at fixed interest rates, and that the proportion hedged declines slowly over time.

Current fixed rate profile (with projected debt shown in blue)



Attachment 2

													Appendix 2	
Debt written off - summary report														
	July	August	September	October	November	December	January	February	March	April	May	June	YTD Total	%
Write Offs > \$2000.00	2,047.95	19,575.89	6,888.84	12,060.38	15,064.02	3,294.23	-	-	-	-	-	-	58,931.31	38.93%
Write Offs =< \$2000.00	27,768.91	17,997.38	16,690.49	10,191.70	11,515.44	8,301.04	-	-	-	-	-	-	92,464.96	61.07%
<b>Total to approve</b>	<b>29,816.86</b>	<b>37,573.27</b>	<b>23,579.33</b>	<b>22,252.08</b>	<b>26,579.46</b>	<b>11,595.27</b>	-	-	-	-	-	-	<b>151,396.27</b>	
<i>Breakdown:</i>														
Parking													-	0.00%
Residential Rents	5,782.16	2,071.82	10,848.89	3,800.85	1,874.72	5,120.91							29,499.35	19.48%
Regulatory		9,315.00	2,188.68		8,958.70	962.14							21,424.52	14.15%
Dogs	1,668.00	1,146.00	488.50			268.50							3,571.00	2.36%
Library	19,999.53	10,873.76	7,808.99	4,986.76	8,127.38	3,269.43							55,065.85	36.37%
Sundry		1,071.90	821.75	8,965.79									10,859.44	7.17%
Recreation & Sport	2,367.17	2,518.90	1,186.24	1,404.09	1,343.99	1,032.73							9,853.12	6.51%
Customer in Liquidation					169.35								169.35	0.11%
Abandoned Vehicle													-	0.00%
Street Pole		10,575.89		3,094.59	6,105.32	941.56							20,717.36	13.68%
Commercial			236.28										236.28	0.16%
Others													-	0.00%
<b>Total 2013-2014</b>	<b>29,816.86</b>	<b>37,573.27</b>	<b>23,579.33</b>	<b>22,252.08</b>	<b>26,579.46</b>	<b>11,595.27</b>	-	-	-	-	-	-	<b>151,396.27</b>	
Total 2013-2014	19,108.74	14,081.04	13,492.72	11,445.99	12,043.83	11,157.35	9,306.04	6,070.97	104,909.40	32,015.18	16,089.82	27,403.59	277,124.67	
Variance to Last Year	10,708.12	23,492.23	10,086.61	10,806.09	14,535.63	437.92	- 9,306.04	- 6,070.97	- 104,909.40	- 32,015.18	- 16,089.82	- 27,403.59	- 125,728.40	

APPENDIX 1: RECOVERIES SUMMARY AT 31 DECEMBER 2014

Recoveries summary report as at 31/12/14 All Figures are \$ million GST exclusive						
	Total	Crown	NZTA	LAPP (I)	LAPP (F)	EQC/Other
<b>Rebuild</b>						
Cost incurred to date	<b>1,589.5</b>					
Recoveries accrued	1158.4	640.6	190.0	181.8	142.8	3.2
Recoveries received	1028.3	613.5	218.3	181.8	12.1	2.6
Recoveries settled but unpaid	0.0	0.0	0.0	0.0	0.0	0.0
Claims in progress	130.1	27.1	-28.3	0.0	130.7	0.6
<b>Significantly Damaged Buildings (Indemnity recovery claimed)</b>						
Recoveries accrued	156.7				98.9	57.8
Recoveries received	121.3				63.4	57.9
Recoveries settled but unpaid	5.2				5.2	0.0
Claims in progress	30.2				30.3	-0.1
<b>Emergency and Response</b>						
Cost incurred to date	<b>676.2</b>					
Recoveries accrued	428.2	255.2	98.6	19.7	42.0	12.7
Recoveries received	364.2	235.2	97.9	19.7	0.5	10.9
Recoveries claimed but not settled	3.8	3.8	0.0	0.0	0.0	0.0
Claims in progress	60.2	16.2	0.7	0.0	41.5	1.8
<b>Increased Costs of Working</b>						
Cost incurred to date	<b>10.8</b>					
Claims to be lodged (estimate)	4.3				4.3	

**Note**

Amounts in this table differ from Appendix 4 as they are for Council only and exclude Vbase and other smaller entities for which the Council arranges cover.

The unclaimed LAPP (F) response recoveries relate to building assessment and repairs where agreement has not yet been reached with the insurer.

The credit balance for NZTA claims in progress will reduce as the Rebuild progresses. The difference is due to the way accrued recoveries are calculated on the large volume of work in progress.

APPENDIX 2: MAIN CLAIM HEAD PROGRESS SUMMARY AS AT 31 DECEMBER 2014

Main Claim Head	Insurance Status	Looking forward
Residential Properties	<ul style="list-style-type: none"> <li>• Settlement was reached with EQC during December.</li> <li>• Pro-forma claim lodged for ancillary structures (fences, paths etc) and over-cap properties.</li> </ul>	<ul style="list-style-type: none"> <li>• Finalise claims for ancillary structures and over-cap properties.</li> </ul>
Major Facilities	<ul style="list-style-type: none"> <li>• Details of individual projects are outlined in Appendix 3.</li> </ul>	<ul style="list-style-type: none"> <li>• Negotiations regarding sites continue with insurers.</li> </ul>
Commercial Properties (Community Facilities, Libraries, Greenspace, Sport & Recreation)	<ul style="list-style-type: none"> <li>• Final claims have been lodged for major assets in these claim heads.</li> <li>• Pro-forma claims for all other assets in these claim heads have been lodged.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue with work to finalise pro-forma claims, and negotiate settlements for packages of similar assets.</li> <li>• Respond to queries from insurer regarding claims lodged.</li> </ul>
Heritage Properties		
Christchurch Waste Water Treatment Plant		
Above Ground Infrastructure		
Additional Assets / Contents		

APPENDIX 3: PROGRESS AND INSURANCE UPDATE ON MAJOR PROJECTS AS AT 31 DECEMBER 2014

Project	Cost to date (\$m)	Project Status	Insured Value (\$m)	Payment Received on Claims (\$m)	Insurance Status
Christchurch Town Hall	9.9	<ul style="list-style-type: none"> <li>• Council confirmed resolution to conserve building in its entirety and to continue to develop design for tender.</li> <li>• Tender closes February 2015.</li> <li>• Vbase Business Plan complete.</li> <li>• Strategic and Financial case pending..</li> </ul>	69.1	28.6 *	<ul style="list-style-type: none"> <li>• Claim lodged for total sum insured as Council's view is that this asset is a total economic loss.</li> <li>• Discussions continue with insurers to agree on the extent of the damage.</li> </ul>
Christchurch Convention Centre	1.41	<ul style="list-style-type: none"> <li>• A CCDU Blueprint project led by CCDU.</li> <li>• Expression of Interest for Contractors closed in December 2014.</li> <li>• All expenses incurred by Council have been billed to Vbase including \$1.1m for demolition.</li> </ul>	30.6	20.3 *	<ul style="list-style-type: none"> <li>• Insurers have agreed that the previous Convention Centre was a total economic loss and a replacement could be built on a different site.</li> <li>• Claim submitted for total sum insured.</li> </ul>
Christchurch Art Gallery	25.06	<ul style="list-style-type: none"> <li>• Damage assessment and repair options continue.</li> <li>• Works to re-level the Gallery are complete. Seismic strengthening contractor on site – works underway.</li> <li>• Repairs to pre-cast panels are still in tender process and roof parapet works scheduled but stalled due to pending insurance decision.</li> <li>• Base isolation works are now ongoing.</li> </ul>	69.8	0.0	<ul style="list-style-type: none"> <li>• Claim submitted for remediation costs and discussions on-going with insurer.</li> </ul>
Horncastle Arena (formerly called CBS Arena)	0.33	<ul style="list-style-type: none"> <li>• Improvements and essential maintenance to the Horncastle Arena took place during the Christmas shutdown.</li> <li>• Some minor works to the exterior may take place early in the New Year.</li> <li>• All expenditure incurred by Council has been billed to Vbase.</li> </ul>	59.5	0.0	<ul style="list-style-type: none"> <li>• Insurer has supported minor earthquake repair work which has now been completed.</li> <li>• Formal claim lodged for remediation works.</li> </ul>
Stadium	3.56	<ul style="list-style-type: none"> <li>• A CCDU Blueprint project led by CCDU.</li> <li>• Council staff have been working with CCDU. There has been little progress on a new stadium.</li> <li>• Commencement date on Stadium still to be confirmed.</li> <li>• All expenditure incurred by Council has been billed to Vbase. \$2.8m relates to damage assessment and temporary repairs and \$0.5m for demolition.</li> </ul>	143.3	0.5	<ul style="list-style-type: none"> <li>• Claim lodged for total sum insured as Council's view is that this asset is a total loss.</li> <li>• Council's engineers are continuing to identify any further damage assessments required prior to meeting with insurer's advisors.</li> <li>• Reinsurer's engineers are carrying out further assessment work on this asset.</li> </ul>



Project	Cost to date (\$m)	Project Status	Insured Value (\$m)	Payment Received on Claims (\$m)	Insurance Status
Replace Damaged Sports Facilities (Athletic Tracks, East Pool)	0.17	<ul style="list-style-type: none"> <li>Geotech assessment is taking place on QEII site.</li> <li>Work underway on confirming the scope and estimated cost.</li> <li>No major expenditure expected this year.</li> </ul>	6.9	3.7 *	<ul style="list-style-type: none"> <li>Centennial Pool is total loss under the policy and total sum insured has been claimed.</li> </ul>
Athletics Track replacement for QEII track lost	0.09	<ul style="list-style-type: none"> <li>Nga Puna Wai hearings in the New Year.</li> </ul>			<ul style="list-style-type: none"> <li>Claim for QEII track to be finalised</li> </ul>
Metro Sport Facility	3.83	<ul style="list-style-type: none"> <li>Includes QEII demolition costs of \$2.4m.</li> <li>A CCDU Blueprint project now to be led by CCDU at business case approval stage.</li> </ul>	79.2	31.8 *	<ul style="list-style-type: none"> <li>Insurers have agreed that the QE II Stadium was a total loss under the policy.</li> <li>Claim lodged for total sum insured.</li> </ul>
Central Library	2.69	<ul style="list-style-type: none"> <li>A CCDU Blueprint project led by CCC.</li> <li>Concept design approximately 95% complete</li> <li>Anticipate starting construction in mid 2015</li> <li>Land now secured by CERA, source of \$10m Philanthropic funding yet to be identified</li> </ul>	30.1	0.0	<ul style="list-style-type: none"> <li>Existing Central Library site has been sold to CCDU, however Council has retained insurance entitlements and negotiations with insurers continue.</li> <li>Insurer representatives have extracted samples to allow testing of steel reinforcing. This testing is expected to begin during March 2015.</li> </ul>
Lichfield St Parking Building	0.7	<ul style="list-style-type: none"> <li>Consultation with neighbours undertaken.</li> <li>Council resolved to demolish building and rebuild options are being developed.</li> <li>Tenders for demolition received and being analysed.</li> </ul>	21.3	0.0	<ul style="list-style-type: none"> <li>Testing completed on reinforcing steel for possible damage. Results and engineering interpretation included in the claim lodged in early June.</li> <li>Discussions underway with insurers regarding extraction of samples for testing by their advisors.</li> </ul>
Manchester St Parking Building	0.44	<ul style="list-style-type: none"> <li>CCDU have included this site in the Frame. It will be sold.</li> </ul>	14.4	0.0	<ul style="list-style-type: none"> <li>Formal claim lodged during September for this asset as a total economic loss.</li> <li>Negotiations with insurers continue regarding policy entitlement and the impact of the CCDU acquisition.</li> </ul>
Bus Exchange / The Crossing	4.53	<ul style="list-style-type: none"> <li>Building has been sold to private developer for new car park building.</li> </ul>	46.5	0.0	<ul style="list-style-type: none"> <li>Insurer representatives have completed extraction of samples to allow testing of steel reinforcing.</li> <li>Reports on further damage found during demolition to be discussed with insurer's engineering representatives.</li> </ul>
New South West Library and Service Centre	0.54	<ul style="list-style-type: none"> <li>Project brief developed and site selection investigation completed.</li> <li>Project includes a site optimisation study for the preferred site including all potential uses of site.</li> </ul>	3.7	0.0	<ul style="list-style-type: none"> <li>Sockburn Service Centre has now been assessed and a claim lodged for required remediation works.</li> </ul>
Canterbury Provincial Chamber	5.13	<ul style="list-style-type: none"> <li>Project on hold until funding confirmed through LTP process.</li> </ul>	36.2	5.4	<ul style="list-style-type: none"> <li>Claim lodged for total sum insured as Council considers this asset to be a total economic loss.</li> <li>Discussions continue with insurers to agree on the extent of the damage and likely remediation costs.</li> </ul>

Project	Cost to date (\$m)	Project Status	Insured Value (\$m)	Payment Received on Claims (\$m)	Insurance Status
Our City	1.52	<ul style="list-style-type: none"> <li>• Temporary propping and make safe works completed.</li> <li>• Project on hold until funding confirmed through LTP process.</li> </ul>	6.3	0.9	<ul style="list-style-type: none"> <li>• Claim lodged for total sum insured as Council considers this asset to be a total economic loss.</li> <li>• Discussions continue with insurers to agree on the extent of the damage and likely remediation costs.</li> </ul>
South Library	0.4	<ul style="list-style-type: none"> <li>• Damage assessments continue</li> </ul>	7.2	0.0	<ul style="list-style-type: none"> <li>• Draft damage assessment report received and undergoing peer review.</li> <li>• Further investigations planned.</li> </ul>
	<hr/> \$60.3		<hr/> \$624.1	<hr/> \$91.2	

\* Includes indemnity values received for existing assets

APPENDIX 4:

Insurance Programme MCH Summary of Revenue as at 31 December 2014																		
Claim Heads and Insurer					Claim Process						Settlement & Payment Process							
Claim Head	Asset No.	Insurer	Type of Insurance	Insured Value	Claims Pending CCC Approval		CCC Claim Submitted (net of deductible)		Final Claims pending Elected Member Approval		Elected Members Approved		Agreed Value with Insurer, to Date		Payments Received excl. GST		Outstanding from Insurer	
Material Damage Claims					No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)
Residential Properties	730	EQC / LAPP(F)	MD	350,292,899										59,423,669	59,423,669		0	
Major Facilities	11	LAPP(F)	MD	474,818,715			28	569,075,504	1	7,009,991				82,031,258	77,418,769		4,612,489	
Commercial Properties	645	LAPP(F)	MD	499,376,942			170	52,667,026			1	3,234,315		21,596,715	20,886,233		710,482	
Heritage Properties	89	LAPP(F)	MD	107,671,462			116	47,344,528						23,650,479	20,230,558		3,419,921	
Christchurch Waste Water Treatment Plant -	Lot	LAPP(F)	MD	178,681,538			4	7,469,962	4	7,469,962								
							51	90,384,685							5,961,876	3,345,207	2,616,669	
Above Ground Infrastructure	Lot	LAPP(F)	MD	158,037,049			55	111,383,554						20,148,315	8,722,125		11,426,190	
Additional Assets / Contents	114	LAPP(F)	MD	250,459,476			88	47,624,951						23,737			23,737	
<b>Above Ground MD Insured Value</b>				<b>2,019,338,080</b>	<b>0</b>	<b>0</b>	<b>512</b>	<b>925,950,190</b>	<b>5</b>	<b>14,479,953</b>	<b>1</b>	<b>3,234,315</b>		<b>212,836,050</b>	<b>190,026,561</b>		<b>22,809,488</b>	
Non - MD Claims					No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)
Claims Preparation	3	LAPP(F)	Claim Prep.	3,000,000			8	2,021,326						1,620,810	1,620,810		0	
Business Interruption and Increased Costs	Lot	LAPP(F)	BI / AICOW	88,500,000			5	15,665,644						4,079,190	4,079,190			
Contract Works	1	QBE	Ferrymead Bridge	12,803,799			1	1,965,000			1	1,965,000		1,965,000	1,965,000		0	
	1	LAPP(F)	Town Hall Refurbishment	9,057,600			0	0	0	0				0	0		0	
<b>Non MD Insurance Value</b>				<b>113,361,399</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>19,651,970</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1,965,000</b>		<b>7,665,000</b>	<b>7,665,000</b>		<b>0</b>	
LAPP - Under Ground					No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)
Below Ground Infrastructure	All	LAPP(I)	MD	873,425,035			1	201,481,751			1	201,481,751		201,481,751	201,481,751		0	
<b>INSURER TOTALS</b>				<b>3,006,124,514</b>	<b>0</b>	<b>0</b>	<b>527</b>	<b>1,147,083,911</b>	<b>5</b>	<b>14,479,953</b>	<b>3</b>	<b>206,681,066</b>		<b>421,982,801</b>	<b>399,173,312</b>		<b>22,809,488</b>	
<b>Period: 01 October to 31 December 2014</b>																		
<b>Money Pending Claim Approval</b>					<b>0</b>		<b>Money Claimed</b>					<b>28,108,789</b>	<b>Money Received</b>					<b>22,702,296</b>

Note:

\$28.1 million claimed during the October - December period relates to above ground infrastructure (\$14.5 million) and other assets and facilities (\$13.6 million).  
The split of payments received and amounts outstanding for material damage claims has been updated this quarter following further information from received from insurers.  
\$22.7 million received relates to the settlement reached with EQC and a further payment to the Christchurch Music Centre.

APPENDIX 5: BUILDING AND INFRASTRUCTURE IMPROVEMENT ALLOWANCE BALANCE AS AT 31 DECEMBER 2014

Council Meeting Date	Description	Value
	<b>Total Allowance</b>	<b>225,000,000</b>
	<b>Approved Allocations:</b>	
25/08/2011	CWTP – Oxidation Ponds	16,128,000
08/09/2011	Temporary Stadium contribution	1,000,000
16/02/2012	Fendalton Library and Service Centre	190,000
15/03/2012	Linwood Community Arts Centre	35,884
05/04/2012	Cowles Stadium	480,000
05/04/2012	Pump Station 37	126,000
26/06/2012	Art Gallery repairs	12,400,000
26/06/2012	Manchester and Lichfield Car Park repairs	13,000,000
26/06/2012	Athletics Track repairs	2,100,000
26/06/2012	Town Hall repairs	51,300,000
26/06/2012	Central Library repairs	500,000
06/12/2012	Owles Terrace waste water Rebuild	270,000
06/12/2012	Milton Street Frankleigh Street waste water repairs	736,000
06/12/2012	Milton Street Frankleigh Street waste water pipe upsizing	81,000
06/12/2012	Colombo Street Diversion	928,000
06/12/2012	Pump Station 15 Trunk Mains	2,879,000
28/02/2013	Charleston Area Water Supply Improvements	315,000
28/02/2013	PS 8 Area storm water Pipe Upsize	54,410
28/02/2013	Beachville Catchment storm water Upgrade	12,400
28/02/2013	Maces Road Water Main Upgrade	158,000
28/02/2013	Worsleys Reservoir Repair	80,000
28/02/2013	Main Road Causeway Sea Wall and Associated Works	603,000
28/02/2013	Beachville Road Eastern Sea Wall and Associated Works	129,000
28/03/2013	Art Gallery Re-Levelling	20,000,000
16/02/2012	Hollis Avenue Wastewater Pipe Renewal	333,000
16/05/2013	Jellie Park Plant Room Repair	211,361
27/06/2013	Coastal Pathway Project	9,900,000
27/06/2013	Christchurch Central Library	15,000,000
13/06/2013	Bishopdale Library	1,183,612
27/06/2013	Pump Station 15 Flow Meters and Wet well Venting	161,095
27/06/2013	Carlton Footbridge Architectural Treatment	65,000
27/06/2013	Main Road 3 Lane storm water pipe upsizing	17,100
03/09/2013	Waltham Pool*	2,089,393
03/09/2013	Norman Kirk Memorial Pool*	2,659,000
03/09/2013	Lyttelton Recreation Centre*	3,141,500
12/09/2013	Sign of The Takahe	1,471,586
03/10/2013	Hei Hei Community Centre	568,760
03/10/2013	Aranui Community Centre Rebuild	3,919,197
07/11/2013	Scarborough Paddling Pool	780,000
12/12/2013	RSU Grass Sports Pitches**	985,000
12/12/2013	RSU Grass Sports Pitches - Garrick Park	670,000
14/05/2014	Underwrite for 2 <sup>nd</sup> pitch at Garrick Park not required	-170,000

Council Meeting Date	Description	Value
20/12/2013	Ashgrove Terrace waste water pipe upsizing	284,370
20/12/2013	Colombo Street waste water pipe upsizing	322,000
20/12/2013	Centaurus Road waste water pipe upsizing	36,425
20/12/2013	Bridge Street Reserve Pumping Station Building	21,257
20/12/2013	Clifton 5 Water Supply Pump Station	32,000
20/12/2013	Madras Street bridge storm water pipe upsizing	44,000
30/01/2014	Mona Vale Homestead	600,416
30/01/2014	Gaiety Hall *	624,400
25/03/2014	Walsall Street, storm water pipe upsizing	90,921
25/03/2014	Central City tactile pavers	53,855
25/03/2014	Denton Oval Amenity Block	130,000
13/05/2014	Waltham Lido pool additional allocation	708,000
26/06/2014	Woolston park memorial to fallen soldiers & pavilion	206,721
17/07/2014	Demolish Lichfield St carpark & establish temporary carpark	3,500,000
4/09/2014	Community facilities tranche 1*	29,087,059
4/09/2014	Heritage facilities tranche 1*	11,703,596
4/09/2014	New Brighton legacy project	5,000,000
4/09/2014	McCormacks Bay, Mt Pleasant Community Centre landscaping	433,000
11/09/2014	Beachville Road seawall	580,000
25/09/2014	Christchurch Stadium Trust funding application	2,000,000
31/07/2014	Botanic Gardens Tea Kiosk	110,000
N/A	Reversal of Betterment on SCIRT job not required	-80,000
15/12/2014	Underwrite Music Centre insurance receivable	800,000
	Allocated to date	222,779,318
	<b>Remaining Balance</b>	<b>2,220,682</b>
	* indicates any insurance proceeds will be returned to the allowance	
	** indicates any underwrite recoveries will be returned to the allowance	

# **CHRISTCHURCH CITY COUNCIL**

## **Treasury Risk Management Policy**

### **Including Liability Management and Investment Policies**

## **1.0 Introduction**

### **1.1 Policy purpose**

The purpose of the Treasury Risk Management Policy (Policy) is to outline approved policies and procedures in respect of all treasury activity to be undertaken by Christchurch City Council (the Council). The formalisation of such policies and procedures will enable treasury risks within the Council to be prudently managed.

As circumstances change, the policies and procedures outlined in this Policy will be modified to ensure that treasury risks within the Council continue to be well managed. In addition, regular reviews will be conducted to test the existing Policy against the following criteria:

- Industry best practices for a Council the size and type of the Council.
- The risk bearing ability and tolerance levels of the underlying revenue and cost drivers.
- The effectiveness and efficiency of the Policy and treasury management function to recognise, measure, control, manage and report on the Council's financial exposure to market interest rate risks, funding risk, liquidity, investment risks, counterparty credit risks and other associated risks.
- The operations of a pro-active treasury function in an environment of control and compliance.
- The robustness of the Policy's risk control limits and risk spreading mechanisms against normal and abnormal interest rate market movements and conditions.
- Assistance to the Council in achieving strategic objectives.

## **2.0 Scope and objectives**

### **2.1 Scope**

- This document identifies the policy of the Council in respect of treasury management activities.
- The Policy has not been prepared to cover other aspects of the Council's operations, particularly transactional banking management, systems of internal control and financial management. Other policies and procedures of the Council cover these matters.

### **2.2 Treasury management objective**

The objective of this Policy is to control and manage borrowing costs, investment returns, liquidity requirements and risks associated with treasury management activities.

### **2.3 Policy setting and management**

The Council approves Policy parameters in relation to its treasury activities. The Council's Chief Executive has overall financial management responsibility for the Council's borrowing and investments.

The Council exercises ongoing governance over its subsidiary companies (CCO/CCTO), through the process of approving the Constitutions, Statements of (Corporate) Intent, and the appointment of Directors/Trustees of these companies.

## **3.0 Governance and management responsibilities**

### **3.1 Council**

The Council has ultimate responsibility for ensuring that there is an effective policy for the management of its risks. In this respect the Council decides the level and nature of risks that are acceptable, given the underlying objectives of the Council.

The Council is responsible for approving the Policy. While the Policy can be reviewed and changes recommended by other persons, the authority to make or change the Policy cannot be delegated.

In this respect, the Council has responsibility for:

- Approving the long-term financial position of the Council through the Long Term Plan (LTP) and associated Financial Strategy along with the adopted Annual Plan.
- Approve and adopt the Liability Management and Investment Policies.
- Approving the Policy following recommendation by the Strategy & Finance Committee, incorporating the following delegated authorities:
  - Borrowing, investment and dealing limits and the respective authority levels delegated to the CEO, CFO and other management.
  - Counterparties and credit limits.
  - Risk management methodologies and benchmarks.
  - Guidelines for the use of financial instruments.
- Receiving a triennial review report on the Policy.

### **3.2 Strategy & Finance Committee (SFC)**

The SFC is a Council committee responsible for advising the full Council on Treasury and related matters. Under this Policy, the SFC will:

- Evaluate and recommend amendments to Policy.
- Review debt levels for compliance with Council's Annual Plan, Long Term Plan or specific Council resolution and this Policy.
- Review treasury activity through quarterly reporting, supplemented by exception reporting.
- Review and recommend delegated authority to the CEO and other officers.
- Review and recommend approval of one-off transactions falling outside Policy.

### **3.3 Chief Executive Officer (CEO)**

While the Council has final responsibility for the Policy governing the management of Council's Treasury risks, it delegates overall responsibility for the day-to-day management of such risks to the CEO.

In respect of treasury management activities, the CEO's responsibilities include:

- Ensuring the policies comply with existing and new legislation.
- Approving the register of authorised signatories.
- Signing Compliance Certificates under borrowing and hedging agreements (including under section 118 of the Local Government Act 2002), as required.
- In conjunction with the Chief Financial Officer (CFO), approving the opening and closing of bank accounts.
- Receiving advice of non-compliance of Policy and significant treasury events from the CFO.



## 4.0 Liability management policy

### 4.1 Introduction

The Liability Management Policy focuses on borrowing (external and internal) as this is the most significant component of Council's liabilities and exposes the Council to the most significant risks. Other liabilities are generally non-interest bearing. Cash flows associated with other liabilities are incorporated in cash flow forecasts for liquidity management purposes and for determining future borrowing requirements.

Council maintains external borrowings in order to:

- Raise specific debt associated with projects and capital expenditures.
- Fund assets whose useful lives extend over several generations of ratepayers.
- Fund investment in CCOs
- Provide funding to CCOs
- Fund short term borrowing for working capital requirements-

Borrowing provides a basis to achieve inter-generational equity by aligning long-term assets with long-term funding sources, and ensure that the cost are met by those ratepayers benefiting from the investment.

Generally when the Council borrows money the debt is not linked to a specific activity, it is considered to be part of the overall cost of operating the Council. This general rule is not followed for debt which is linked to a service covered by a targeted rate. In those cases the debt repayment is recovered from within the targeted rate.

### 4.2 Borrowing limits

Debt will be managed within the following limits:

Item	Borrowing Limit
Net Debt / Total Revenue	<250%
Net Debt / Equity	<20%
Net Interest / Total Revenue	<20%
Net Interest / Annual Rates Income	>30%
Liquidity	>110%

- Total Revenue is defined as cash earnings from rates, government capital grants and subsidies, user charges, interest, dividends, financial and other revenue and excludes non government capital contributions (e.g. development contributions and vested assets).
- Net Debt is defined as total debt less liquid financial assets and investments.
- Liquidity is defined as external debt plus committed bank facilities plus liquid investments divided by external debt.
- Net Interest is defined as the amount equal to all interest and financing costs less interest income for the relevant period.
- Annual Rates Income is defined as the amount equal to the total revenue from any funding mechanism authorised by the Local Government (Rating) Act 2002 (including volumetric water charges levied) together with any revenue received from other local authorities for services provided (and for which the other local authorities rate).
- Financial covenants are measured on Council only not consolidated group.

### 4.3 Asset management plans

In approving new debt Council considers the impact on its external borrowing limits as well as the economic life of the asset that is being funded and its overall consistency with Council's LTP and Financial Strategy.

### 4.4 Borrowing Mechanism

Council is able to externally borrow through a variety of market mechanisms including issuing stock/bonds, commercial paper (CP) and debentures, direct bank borrowing, borrowing from the Local Government Funding Agency, (LGFA), accessing the short and long-term wholesale/retail debt capital markets directly or indirectly, or internal borrowing of reserve and special funds. In evaluating strategies for new borrowing (in relation to source, term, size and pricing) the following is taken into account:

- Available terms from banks, LGFA, debt capital markets and loan stock issuance.
- Council's overall debt maturity profile, to ensure concentration of debt is avoided at reissue/rollover time.
- Prevailing interest rates and margins relative to term for loan stock issuance, LGFA, debt capital markets and bank borrowing.
- The market's outlook on future interest rate movements as well as its own.
- Legal documentation and financial covenants considerations.
- For internally funded projects, to ensure that finance terms for those projects are at least as equitable with those terms from external borrowing.
- Alternative funding mechanisms such as leasing should be evaluated with financial analysis in conjunction with traditional on-balance sheet funding. The evaluation should take into consideration, ownership, redemption value and effective cost of funds.

Council's ability to readily attract cost effective borrowing is largely driven by its ability to rate, maintain a strong financial standing and manage its relationships with its investors, LGFA, Standard and Poor's and financial institutions/brokers.

### 4.5 Security

Council's external borrowings will generally be secured by way of a charge over rates and rates revenue offered through a Debenture Trust Deed. Under a Debenture Trust Deed, Council's borrowing is secured by a floating charge over all Council rates levied under the Local Government Rating Act. The security offered by Council ranks equally or pari passu with other lenders.

From time to time, and with Council approval, security may be offered by providing a charge over one or more of Councils assets.

Physical assets will be charged only where:

- There is a direct relationship between the debt and the purchase or construction of the asset, which it funds (e.g. project finance).
- Council considers a charge over physical assets to be appropriate.
- Any pledging of physical assets must comply with the terms and conditions contained within the security arrangement.

### 4.6 Debt repayment

The funds from all asset sales, operating surpluses, grants and subsidies will be applied to specific projects or the reduction of debt and/or a reduction in borrowing requirements, unless the Council specifically directs that the funds will be put to another use.

Debt will be repaid as it falls due in accordance with the applicable borrowing arrangement. Subject to the appropriate approval and debt limits, a loan may be rolled over or re-negotiated as and when appropriate.

Council will manage debt on a net portfolio basis and will only externally borrow when it is commercially prudent to do so.

Debt acquired to fund strategic land purchases and equity investments in CCTOs will be interest-only borrowing and will not be repaid until the underlying asset is disposed of.

#### 4.7 Guarantees / contingent liabilities and other financial arrangements

Council may act as guarantor to financial institutions on loans or enter into incidental arrangements for organisations, clubs, Trusts, or Business Units, when the purposes of the loan are in line with Council's strategic objectives.

Council's significant contingent liability is in relation to its \$650 million of un-called redeemable preference shares in CCHL, which exist to support CCHL's credit worthiness and ensure that it can obtain services and funding at an efficient cost.

Council is not allowed to guarantee loans to Council-controlled trading organisations under Section 62 of the Local Government Act.

Council will ensure that sufficient funds or lines of credit exist to meet amounts guaranteed.

Other financial arrangements include advances to community organisations and trusts.

Conditions to financial arrangements, such as loan advances, are specified in section 5.4.4.

#### 4.8 Internal borrowing

Council uses its reserves and external borrowing to internally fund both capital expenditure and working capital. The Council approves overall borrowing by resolution during the annual planning and/or LTP process. The finance function is responsible for administering Council's internal loan portfolio.

The primary objective in funding internally is to use funds efficiently, by eliminating the margin that would be paid through Council separately investing and borrowing externally.

#### 4.9 New Zealand Local Government Funding Agency (LGFA) Limited

Under its shareholding agreement with LGFA, Council has agreed to:

- Provide guarantees of the indebtedness of other local authorities to LGFA, and of the indebtedness of LGFA itself;
- Secure its borrowings from LGFA (and the performance of other obligations to LGFA or its creditors) with a charge over Council's rates and rates revenues; and
- Each time Council borrows from LGFA, contribute a portion of that borrowing back to LGFA as an equity contribution (eg. in the form of Borrower Notes).

To the extent that it considers it necessary or desirable, Council may also commit to contributing additional equity (or subordinated debt), and/or subscribe for shares and uncalled capital in LGFA.

#### 4.10 Approved financial instruments

Approved financial instruments (which do not include shares or equities) are as follows:

Category	Instrument
Cash management and borrowing	Bank deposits Bank overdraft Bank term loans Committed cash advance and bank accepted bill facilities (short term and long term loan facilities) Loan stock /bond issuance (floating or fixed rate) Commercial paper (CP)/Promissory notes NZD denominated Private Placement Loans

Interest rate risk management	Forward rate agreements (FRAs) on bank bills Interest rate swaps (including forward-starting swaps) Interest rate options on: <ul style="list-style-type: none"><li>▪ Bank bills (purchased caps and one for one collars)</li><li>▪ Interest rate swaptions (purchased swaptions and one for one collars only)</li></ul>
-------------------------------	--

Any other financial instrument must be specifically approved by the Council on a case-by-case basis and only be applied to the one singular transaction being approved.

## 5.0 Investment policy

### 5.1 Introduction

Council generally holds investments for strategic reasons where there is some community, social, physical or economic benefit accruing from the investment activity. Generating a commercial return on strategic investments is considered a secondary objective. Investments and associated risks are monitored and managed, and regularly reported to Council. Specific purposes for maintaining investments include:

- For strategic purposes consistent with Council's LTP.
- To reduce the current ratepayer burden.
- The retention of vested land.
- Holding short term investments for working capital requirements and liquidity management.
- Holding investments that are necessary to carry out Council operations consistent with Annual Plans, to implement strategic initiatives, or to support inter-generational allocations.
- Holding assets (such as property) for commercial returns.
- Provide ready cash in the event of a natural disaster. The use of which is intended to bridge the gap between the disaster and the reinstatement of normal income streams and assets.
- Invest amounts allocated to accumulated surplus, Council created restricted reserves and general reserves.
- Invest proceeds from the sale of assets.

Council recognises that as a responsible public authority all investments held, should be low risk. Council also recognises that low risk investments generally mean lower returns.

Council can internally borrow from reserve funds in the first instance to meet future capital expenditure requirements, unless there is a compelling reason for establishing external debt.

### 5.2 Policy

The Council's general policy on investments is that:

- The Council may hold financial, property, and equity investments if there are strategic, commercial, economic or other valid reasons (e.g. where it is the most appropriate way to administer a Council function).
- The Council will keep under review its approach to all major investments and the credit rating of approved financial institutions.
- The Council will review its policies on holding investments at least once every three years.

### 5.3 Acquisition of new investments

With the exception of financial investments, new investments are acquired if an opportunity arises and approval is given by Council, based on advice and recommendations from Council officers. Before approving any new investments, Council gives due consideration to the contribution the investment will make in fulfilling Council's strategic objectives, and the financial risks of owning the investment.

The authority to acquire financial investments is delegated to the CFO.

### 5.4 Investment mix

#### 5.4.1 Equity investments

Equity investments, include investments held in CCO/CCTO and other shareholdings (including Christchurch City Holdings Ltd).

Council maintains equity investments and other minor shareholdings. Council's equity investments fulfil various strategic, economic development and financial objectives as outlined in the LTP. Equity investments may be held where Council considers there to be strategic community value.

Council seeks to achieve an acceptable rate of return on all its equity investments consistent with the nature of the investment and the stated philosophy on investments.

Any purchase or disposition of equity investments requires Council approval. Council may also acquire shares that are gifted or are a result of restructuring.

Dividends received from CCOs/CCTOs and unlisted companies not controlled by Council are normally credited to general funds and reduce general rates

Any dividends received, and/or profit or loss arising from the sale of these investments must be recorded in accordance with appropriate accounting standards. Unless otherwise directed by Council, the proceeds from the disposition of equity investments will be used firstly to repay any debt relating to the investment and then utilised to reduce other council debt. Council recognises that there are risks associated with holding equity investments and to minimise these risks Council, through the relevant Council-committee, monitors the performance of its equity investments on a twice yearly basis to ensure that the stated objectives are being achieved. Council seeks professional advice regarding its equity investments when it considers this appropriate.

#### **5.4.2 New Zealand Local Government Funding Agency Limited investment**

The Council may invest in shares and other financial instruments of the New Zealand Local Government Funding Agency Limited (LGFA), and may borrow to fund that investment.

The Council's objective in making any such investment will be to:

- Obtain a return on the investment.
- Ensure that the LGFA has sufficient capital to remain viable, meaning that it continues as a source of debt funding for the Council.

Because of these dual objectives, the Council may invest in LGFA shares in circumstances in which the return on that investment is potentially lower than the return it could achieve with alternative investments. In connection with the investment, Council subscribes for uncalled capital in the LGFA and is a Guarantor.

#### **5.4.3 Property investments**

Council owns property investments for strategic and commercial purposes. Council reviews ownership through assessing the benefits including financial returns, in comparison to other arrangements that could deliver the similar results.

Surpluses generated from commercial and semi commercial property investments are treated as an internal dividend to Council. Other surpluses from property are treated as income in the related Council activity.

Property disposals are managed to ensure compliance with statutory requirements and where appropriate consultation with Community Boards and Committees.

Property purchases are supported by registered valuations and where appropriate a full business case analysis. Council will not purchase properties on a speculative basis.

Council owns land and buildings for the purposes of providing services and parks and reserves. These holdings are not considered to be investments for the purposes of this policy.

#### **5.4.4 Financial investments**

##### **Objectives**

Council's primary objectives when investing is the protection of its investment capital. Accordingly, Council may only invest in approved creditworthy counterparties.

Council's investment portfolio will be arranged to provide sufficient funds for planned expenditures and allow for the payment of obligations as they fall due. Council prudently manages liquid financial investments as follows:

- Any liquid investments must be restricted to a term that meets future cash flow and capital expenditure projections.
- Council may choose to hold specific reserves in cash and direct what happens to that investment income. Interest is credited to general funds unless the terms of the special fund or reserve fund state that interest is to accrue.
- Internal borrowing will be used wherever possible to avoid external borrowing.

**Special funds and reserve funds**

Liquid assets are not required to be held against special funds and reserve funds. Instead Council may internally borrow or utilise these funds wherever possible.

**Trust funds**

Where Council hold funds as a trustee, or manages funds for a Trust then such funds must be invested on the terms provided within the Trust. If the Trust’s investment policy is not specified then this policy should apply.

**Loan Advances**

Council may provide advances to CCOs, CCTOs, charitable trusts and community organisations for strategic and commercial purposes. New loan advances are by Council resolution only. Council does not lend money, or provide any other financial accommodation, to a CCO or CCTO on terms and conditions that are more favourable than those that would apply if Council were borrowing the money or obtaining the financial accommodation.

Advances to charitable trusts, and community organisations must meet the criteria set out in Council’s Strengthening Communities Strategy, but do not have to be on a fully commercial basis.

Council reviews performance of its loan advances on a regular basis to ensure strategic and economic objectives are being achieved.

**5.5 Approved financial instruments**

Approved financial instruments (which do not include shares or equities) are as detailed in the table below.

Any other financial instrument must be specifically approved by the Council on a case-by-case basis and only be applied to the one singular transaction being approved.

All unsecured investment securities must be senior in ranking. The following types of investment instruments are expressly excluded;

- Structured debt where issuing entities are not a primary borrower/ issuer
- Subordinated debt, junior debt, perpetual notes and debt/equity hybrid notes such as convertibles.

<b>Category</b>	<b>Instrument</b>
Investments	Bank deposits Treasury, bank, and corporate discounted Bills (up to 1 year) Government, SOE, and Corporate Bonds or FRNs Bonds or FRNs issued by local authorities or LGFA LGFA borrower notes

## 6 Risk recognition / identification management

### 6.1 Interest rate risk

#### Risk recognition

Interest rate risk is the risk that funding costs will materially exceed or fall short of projections included in the LTP or Annual Plan (due to adverse movements in market wholesale interest rates) so as to adversely impact revenue projections, cost control and capital investment decisions/returns/feasibilities.

The primary objective of interest rate risk management is to reduce uncertainty relating to interest rate movements through fixing/hedging of interest costs. Certainty around interest costs is to be achieved through the active management of underlying interest rate exposures.

#### Interest rate risk control limits

Exposure to interest rate risk is managed and mitigated through the risk control limits below. Council's net external debt should be within the following fixed/floating interest rate risk control limit.

Net external debt is defined as total external debt less liquid financial assets and investments. This allows for pre-hedging in advance of projected physical drawdown of new debt. When approved forecasts are changed, the amount of fixed rate cover in place may have to be adjusted to ensure compliance with the Policy minimums and maximums.

<b>Debt Interest Rate Policy Parameters</b>		
<b>Debt Period Ending</b>	<b>Minimum Fixed</b>	<b>Maximum Fixed</b>
Year 1	55%	95%
Year 2	50%	90%
Year 3	45%	85%
Year 4	40%	80%
Year 5	35%	75%
Year 6	30%	70%
Year 7	25%	65%
Year 8	20%	60%
Year 9	0%	55%
Year 10	0%	50%
Year 11	0%	45%
Year 12	0%	40%
Year 13	0%	35%
Year 14	0%	30%
Year 15	0%	25%

- Fixed Rate is defined as an interest rate repricing date beyond 12 months forward on a continuous rolling basis.
- Floating Rate is defined as an interest rate repricing within 12 months.
- The percentages are calculated on the rolling 12 month projected net debt level calculated by management (signed off by the CFO).
- Floating rate debt may be spread over any maturity out to 12 months.
- Hedging outside the above risk parameters must be approved by the Council.
- Hedging is to be achieved through the use of swaps. If it is considered that options are more appropriate prior approval must be obtained from the CFM.
- Interest rate options must not be sold outright. However, one for one collar option structures are allowable, whereby the sold option is matched precisely by amount and maturity to the simultaneously purchased option. During the term of the option, only the sold side of the collar can be closed out (i.e. repurchased) otherwise, both sides must be closed simultaneously. The sold option leg of the collar structure must not have a strike rate in-the-money.



- Interest rate options with a maturity date beyond 12 months that have a strike rate (exercise rate) higher than 2.00% above the appropriate swap rate, cannot be counted as part of the fixed rate hedge percentage calculation.

## 6.2 Liquidity risk/funding risk

### Risk recognition

Management of cash flow deficits in various future periods as identified in long term financial forecasts is reliant on the maturity structure of cash, short-term financial investments, loans and bank facilities. Liquidity risk management focuses on the ability to access committed funding at that future time to fund the gaps. Funding risk management centres on the ability to re-finance or raise new debt at a future time at the same or more favourable pricing (fees and borrowing margins) and maturity terms of existing loans and facilities.

The management of Council's funding risks is important as several risk factors can arise to cause an adverse movement in borrowing margins, term availability and general flexibility including:

- Local Government risk is priced to a higher fee and margin level.
- Council's own credit standing or financial strength as a borrower deteriorates due to financial, regulatory or other reasons.
- A large individual lender to Council experiences its own financial/exposure difficulties resulting in Council not being able to manage their debt portfolio as optimally as desired.
- New Zealand investment community experiences a substantial over supply of Council investment assets.
- Financial market shocks from domestic or global events.

A key factor of funding risk management is to spread and control the risk to reduce the concentration of risk at one point in time so that if any of the above events occur, the overall borrowing cost is not unnecessarily increased and desired maturity profile compromised due to market conditions.

### Liquidity/funding risk control limits

- External term loans and committed debt facilities together with available liquid investments must be maintained at an amount in excess of 110% over existing external debt.
- Council has the ability to pre-fund up to 18 months forecast debt requirements including re-financings.
- The CFO has the discretionary authority to re-finance existing external debt on more favourable terms. Such action is to be reported to the CEO and the Strategy & Finance Committee at the earliest opportunity.

The maturity profile of the total committed funding in respect to all external debt / loans and committed debt facilities, is to be controlled by the following system:

Period	Minimum %	Maximum %
0 to 3 years	15%	60%
3 to 5 years	15%	60%
5 years plus	10%	60%

## 6.3 Counterparty credit risk

Counterparty credit risk is the risk of losses (realised or unrealised) arising from a counterparty defaulting on a financial instrument where the Council is a party. The credit risk to the Council in a default event will be weighted differently depending on the type of instrument entered into.

Credit risk will be regularly reviewed by the Strategy & Finance Committee. Credit limits are dependent on the counterparty's Standard & Poor's, (S&P) rating.

The following matrix guide will determine limits:

Counterparty	Minimum S&P credit rating	Maximum per counterparty (\$m)
NZ Government	N/A	Unlimited
LGFA	A-	\$100
NZ Registered Bank	AA band	\$200
	A band	\$150
	BBB+	\$50
NZD Registered Supranationals	AAA	\$50
Local Authority	BBB+	\$40m
	Un-rated	\$25m
SOE	BBB+	\$20m
Other Corporate	BBB+	\$10m

In determining the usage of the above gross limits, the following product weightings will be used:

- Financial investments (e.g. deposits, bonds) – 100% of the principal value.
- Interest Rate Risk Management (e.g. swaps, FRAs) – month-end mark to market value (as provided by the treasury management system) **plus**:
  - 1.0% of the notional principal for instruments maturing within 1-5 years of the reporting date, OR
  - 1.5% of the notional principal for instruments maturing beyond 5 years of the reporting date.
- Foreign Exchange instruments (e.g. Forward Exchange Contracts) – month-end mark to market value plus 30% of the notional value of the instrument as provided by the treasury management system.

**Level of Service Exceptions  
As of 31 Dec 2014**

***Levels of service which are forecast to fail to meet target***

***Civil Defence Emergency Management***

**Measure:** 2.5.9 Operative radio communications are maintained between the Emergency Operations Centre and specified organisations on a weekly basis

**Target:** At least 90% of weekly and monthly radio tests are successful.

**Results:** Currently sitting at an average of 60% of all Radio Checks Successful.

**Comments:** Actions not picked up fast enough in detecting an issue with radio checks.

**Remedial Action:** New Radio system being implemented New Radio system being implemented that we can "poll" radios to see if they are receiving. Look at remedial actions with service centre personal.

***Community Facilities***

**Measure:** 2.0.3 Increase occupancy and hours of use for Council community facilities

**Target:** Increase peak hour usage of Council community facilities to at least 60% of available hours

**Results:** 28%

**Comments:** Unachievable utilisation target

**Remedial Action:** Develop an appropriate utilisation measure and strategy for appropriate increased usage

**Target:** Increase use of Council community facilities to at least 40% of total hours available.

**Results:** 23%

**Comments:** Unachievable utilisation target

**Remedial Action:** Develop an appropriate utilisation measure and strategy for appropriate increased usage

***Christchurch Economic Development Leadership and Coordination***

**Measure:** 5.1.20 Visitors utilise the services of the Christchurch and Akaroa Visitor Information Centres

**Target:** Akaroa Visitor Centre maintains visitor number levels in the range of 165,000 to 185,000 visitors annually for the duration of relocated cruise ship visits

**Comments:** CCT no longer operate the Akaroa Visitor Centre. The service however is provided by another organisation.

**Remedial Action:** Remove this LOS through the LTP

**Target:** Akaroa Visitor Centre will be open from 8.30-5.00 daily (winter hours are 10.00 – 4.00)

**Comments:** CCT no longer operate the Akaroa Visitor Centre. However the service is provided by another organisation.

**Remedial Action: Remove this LOS through the LTP**

***Asset and Network Planning***

- Measure: 13.7.2 Manage non-rebuild Capital Programme financial carry-forwards  
Target: No more than 20% carry forwards  
Results: CPMS (Capital Programme Management System) indicates that target will not be met.  
Comments: CPMS forecasting and project milestones currently unreliable in some areas.  
Remedial Action: Focus on forecasting to obtain more accurate indication of year end position. Work with project managers to maximise delivery of programme.
- Measure: 13.7.7 Manage non-rebuild capital projects  
Target: At least 85% of project annual spend within agreed financial year project  
Results: CPMS (Capital Programme Management System) indicates that target will not be met.  
Comments: CPMS forecasting currently unreliable in some areas but it is expected that the carry-over will exceed 15%  
Remedial Action: Focus on working with project managers to improve accuracy of forecasting of year end position and delivery of 2015 capital programme.
- Measure: 13.12.20 Deliver Cadastral dataset  
Target: At least 80% of LINZ submissions accepted first time  
Results: Averaging just below 60%  
Comments: Note national benchmark is 60%  
Remedial Action: Have revised target to 70% for this year and targeting 80% for June 2016. Working on improvements to achieve this.

***Customer and Business Services (Rebuild)***

- Measure: 13.14.1 Provide internal customers with Regulatory Secretarial Support to meet their business needs  
Target: Maintain up to 40 business hours per week, provided between the hours of 8am to 5pm, Monday to Friday  
Results: This target is not longer relevant due to the new organisational structure of the Building Control Group.  
Comments: Superseded levels of service have been adopted to reflect new support structure. Internal AMP will be implemented 01/07/2015.  
Remedial Action: To be replaced with new Internal Management plan.
- Measure: 13.14.2 Provide Regulatory Secretarial Support services that internal customers are satisfied with  
Target: Maintain / provide / ensure internal satisfaction at least 80%  
Results: This target is not longer relevant due to the new organisational structure of the Building Control Group.  
Comments: Superseded Levels of service have been adopted to reflect new support structure. Internal AMP will be implemented 01/07/2015.

Remedial Action: To be replaced with new Internal Management plan.

### ***Performance Management and Reporting***

Measure: 13.1.1 Implement the LTP / Annual Plan project plan

Target: Deliver all milestones on LTP/Annual Plan project plan to due dates

Comments: As at December 2014 there is a need for clarification of some key financial issues. These affect a large percentage of the Consultation Document and draft Long Term Plan (LTP) contents.

Remedial Action: Project management and timings are being reconfigured.

Measure: 13.1.4 Facilitate group and unit planning and budgeting

Target: Plans and budgets prepared within corporate timeframes

Comments: Budget sign offs have not been completed within agreed timelines.

Remedial Action: Timelines have been adjusted to enable delivery to CFO and ELT but missed original dates.

Measure: 13.1.7 Financial management

Target: Deliver financial documents which receive an unqualified audit from OAG and no high risk areas identified by internal audit

Results: Valuation will be completed as planned but Audit will have an issue with the timing of the increased depreciation

Comments: No remedial action possible

Remedial Action: see above

### ***Post earthquake recovery (Group Strategy and Planning)***

Measure: Deliver and coordinate CCC components of the LURP

Target: As per agreed Recovery Plan timeframes

Results: Some of the timeframes were met, not others. These mainly sit with other organisations.

Remedial Action: Minor amendments are being recommended to LURP.

### ***Residual Waste Collection and Disposal***

Measure: **8.1.1 Tonnage of residual waste sent to Kate Valley from Christchurch**

Target: **Reduction of refuse disposed of to Kate Valley Landfill measured in kg / person / year: 540 kg/person**

Results: **781 kg per person**

Comments: **comprised of: 649.77 kg general waste 131.23 kg special waste**

Remedial Action: **Monitor waste**

### ***Building Consenting and Inspections***

Measure: **9.1.7 Develop and implement processes to enable Code Compliance Certificate (CCC) applications to be processed in a timely manner, to enable faster issue of CCCs**

Target: **The minimum level of service is the statutory requirement to issue 100%**

of CCCs within 20 working day from the date of request (note: once the new processes are in place, new quantitative levels of service will be set with Council).

- Results:** 555 CCCs accepted in December, 624 (70%) under 20 wd. YTD 65% within 20 working days.
- Comments:** Current workload demand exceeds the human resources available to meet this expectation.
- Remedial Action:** New work allocation process implemented and the monthly results show an improvement in this area.
- Measure:** 9.1.12 Carry out building inspections in a timely manner
- Target:** Carry out 99% of inspections within 3 working days.
- Results:** This indicator shows the proportion of requests for an inspection where BCG have been able to book these within 3 days of the requested date. The performance currently sits at 94%. 4610 inspections undertaken in December.
- Comments:** Current demand exceeds resources and we are experienced a peak in bookings due to Christmas, which is normal.
- Remedial Action:** New processes implemented, improvement in results already showing. Increase competency of staff.

#### *Building Policy*

- Measure:** 9.3.2 Notify relevant building related claims to insurer
- Target:** Notify 100% of building related claims to brokers within 10 working days
- Results:** YTD = 11 of 20 = 55% within 10 days: Jul = 1 of 1 = 100%, Aug = 0 of 3 = 0% (RED for year), Sept = 2 of 2 = 100%, Oct = 6 of 6 = 100%, Nov = 2 of 4 = 50%, Dec = 0 of 4 = 0%
- Comments:** TM on leave from mid-Aug/Sept. Instructions in place to advise of notification process with no FTE replacement.. Staff resourcing hindered process and workload. Nov/Dec - report prioritised for Mayor's Office regarding problematic customer (still on-going). Deadlines have been agreed with insurer to be acceptable outside 10 days.
- Remedial Action:** Resourcing: Advert for Building Claims Management staff vacancy posted 12/01/15. Reporting: Claim database process is being trialled to establish: 1) warning reminder of 10 day deadline, and; 2) instant Plan on a Page reporting of 10 day notification figures has now been implemented (see Actual results above for monthly break down). Trial has been successful since launch but resourcing and prioritised work has set back the success.

#### *Land and Property Information Services*

- Measure:** 9.4.10 Process Project Information Memoranda (PIMs)
- Target:** Process 100% of Project Information Memorandum applications within 20 working days (excl Christmas period of closure).
- Results:** PIM Only and BC/PIM combined achieving 99% within 20 working days.
- Comments:** Review of lodging process has reduced chances of PIMs only going over 20 working days.

**Remedial Action:** Ongoing monitoring to ensure no more PIMs only exceed 20 working days.

*Resource Consenting*

**Measure:** 9.2.1 % of simple resource consents processed within statutory timeframes

**Target:** 100% within 10 working days

**Results:** 20/20 100% YTD 148/150 98%

**Comments:** Target of 100% met for the month.

**Remedial Action:** While year end target will not be achieved, previous improvement initiatives have helped to improve performance so that target has been met for the month of December. Yearly performance being maintained at 98% . Two applications have gone over the timeframe for the year to date.

**Measure:** 9.2.2 % of complex resource consents processed within statutory timeframes

**Target:** 100% within the statutory timeframes

**Results:** 180/182 99%; YTD 1086/1090 99%

**Remedial Action:** The two applications that went over time were processed by the same person. Being addressed by way of performance management.

**Measure:** 9.2.3 % of Central City land use consents processed within timeframes

**Target:** 100% within 10 working days

**Results:** 7/10 70%; YTD 62/67 93%

**Comments:** Difficult target to meet as some are complex applications.

**Remedial Action:** Have proposed different target from July 2015.

**Measure:** 9.2.5 % of Site Specific Temporary Accommodation applications processed within timeframes

**Target:** 100% within 5 working days

**Results:** 2/2 100%; YTD 16/25 64%

**Comments:** Difficult target to meet given increasing complexity of proposals.

**Remedial Action:** Timeframe proposed to be changed from July 2015.

**Measure:** 9.2.8 % of simple subdivision consents processed within statutory timeframes

**Target:** 100% within 10 working days

**Results:** 0/0 100%; YTD 6/7 86%

**Comments:** Target met for month.

**Remedial Action:** While year end target will not be achieved, previous improvement initiatives have helped to improve performance so that target has been met for the month of December. Yearly performance being maintained at 6 out of 7 applications processed within 10 working days year to date or one application that has gone over the target time.

**Measure:** 9.2.9 % of complex subdivision consents within statutory timeframes

**Target:** 95% within statutory timeframes  
**Results:** 43/44 98%; YTD 246/247 99%  
**Comments:** One missed for month.  
**Remedial Action:** Being addressed through performance management.



### ***Levels of service for which intervention is required to meet target***

#### ***Build Stronger Communities***

- Measure:** 2.2.7 Provide five day a week half, full-day and flexible-hours care at early learning centre
- Target:** The Early Learning Centre runs at between 75 - 85% occupancy
- Comments:** Occupancy is low.
- Remedial Action:** Continue with advertising both with social media and in community. Also when an outcome is given regarding management of centre, this will give certainty which some prospective customers want.

#### ***Civil Defence Emergency Management***

- Measure:** 2.5.10 Council staff with CDEM roles are appropriately trained for their position
- Target:** At least 80%
- Results:** 68%
- Comments:** It is unlikely that we will reach 80% by year end due to losing a number of experienced staff through restructures. Some of the training is only available once per year, or every two years.
- Remedial Action:** Work is continuing to align EOC roles with BAU, and naming people into these roles. Some work will be required to get them trained within one financial year.

#### ***Customer Services and Online Channels***

- Measure:** 2.6.2 Provide a minimum number of walk-in hours at Council Service Centres
- Target:** 52 hours per week of walk-in customer service at Halswell (pro-rated from late 2014)
- Remedial Action:** Halswell Hub - planned for opening - Nov 2015
- Measure:** 2.6.11 Maintain the number of hours the After Hours Call Centre service is provided
- Target:** Alternative call centre takes calls within 15 minutes of call centre evacuation
- Remedial Action:** BCP Planning underway - IT cabling and provision of hardware underway at Papanui Library/Service desk plan completion 31/1/15

#### ***City Governance and Decision-making***

- Measure:** 4.0.4 Elected members satisfied with level and quality of logistic support from Democracy Services Unit
- Target:** At least 90%
- Comments:** Councillors are concerned at the time taken to appoint a permanent support person for them and are expressing reservations at the level of service provided by temps and seconded staff
- Remedial Action:** Recruitment is underway

*Christchurch Economic Development Leadership and Coordination*

Measure: 5.1.14 CCT increases communication effectiveness of www.christchurchnz.com

Target: Increase average time on site from 3:55 minutes by 3% each year. (based on 2011/12 FY estimate)

Comments: 2:30 minutes average time on site. This has dropped from Q1's 3:06 minutes average time on site as during the first two weeks of October, CCT ran a campaign that was designed to drive traffic to christchurchnz.com. While the KPI of visits (reach) was achieved this saw a significant drop in engagement (measured by pages views and average time on site). During October average time on site was 1:54 minutes in November this increased to 3:08 minutes and in December this was 3.11 minutes.

Remedial Action: Continue to utilise marketing campaigns and time on site appropriately to help achieve greater visitation and spend in Christchurch.

Target: Increasing page views from 4.0 pages by 3% each year (based on 2011/12 FY estimate)

Comments: 2.68 pages viewed per session. This has dropped from Q1's 3.11 pages viewed per session as during the first two weeks of October. CCT ran a campaign that was designed to drive traffic to christchurchnz.com. While the KPI of visits (reach) was achieved this saw a significant drop in engagement (measured by pages views and average time on site). During October there were 2.27 pages viewed per session. However, in November (after the campaign) this increased to 3.14 pages viewed per session and in December pages viewed were 3.08 per session.

Remedial Action: Continue to utilise marketing campaigns and number of page views appropriately to help achieve greater visitation and spend in Christchurch.

**Measure: 5.1.22 CCT continue an active communication programme with media and trade**

**Target: Familiarisations carried out with 140 media individuals, per annum**

**Comments: For Q1 and Q2 CCT have carried out media familiarisations with 50 individual media. This has been an improvement from Q1, but still below LOS targets. Although we know that TNZ strategy is for lower numbers but more high impact files, we do expect this number to significantly increase next Quarter due to media from the ICC Cricket World Cup.**

**Remedial Action: Continue to work with TNZ to maximise the benefits to the Christchurch and Canterbury Tourism sector from familiarisations.**

*Asset and Network Planning*

Measure: 13.7.1 Deliver a percentage of agreed rebuild Capital Programme Project Milestones at year end

Target: At least 85% of milestones on track.

Results: CPMS (Capital Programme Management System) indicates that target will not be met.

Comments: CPMS forecasting currently unreliable in some areas.

Remedial Action: Focus on forecasting to obtain more accurate indication of year end position.

Measure:	13.7.7 Manage non-rebuild capital projects
Target:	100% of project gateways completed with documented sponsor acceptance (scope and objectives met)
Results:	CPMS (Capital Programme Management System) is not fully populated with milestones.
Comments:	Use of CPMS to document milestones not fully complied with.
Remedial Action:	Focus on improved use of CPMS by project managers to set and document milestones.
Measure:	13.12.2 Manage and develop asset management systems
Target:	The annual asset management system implementation plan is delivered to programme.
Results:	Transport Asset Project currently on hold.
Comments:	Steering Group put the project on hold in October whilst project brief and resource availability is reviewed. Project brief now confirmed.
Remedial Action:	Restart the project once resource commitment to other higher priority projects (Parks B2B and 2015 LTP) allow.
Measure:	13.12.14 Deliver detailed design and documentation, fit for purpose, to time, to right quality and ensure contracts are managed effectively
Target:	Every fee/time estimate is tracked in the resourcing tool with CPMS (Capital Programme Management System)
Results:	Not all projects are in CPMS, so not every fee/time estimate is tracked in the resourcing tool with CPMS.
Comments:	See above. Also suspect that the team leaders have not been focusing on this with the teams post restructure.
Remedial Action:	Work to identify those projects not in CPMS and if there is a way to include them. Also emphasise the need for tracking with the team leaders during the PR and D mid year review. Reset expectations.
Target:	Every project has a fee/time estimate completed
Results:	Suspect not being done by all.
Comments:	Suspect that the team leaders have not been focusing on this with the teams post restructure.
Remedial Action:	Emphasise the need for fee/time estimation with the team leaders during the PR and D mid year review. Reset expectations.
Measure:	13.12.20 Deliver Cadastral dataset
Target:	At least 80% to time estimate
Results:	This month 70%
Comments:	Christmas rush resulted in a number of jobs being delivered late.
Remedial Action:	Will continue to monitor.

### ***Corporate Support***

Measure: 13.12.12 Provide compliant, fit-for purpose, cost effective vehicle service for staff  
Target: At least 80% utilisation (for core business hours)  
Comments: GPS tracking and booking system RFP closed and evaluated.  
Remedial Action: Install GPS tracking and management system.

### ***Information Management and Communications Technology***

Measure: 13.2.25 Ensuring ICT delivered solutions provide business benefit  
Target: 90% of ICT Projects are delivered on time.  
Results: 85% (11/13)  
Comments: Currently 85% of projects closed this FY have delivered to the baseline execution date. CP design index did not deliver to the baseline delivery date, consents phase 4 were slightly over time (2 weeks) due to the IANZ corrective action work.  
Remedial Action: It is anticipated that with ongoing monitoring and good programme and project management that the 90% target will be met.

### ***Manage Capital Programme***

Measure: 13.7.7 Manage rebuild capital projects  
Target: At least 85% of project annual spend within agreed financial year project  
Comments: Delay due to land handover and Central Government approvals  
Remedial Action: Working in Partnership with CCDU to resolve

### ***Performance Management and Reporting***

Measure: 13.1.2 Implement and evolve CCC Performance Framework  
Target: CCC levels of service meet 85% performance target at year end  
Results: The November forecast stood at 89%; however previous year trends show a decrease over the second half of the year that drive results below 85%.  
Comments: Better use of monthly Performance Reports at monthly management meetings.  
Remedial Action: Accountable staff to speak to their failed/failing results at team meetings, team to minute remedial actions and follow up at next meeting.

Measure: 13.1.8 An Internal Audit program (as approved by the Audit and Risk Committee) is delivered within the agreed timeframe  
Target: At least 90% of programmed audits (based on budgeted hours) completed during the financial year  
Results: The Internal Audit Plan was not approved by the ARMC in November 2014. The next available meeting for approval is Feb 2015, leaving little time for delivery against the plan.  
Comments: Internal Audit service delivery has in the interim focused on reviews carried forward from 2013/14.  
Remedial Action: A risk workshop has been held in December 2014 to help ensure the Internal Audit Plan is appropriately focused. This however will require more work to ensure risks are accurately captured before it can more formally feed into the

internal audit plan. It is not foreseen that a revised Internal Audit Plan encompassing the risk workshop will be ready for presenting in Feb 2015. Interim approval has been obtained from ELT for internal audit reviews in lieu of an approved plan.

### *Cemeteries*

**Measure:** 6.4.1 Cemetery grounds are secured and maintained to specifications so they are clean, tidy, safe and functional

**Target:** At least 95% of Urban Parks contract technical specifications pertaining to cemetery grounds facilities are met.

**Results:** Independent inspection result 84%. Contractors inspection result 97%

**Comments:** Currently there is a misalignment in score presented by the contractor with independent inspections.

**Remedial Action:** Working towards full alignment of inspection methodology and inspection criteria by the contractor to provide reliable results.

**Measure:** 6.4.6 Urban Parks Maintenance contract managed to ensure contractor performance meets requirements

**Target:** The contract is managed in accordance with the contract management plan's performance criteria.

**Results:** Currently there is a misalignment in score presented by the contractor with some council reports

**Comments:** Reviewing Contractor QA assessment results against Contract performance criteria

**Remedial Action:** Working towards full alignment of criteria with the contractor to provide reliable results

### *Garden and Heritage Parks*

**Measure:** 6.2.11 Proportion of visitors satisfied with the appearance of garden and heritage parks

**Target:** At least 85%

**Comments:** Previous years have not reached this target, with reduced budgets unlikely to achieve as maintenance will suffer as a consequence

**Remedial Action:** Work within budgets to achieve target

### *Neighbourhood Parks*

**Measure:** 6.0.1 Neighbourhood Parks are maintained to specifications so parks are clean, tidy, safe and functional

**Target:** At least 95% of Urban Parks contract technical specifications pertaining to neighbourhood parks are met.

**Results:** Independent inspection result 84% Contractors inspection result 97%

**Comments:** Currently there is a misalignment in score presented by the contractor with independent inspection

**Remedial Action:** Working towards full alignment of inspection methodology and inspection criteria by the contractor

Measure:	6.0.4 Urban Parks Maintenance contract managed to ensure contractor performance meets requirements
Target:	The contract is managed in accordance with the contract management plan's performance criteria.
Results:	Currently there is a misalignment in score presented by the contractor with some council reports
Comments:	Reviewing Contractor QA assessment results against Contract performance criteria
Remedial Action:	Working towards full alignment of criteria with the contractor to provide reliable results
Measure:	6.0.5 Cost of maintaining Neighbourhood Parks: At a cost per hectare not exceeding budgeted controllable costs / the number of hectares expected by year end:
Target:	\$6,033 / hectare
Results:	Currently this Activity is showing a budget forecast over spent
Remedial Action:	CCC budget forecast is not aligned to the contract programme works forecasted spend

### *Rural Fire Management*

Measure:	<b>6.7.6 Fire fighting personnel meet National Rural Fire Authority (NRFA) minimum training standards.</b>
Target:	<b>At least 50% Voluntary Rural Fire Force members have obtained the 'Basic Fire Fighter' national training standards</b>
Results:	<b>Currently at 38%</b>
Comments:	<b>Working with Duvauchelle and Wairewa VRFFs to complete required training. Reliant on attendance of volunteers at scheduled training.</b>
Remedial Action:	<b>Further training scheduled after the summer period, at which time Peninsula volunteers have more availability for training attendance.</b>
Target:	<b>Each of the four Voluntary Rural Fire Forces has at least one member who has obtained the 'Crew Leader' national training standard. By 30/06/2015</b>
Results:	<b>Currently only 1 VRFF has qualified Crew Leaders (Bottle Lake).</b>
Comments:	<b>Governors Bay very close to having one qualified Crew Leader. Anticipate this will be achieved in current FY. Duvauchelle and Wairewa VRFF has identified appropriated personnel but require significant additional training.</b>
Remedial Action:	<b>Training programme in place for Duvauchelle and Governors Bay Crew Leaders. Discussion still to be had with Wairewa.</b>

### *Sports Parks*

Measure:	<b>6.1.1 Sports Parks are maintained to specifications so parks are clean, tidy, safe and functional</b>
Target:	<b>At least 95% of Urban Parks contract technical specifications pertaining to sports parks are met.</b>

**Results:** Independent inspection result 84% Contractors inspection result 97%  
**Comments:** Currently there is a misalignment in score presented by the contractor with independent inspection  
**Remedial Action:** Working towards full alignment of inspection methodology and inspection criteria by the contractor to provide

**Measure:** 6.1.4 Urban Parks Maintenance contract managed to ensure contractor performance meets requirements.  
**Target:** The contract is managed in accordance with the contract management plan's performance criteria.  
**Results:** Currently there is a misalignment in score presented by the contractor with some council reports  
**Comments:** Reviewing Contractor QA assessment results against Contract performance criteria  
**Remedial Action:** Working towards full alignment of criteria with the contractor to provide reliable results

### *Events and Festivals*

**Measure:** 7.2.1 Manage and develop iconic events  
**Target:** NZ IceFest to achieve icon event criteria by October 2016  
**Remedial Action:** The event is to be reviewed and the status is to be updated once the review process for the event is completed

### *Recreation and Sports Services*

**Measure:** 7.0.2 Provide well utilised facility-based recreation and sporting programmes and activities  
**Target:** The number of participations for multi-purpose recreation and sport centres, outdoor pools and stadia: At least 37,655 (subject to maintenance schedules and rebuild priorities)  
**Comments:** Rawhiti Golf Participations continuing to decline  
**Remedial Action:** Marketing plan being delivered in December 2014 may increase numbers.

**Measure:** 7.0.2 Provide well utilised facility-based recreation and sporting programmes and activities  
**Target:** The number of participations for multi-purpose recreation and sport centres, outdoor pools and stadia: At least 1,385,724 (subject to maintenance schedules and rebuild priorities)  
**Results:** South East 668,683 actual against 677,707 planned  
**Comments:** Fitness, Aquatics and Stadia tracking slightly under.  
**Remedial Action:** Acquisition plan in place with January roll out.

**Measure:** 7.0.2 Provide well utilised facility-based recreation and sporting programmes and activities  
**Target:** The number of participations for multi-purpose recreation and sport centres, outdoor pools and stadia: At least 2,112,224 (subject to maintenance schedules

and rebuild priorities)  
 Results: 975,342 vs. planned 1,031,646  
 Comments: Wharenui data is a month behind. Looking to rectify Aquatics at Graham Condon. Summer pool numbers will not be achieved with delayed openings  
 Remedial Action: Plans put in place for Aquatics at Graham Condon. Summer pool participations to be reforecast due to delayed openings.

**Measure:** 7.0.4 Deliver accessible community-based recreation and sport programmes, events and campaigns  
**Target:** 900 - 1100 accessible community-based recreation and sport campaigns, programmes and events delivered per annum  
**Comments:** Possibility that target may not be achieved  
**Remedial Action:** Provide temporary coverage while awaiting final implementation of Office of the Chief Executive restructure.

**Target:** 95 - 100% of campaigns, programmes and events target populations with accessibility challenges  
**Comments:** May not achieve target due to inability to recruit while restructuring in progress.  
**Remedial Action:** Look to cover areas with temporary resources while awaiting implementation of change decision.

#### *Residual Waste Collection and Disposal*

**Measure:** 8.1.1 Tonnage of residual waste sent to Kate Valley from Christchurch  
**Target:** Operative Waste Management and Minimisation Plan target 320 kg / person / year by 2020  
**Comments:** Tonnage trending upwards due to demolition and rebuild  
**Remedial Action:** Monitor waste to landfill against targets

**Measure:** 8.1.7 Maximise beneficial use of landfill gas collected from Burwood landfill  
**Target:** Landfill gas to be available to facilities that utilise the gas at least 95% of the time  
**Comments:** The landfill gas supply is dwindling in both quality and production. Not all customers can be reliably supplied all of the time  
**Remedial Action:** The gas field needs to have new development wells drilled

#### *Building Policy*

**Measure:** 9.3.3 Manage the resolution of Weathertight Homes Resolution Services (WHRS) Financial Assistance Package (FAP) Scheme claims  
**Target:** Assess and process 100% of Weathertight Homes Resolution Service (WHRS) Financial Assistance Package (FAP) claims within timeframes stipulated in the Ministry of Business, Innovation and Employment (MBIE) FAP contracts  
**Results:** No formal report or process exists, although trial database and reporting for individual claims is in progress - assumed YTD 100%. To be



confirmed.

**Comments:** FAP applications are recorded and monitored through a spreadsheet. During the period alternative systems for monitoring and managing applications were investigated through a small project; however the scale and limited lifetime of the process made it not viable to proceed. There will be more use of the LEX system to assist over the coming quarter. Applications are all assessed well within the stipulated timeframes. There is an inherent risk with the limited number of people with the required expertise and experience being trained in FAP.

**Remedial Action:** Importing of FAP claim data into LEX is continuing. A process for monitoring is to be established. A business plan is being developed to ensure that there is robust business continuity. BCA accreditation has been gained Dec 2014. Advert for Building Claims Management staff vacancy posted 12/01/15.

#### *Land and Property Information Services*

**Measure:** 9.4.8 Provide meeting records to all parties in attendance

**Target:** Provide meeting records within two working days of the meeting date for 90% of consent preparation meetings

**Results:** Currently achieving 85% of target.

**Comments:** Discussions with key partners necessary and prioritisation of minute review is required to ensure a result of 90% is achieved.

**Remedial Action:** Discussions with partners to commence in January.

#### *Licencing and Enforcement*

**Measure:** 9.0.8 Complaints in relation to noise are responded to within one hour

**Target:** 90%

**Results:** 455/534 = 85% as at 18/12/14. YTD 4103/4698 = 87%

**Comments:** This continues to be below target.

**Remedial Action:** Staff continue to work with contractor. Issue remains transferring of calls to the wrong officer based on postal code.

#### *Active Travel*

**Measure:** 10.1.6 Ensure resident satisfaction with the appearance and quality of Pedestrian-only streets, which are in use e.g. New Brighton Mall, City Mall

**Target:** Survey result will be reported to Council annually, with new target set for 2015/16

**Comments:** Last year's results not favourable need to wait for this year's customer survey

**Remedial Action:** Continue to carry out repairs within budget available

**Measure:** 10.1.7 Rate citywide footpaths

**Target:** No less than 92% rated as 'good or better'

**Comments:** Currently percentage of footpath requiring repair is 14%

**Remedial Action:** Will continue to carry out repairs within budgets available

**Measure:** 10.1.9 Ensure resident satisfaction: with footpath quality  
**Target:** Maintain resident satisfaction with footpath quality at least baseline from 2012/13 (excluding red zoned areas)  
**Comments:** Last year's results not favourable need to wait for this year's customer survey  
**Remedial Action:** Continue to carry out repairs within budget available

*Road Network*

**Measure:** 10.0.3 Resident satisfaction with roadway quality  
**Target:** Residents satisfied with roadway quality: Maintain at least the same as baseline result from 2012/13  
**Comments:** Last year's results not favourable need to wait for this year's customer survey  
**Remedial Action:** Continue to carry out repairs with in budgets available

**Measure:** 10.0.7 Road condition: Vehicle travel on smooth roads  
**Target:** Smooth travel exposure maintained: at least the same as baseline result for 2012/13 (excluding red-zoned areas)  
**Comments:** Many roads still require repair  
**Remedial Action:** Continue to carry out repairs within budget available

*Wastewater Treatment and Disposal*

**Measure:** 11.1.1 Minimise odour complaints from wastewater treatment plants  
**Target:** Maintain no more than 0.1 odour events per 10,000 properties served per year  
**Comments:** The two trickling filters are being taken out of service - first in Jan/Feb, second in Feb/Mar. If the shutdown is not completed correctly this has potential to cause major odour issues for the city.  
**Remedial Action:** We are currently executing our agreed shutdown plan, and are currently on track to ensure minimal to no risk of odours causing public nuisance/customer complaints.

**Measure:** 11.1.3 Divert amount of biosolids from land filling  
**Target:** Divert at least 95% biosolids from landfill that are put to beneficial use each year  
**Comments:** There have been several teething issues on the two driers that have caused operators to need to divert biosolids to ground (this is sent to Burwood for landfill capping).  
**Remedial Action:** Project underway to develop standard and consistent operating procedure/methodology for the drier that all operators can follow - and aim to maximise uptime of driers.

*Water Supply*

**Measure:** 12.0.2 Manage risk to potable water supply (customer satisfaction)  
**Target:** At least 90% customers satisfied with the water supply service

- Comments:** Increasing break rate in water mains will not improve confidence in the water supply network
- Remedial Action:** Discussions with CERA over funding allowed in Cost Share Agreement for water main renewals
- Measure: 12.0.3 Monitor the effectiveness of the pipe renewal programme
- Target: Monitor breaks / 100 km of water main per year: no more than 20
- Comments: Water main break rates continue to deteriorate since CERA instructed SCIRT that they would not fund further water main renewals
- Remedial Action: CCC to further challenge CERA position in Cost Share Agreement review
- Target: Monitor breaks / 100 km sub main per year: no more than 90
- Comments: Break rate has not improved. CERA are only funding exceptional cases of water main and sub main renewal
- Remedial Action: CCC to further challenge CERA position in Cost Share Agreement review

***Levels of service for which targets are now available / proposed for the FY 2014/15***

***Building Consenting and Inspections***

Measure: 9.1.6 Cost per consent / transaction  
Target: Average cost \$1,934, of processing a building consent  
Comments: Recommended target includes residential and commercial consent processing..

***Parks and Open Spaces***

**Cemeteries**

Measure: 6.4.7 Cost of maintaining Cemeteries: At a cost per hectare not exceeding budgeted controllable costs / the number of hectares expected by year end:  
Target: \$16,373 per hectare  
Comments: Recommended target set once budget for the financial year has been confirmed, and includes a + / - 10% tolerance for seasonal variation.

**Garden and Heritage Parks**

Measure: 6.2.5 Cost of maintaining the Botanic Gardens: At a cost per hectare not exceeding budgeted controllable costs / the number of hectares expected by year end:  
Target: \$118,904 per hectare  
Comments: Recommended target set once budget for the financial year has been confirmed, and includes a + / - 10% tolerance for seasonal variation.

Measure: 6.2.8 Cost of maintaining Garden and Heritage Parks (excluding the Botanic Gardens): At a cost per hectare not exceeding budgeted controllable costs / the number of hectares expected by year end:  
Target: \$47,763 per hectare  
Comments: Recommended target set once budget for the financial year has been confirmed, and includes a + / - 10% tolerance for seasonal variation.

**Neighbourhood Parks**

Measure: 6.0.5 Cost of maintaining Neighbourhood Parks: At a cost per hectare not exceeding budgeted controllable costs / the number of hectares expected by year end:  
Target: \$6,033 per hectare  
Comments: Recommended target set once budget for the financial year has been confirmed, and includes a + / - 10% tolerance for seasonal variation.

**Sports Parks**

Measure: 6.1.6 Cost of maintaining Sports Parks: At a cost per hectare not exceeding budgeted controllable costs / the number of hectares expected by year end:  
Target: \$4,962 per hectare  
Comments: Recommended target set once budget for the financial year has been confirmed, and includes a + / - 10% tolerance for seasonal variation.

### **Regional Parks**

Measure: 6.3.6 Cost of managing and maintaining Regional Parks: At a cost per hectare not exceeding budgeted controllable costs / the number of hectares expected by year end:

Target: \$972 per hectare

Comments: Recommended target set once budget for the financial year has been confirmed, and includes a + / - 10% tolerance for seasonal variation.

### **Stormwater Drainage**

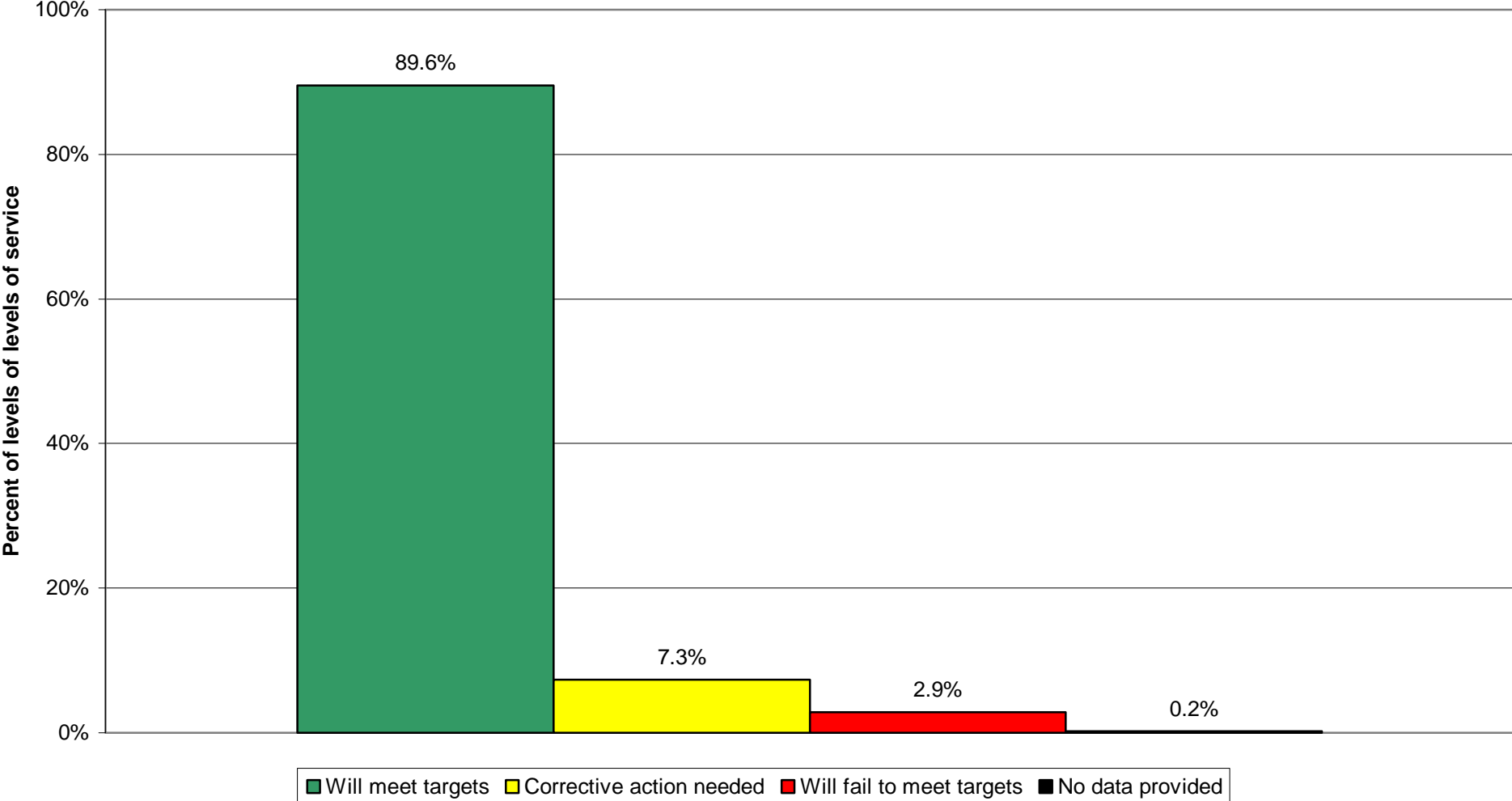
Measure: 14.0.7 Cost of maintaining waterways and land drainage system: At a cost per property not exceeding budgeted controllable costs / the number of properties expected by year end:

Target: \$59.47 per hectare

Comments: Recommended target set once budget for the financial year has been confirmed, and includes a + / - 10% tolerance for seasonal variation.

Appendix 1 - Forecast Levels of Service Achievement (as at 31 December 2014)

Forecast End-of-Year Level of Service Achievement  
As at 31 December 2014



Appendix 2 – Financial Performance as at 31 December 2014

Activities Operating Results

		Year to Date Results			Forecast Year End Results		
\$000's		Actual	Plan	Var	Forecast	Plan	Var
City & Comm. L.T Policy & Planning	1	3,654	5,294	(1,640)	10,289	10,389	(100)
District Plan	2	5,479	3,836	1,643	11,832	7,932	3,900
Heritage Protection	3	607	5,623	(5,016)	11,217	11,217	-
Capital Revenues	4				(369)	(3,520)	3,151
<b>City Planning &amp; Development</b>		<b>9,740</b>	<b>14,753</b>	<b>(5,013)</b>	<b>32,969</b>	<b>26,018</b>	<b>6,951</b>
Building Strong Communities		2,512	2,602	(91)	5,430	5,330	100
Community Facilities	5	646	946	(300)	1,257	1,829	(572)
Community Grants	6	9,246	9,616	(370)	13,166	13,348	(182)
Social Housing	7	2,192	5,744	(3,553)	5,060	9,398	(4,338)
Civil Defence Emergency Mgmt		607	583	24	1,192	1,192	-
Customer Services		3,713	3,922	(208)	7,628	7,678	(50)
Capital Revenues	8	(20,964)	(82)	(20,883)	(22,229)	(1,346)	(20,883)
<b>Community Support</b>		<b>(2,048)</b>	<b>23,332</b>	<b>(25,380)</b>	<b>11,506</b>	<b>37,430</b>	<b>(25,924)</b>
Art Gallery and Museums	9	7,704	8,388	(684)	13,927	14,227	(300)
Libraries		10,802	10,923	(121)	21,785	21,690	95
Transport and Environmental Education		428	481	(53)	910	935	(26)
Capital Revenues	10	(1,850)	(16,333)	14,483	(17,868)	(31,023)	13,155
<b>Cultural and Learning Services</b>		<b>17,084</b>	<b>3,459</b>	<b>13,625</b>	<b>18,754</b>	<b>5,830</b>	<b>12,924</b>
City Governance and Decision Making		4,290	4,250	40	8,715	8,598	117
Public Participation in Democratic Process		72	42	30	85	85	-
Communications, Engagement & Consultation	11	1,268	1,933	(665)	5,583	5,583	-
<b>Democracy &amp; Governance</b>		<b>5,631</b>	<b>6,226</b>	<b>(595)</b>	<b>14,383</b>	<b>14,265</b>	<b>117</b>
Civic and International Relations		543	590	(46)	1,181	1,206	(25)
Chch Economic Development Leadership		3,891	3,942	(51)	7,423	7,523	(100)
City Promotion		1,408	1,360	48	2,852	2,852	-
<b>Economic Development</b>		<b>5,843</b>	<b>5,892</b>	<b>(49)</b>	<b>11,456</b>	<b>11,581</b>	<b>(125)</b>
Neighbourhood Parks	12	4,275	3,975	300	8,728	7,929	798
Sports Parks		2,683	2,913	(230)	5,839	5,839	-
Garden & Heritage Parks	13	3,411	4,094	(683)	6,460	7,860	(1,400)
Regional Parks	14	3,199	3,863	(664)	7,823	7,838	(15)
Cemeteries		197	225	(28)	530	530	-
Harbours & Marine Structures		(208)	(76)	(132)	(407)	(407)	-
Rural Fire Fighting		307	446	(139)	797	845	(48)
Capital Revenues	15	(2,202)	(2,533)	331	(815)	(5,000)	4,186
<b>Parks &amp; Open Spaces</b>		<b>11,663</b>	<b>12,908</b>	<b>(1,246)</b>	<b>28,956</b>	<b>25,435</b>	<b>3,521</b>
Stormwater Drainage	16	7,972	7,669	303	14,614	14,032	582
Flood Protection		162	171	(9)	340	340	-
Capital Revenues	17	(18,509)	(38,612)	20,103	(33,780)	(53,294)	19,514
<b>Stormwater Drainage &amp; Flood Protection</b>		<b>(10,375)</b>	<b>(30,772)</b>	<b>20,397</b>	<b>(18,826)</b>	<b>(38,923)</b>	<b>20,096</b>
Recreation and Sports Services	18	5,606	6,042	(436)	11,214	12,172	(958)
Events & Festivals	19	2,343	2,669	(326)	4,793	4,793	-
Capital Revenues	20	(2,662)	(3,285)	623	(4,024)	(13,439)	9,414
<b>Recreation and Leisure</b>		<b>5,287</b>	<b>5,426</b>	<b>(139)</b>	<b>11,982</b>	<b>3,526</b>	<b>8,456</b>
Recyclable Collect & Process		2,816	2,722	94	5,954	5,954	-
Residual Waste Collect & Disposal	21	4,567	5,481	(914)	10,240	11,200	(959)
Organic Material Collect & Compost		5,788	5,866	(78)	12,132	12,132	-

Commercial Waste Minimisation		165	200	(35)	473	473	-
Capital Revenues		(0)	(108)	107	(229)	(108)	(121)
<b>Refuse Minimisation &amp; Disposal</b>		<b>13,336</b>	<b>14,162</b>	<b>(826)</b>	<b>28,570</b>	<b>29,651</b>	<b>(1,081)</b>
Licensing and Enforcement	22	(715)	338	(1,052)	2,706	3,456	(751)
Building Consenting & Inspections	23	(437)	(81)	(356)	(885)	(718)	(167)
Resource Consenting		698	859	(161)	1,567	1,628	(60)
Building Policy	24	683	1,089	(406)	4,372	4,066	306
Land & Property Info Services	25	(1,119)	(340)	(779)	(1,759)	(710)	(1,049)
<b>Regulatory Services</b>		<b>(890)</b>	<b>1,864</b>	<b>(2,754)</b>	<b>6,000</b>	<b>7,721</b>	<b>(1,721)</b>
Road Network	26	15,929	14,226	1,703	27,515	26,983	532
Active Travel		1,423	1,582	(159)	3,183	3,122	62
Parking	27	(567)	(1,214)	647	(2,120)	(2,540)	420
Public Transport Infrastructure		322	523	(201)	697	725	(28)
Capital Revenues	28	(38,219)	(12,190)	(26,029)	(103,127)	(227,929)	124,802
<b>Provision of Roads &amp; Footpaths</b>		<b>(21,112)</b>	<b>2,927</b>	<b>(24,039)</b>	<b>(73,852)</b>	<b>(199,639)</b>	<b>125,787</b>
Wastewater Collection	29	7,486	9,666	(2,180)	12,535	14,809	(2,275)
Wastewater Treatment & Disposal	30	1,627	3,819	(2,192)	6,635	6,944	(309)
Capital Revenues	31	(93,307)	(115,644)	22,337	(191,907)	(224,128)	32,222
<b>Treatment &amp; Disposal of Sewage</b>		<b>(84,194)</b>	<b>(102,159)</b>	<b>17,965</b>	<b>(172,737)</b>	<b>(202,375)</b>	<b>29,638</b>
Water Supply	32	6,109	6,124	(15)	11,120	10,779	341
Water Conservation		7	50	(43)	101	101	-
Capital Revenues	33	(10,140)	(5,141)	(4,999)	(17,593)	(16,939)	(654)
<b>Water Supply</b>		<b>(4,024)</b>	<b>1,033</b>	<b>(5,057)</b>	<b>(6,372)</b>	<b>(6,059)</b>	<b>(313)</b>
<b>Groups of Activities</b>		<b>(54,060)</b>	<b>(40,950)</b>	<b>(13,110)</b>	<b>(107,212)</b>	<b>(285,540)</b>	<b>178,328</b>
Corporate Revenues & Expenses	34	(189,158)	(173,436)	(15,722)	(355,419)	(343,205)	(12,213)
Corporate Capital Revenues	35	(1,114)	-	(1,114)	(6,898)	(70,926)	64,028
ISPs and Eliminated Internals	36	15,504	11,824	3,680	27,832	23,065	4,768
<b>Net Controllables</b>		<b>(228,829)</b>	<b>(202,563)</b>	<b>(26,266)</b>	<b>(441,697)</b>	<b>(676,607)</b>	<b>234,910</b>
Non-Controllable Costs & Revenues	37	57,435	55,606	1,829	112,127	111,212	915
<b>Operating Surplus</b>		<b>(171,394)</b>	<b>(146,957)</b>	<b>(24,437)</b>	<b>(329,570)</b>	<b>(565,394)</b>	<b>235,825</b>

## Notes

1. City and Community Long-Term Policy & Planning favourable variances are due to a delay in implementing several projects.
2. District Plan unfavourable variances relate to unbudgeted District Plan Review hearing costs partially offset by CERA contribution towards these costs.
3. Heritage Protection year to date favourable variance is due to timing of the Central City Heritage grant. Year end forecast is on budget.
4. City Planning & Development Capital Revenues forecast unfavourable variance is due to timing of recoveries on repairs to Sign of the Takahe and Mona Vale.
5. Community Facilities are forecast below budget because of delays to community facilities earthquake works due to uncertainty around insurance funding.
6. Community Grants year to date and forecast favourable variance is due to \$250 thousand unplanned revenue from Creative NZ Community Arts Development Fund.
7. Social Housing earthquake repair works are delayed and it has been decided not to carry out BAU maintenance works in conjunction with earthquake works due to funding constraints. The savings are partially offset by the cost of additional staff introduced as a result of the restructure (\$294 thousand).
8. Community Support Capital Revenues favourable year to date variance is due to the receipt of the final EQC payment for Social Housing earthquake repairs. This was omitted from the forecast in error.
9. Art Gallery and Museums favourable variances are due to savings as a result of the delayed reopening of the Art Gallery. These are partially offset by the inability to achieve planned savings on the Canterbury Museum grant (\$131 thousand).



10. Cultural & Learning Services Capital Revenues are lower than budgeted due to delays to Art Gallery repairs and libraries rebuild. Art Gallery forecast recoveries have reduced \$2.8 million this month in line with a reduction in the expenditure forecast.
11. Communications, Engagement and Consultation year to date under spend is due to the timing of Consultants' fees.
12. Neighbourhood Parks unfavourable year to date variance is due to a combination of higher reactive maintenance costs and lower internal plant sales. Forecast variance is due to insurance recovery shortfall on both earthquake response and facilities rebuild.
13. Garden and Heritage Parks favourable variances are because of delayed earthquake projects which have been signalled to be carried forward.
14. Regional Parks favourable variance year to date is mainly due to the timing of earthquake expenditure and associated maintenance and staffing costs.
15. Parks and Open Spaces Capital Revenues unfavourable variances are because development contributions are lower than planned. These are partially offset by unbudgeted insurance recoveries on earthquake works.
16. Stormwater and Drainage unfavourable year to date variance is due to the Flooding Taskforce and day to day work done to improve the resilience of the Stormwater network. Forecast over spend is due to the above work and a rates increase due to asset revaluation.
17. Stormwater Drainage & Flood Protection Capital Revenues year to date expenditure is behind plan and this has been reflected in the this forecast.
18. Recreation and Sports Services favourable year to date variance is due to timing of maintenance works along with grants payments. The forecast favourable variance is due to higher insurance recoveries than budgeted on earthquake works, the Kiwi Sport grant and higher pool and fitness programmes attendances.
19. Events and Festivals favourable year to date variance is due to the timing of Events and Festivals grants against budget phasing.
20. Recreation and Leisure Capital Revenue unfavourable variance is a result of the Athletics Track and East Pool projects being behind budget.
21. Residual Waste Collection and Disposal favourable variance year to date is due to increased dumping volumes at Burwood Landfill. The favourable forecast is due to the higher Burwood revenues, partially offset by the loss of EcoCentral commissions and increased maintenance costs for Burwood.
22. Licensing and Enforcement favourable variance is mainly due to an under spend in legal costs, consultancy costs and District Licensing Committee related costs all of which are timing differences. Forecast favourable variance is due to an under spend in Service Contracts as the anticipated outlay on outsourced processing has not eventuated.
23. Building Consenting & Inspections favourable variances relate to lower out-sourcing costs for consents processing as volumes have not increased as steeply as envisaged.
24. Building Policy favourable year to date variance is mainly due to the timing of insurance excess costs on weather tight homes claims along with higher than planned accreditation levies. The forecast overspend is due to the management decision that more FTE are required to gain IANZ accreditation than initially considered.
25. Land and Property Information Services favourable variances relate to higher revenue due to increased volumes and fee increases for 14/15.
26. Road Network month and year to date variance is the result of a compensation claim and unbudgeted storm damage costs from March/April last year. Some of these costs will be recovered through other savings by year end, reducing the overspend to a third of the half year position.
27. Parking unfavourable year to date variance is due to unbudgeted temporary off street sites being opened, the final charge for the lease of Oxford Terrace car park and lower on-street parking revenues.
28. Provisions of Roads & Footpaths Capital Revenues favourable variance is mainly because of higher earthquake recoveries due to a higher spend by SCIRT on roading projects than originally planned. Development contributions are also higher than planned. Forecast variance is due to the uncertainty of NZTA's funding of the Sumner road corridor. The project is signalled as a carry forward at this stage.
29. Wastewater Collection favourable variances relate to a reduction in earthquake related costs (\$1.7 million) and a reduction in red zone costs due to fewer residents. In addition there is a rates reduction due to the asset revaluation (\$500 thousand).
30. Wastewater Treatment and Disposal favourable variances relate to the timing of laboratory and earthquake related expenditure (\$800 thousand). Rates reduction due to asset revaluation (\$400 thousand) and over recovery of trade waste revenue for high volumes are also contributing.
31. Wastewater Capital Revenues unfavourable year to date and forecast variances are due to the wastewater treatment plant repairs being on hold while further planning is done. The forecast

is also impacted by an under spend on SCIRT and Non-SCIRT wastewater projects reducing Crown recoveries. These are partially offset by higher insurance recoveries due to increased spend on pumping stations.

32. Water Supply unfavourable forecast is due to the unbudgeted costs for the Akaroa water treatment plant and higher costs for the Banks Peninsula water supply.
33. Water Supply Capital Revenues favourable variances are due to higher development contributions and water connection fees, and insurance recoveries on unbudgeted SCIRT pump station works.
34. Corporate Revenues & Expenses year to date favourable variance is mainly due to phasing of the Rockfall budget which is forecast to be spent by year end. The positive forecast variance relates to expected stronger rating base growth (creating OIC income) and a higher 2014 final dividend from Transwaste.
35. Corporate Capital Revenues forecast variance relates to a delay in recovering insurance funded facilities work.
36. ISPs and Eliminated Internals year to date unfavourable variance is due to timing of project management service contracts. The unfavourable forecast variance is due to a reduced NZTA subsidy.
37. Non-Controllable Cost and Revenues unfavourable variance is mainly due to the revaluation of water supply assets. Year to date and forecast variances are partially offset by higher than planned vested assets.

**Group of Activities Capital Programme**

\$000	Note	Year to Date Results			Forecast Year End Results			After Carry Forwards	
		Actual	Plan	Variance	Forecast	Plan	Variance	C/F	Result
City Development	1	278	1,281	(1,002)	2,302	2,410	(107)	75	(32)
Community Support	2	886	968	(82)	5,240	6,017	(777)	800	23
Cultural and Learning Services	3	7,535	10,695	(3,160)	21,836	24,599	(2,763)	2,720	(43)
Economic Development		22	-	22	186	182	5	-	5
Parks & Open Spaces	4	3,796	7,852	(4,056)	13,480	13,528	(48)	362	314
Stormwater & Flood Protection	5	3,311	10,014	(6,703)	14,770	18,094	(3,324)	3,314	(10)
Recreation and Leisure	6	1,584	2,185	(601)	4,003	3,988	15	-	15
Refuse Minimisation & Disposal		339	587	(248)	1,030	1,206	(175)	-	(175)
Regulatory Services		35	-	35	425	481	(56)	-	(56)
Provision of Roads & Footpaths	7	13,173	17,857	(4,684)	60,113	71,819	(11,706)	11,179	(526)
Wastewater Collection & Treatment	8	6,862	32,648	(25,786)	39,745	55,055	(15,310)	13,424	(1,886)
Water Supply	9	8,423	16,996	(8,574)	30,156	32,386	(2,229)	2,341	112
Corporate Capital	10	6,675	12,028	(5,353)	16,939	21,050	(4,112)	-	(4,112)
Strategic Land	11	(1,261)	-	(1,261)	16,401	16,445	(44)	-	(44)
Contingency & Planned C/F		-	191	(191)	(15,885)	(50,239)	34,354	(34,216)	139
<b>Capital Works Programme</b>		<b>51,657</b>	<b>113,301</b>	<b>(61,645)</b>	<b>210,743</b>	<b>217,021</b>	<b>(6,278)</b>	<b>-</b>	<b>(6,278)</b>

**NOTES**

1. City Development

The year to date under spend of \$1.0 million is driven by the Restricted Assets – Renewal and Replacements programme, \$0.6 million of which is on hold pending decisions from the facilities Rebuild Plan process and by the Robert McDougall Building project delay of \$0.4 million. A council decision is being sought on the Robert McDougall Building project for a cost effective solution to open the building on an interim basis. The programme and project are forecasting to be on budget at year end.

2. Community Support

The year to date under spend of \$0.1 million is driven by the timing difference of the Civil Defence Capital project for the purchase of tsunami sirens \$0.3 million, offset by an over spend for the Housing Renewals and Replacement programme due to a timing difference. The programme and project are forecasting to be on budget at year end.

The forecast under spend of \$0.8 million is due to timing of the following projects and have been signalled to be carried forward: Temporary Facilities – Beckenham \$0.5 million, Community Facilities Renewals and Replacements (North New Brighton Community Centre) \$0.3 million.

3. Cultural and Learning Services

The year to date under spend of \$3.2 million is mainly driven by the Halswell - New Library project \$1.5 million. The project is forecasting to be under budget at year end with the difference to be carried forward to the next financial year. The year to date under spend is also driven by the timing difference of the following programmes and projects: Art Gallery Renewal and Replacements programme \$0.6 million, Content Capital project \$0.4 million, Library Built Asset Renewal and Replacement programme \$0.4 million and Akaroa Museum Renewal and Replacements project \$0.3 million. These programmes and projects are forecasting to be on budget at year end.

The forecast under spend of \$2.8 million is due to timing of the following projects which have been signalled as carry forward: the Halswell - New Library project \$2.4 million and the Art in Public Places project \$0.3 million.

4. Parks and Open Spaces

The year to date under spend of \$4.1 million is mainly due to timing difference of the following programmes and projects: Neighbourhood Parks Renewal and Replacements programme \$1.4 million, Sport Parks Renewal and Replacements programme \$1.1 million (mainly relating to District Sports Park Purchases project), Botanic Gardens Entry Pavilion \$0.7 million, Regional Parks Renewal and Replacement programme \$0.5 million (mainly relating to Brownlee Reserve project) and Cemeteries programme \$0.3 million.

5. Stormwater and Flood Protection

The year to date under spend of \$6.7 million is due to a \$2.5 million timing difference of the Styx stormwater management plan project This project is forecasting to be on budget at year end. The year to date under spend is also driven by the Quaiffes/Murphys basin and Wetland stormwater detention and treatment facility \$1.5 million, the Prestons/Clare Park stormwater detention and treatment facility \$1.3 million and the development of storm water detention and treatment facilities for Knights Park Wetland \$0.4 million. These programmes and projects are forecasting to be under budget at year end with the differences to be carried forward to the next financial year.

The forecast under spend of \$3.3 million is due to timing of the following projects which have been signalled to be carried forward: the Prestons/Clare Park stormwater detention and treatment facility \$1.5 million, the Quaiffes/Murphys basin and Wetland stormwater detention and treatment facility \$0.7 million, the development of storm water detention and treatment facilities for Knights Park Wetland \$0.5 million, the Applefields Storm water Detention Facility \$0.3 million and the development of storm water detention and treatment facilities for the Kirkwood Basin \$0.3 million.

6. Recreation and Leisure

The year to date under spend of \$0.6 million is mainly due to the timing difference on the Community Facilities Buildings and Plant Renewal and Replacements programme. This programme is forecast to be on budget at year end.

7. Provision of Roads and Footpaths

The year to date under spend of \$4.7 million is driven by the following projects and programmes with forecast under spend to be mostly carried forward to the next year: Road Network Improvement programme \$3.4 million, Major Cycleway programme \$1.6 million, Major Amenity Improvement programme \$1.3 million and new retaining wall at Wainui Main Road \$0.3 million. Also included are the Street Light Upgrading programme \$0.9 million and Traffic signals renewals \$0.8 million both of which are forecasting to be on budget at year end. The year to date under spend is offset with year to date over spend for Carriageway Sealing and Surfacing \$1.6 million, Bridges \$0.5 million and Footpath Resurfacing \$0.3 million (these projects are forecasting to be on budget at year end) and Causeway Culvert & Walls \$0.7 million (this programme is forecasting to be over budget at year end).

The forecast under spend of \$11.7 million is driven by timing of the implementation of the Major Cycleway programme \$3.6 million which is slower than the initial assessment. \$3.8 million of the Major Cycleway programme budget has been signalled as a carry forward and the Matai Street east pre tender estimate has come in \$0.2 million over initial estimate values. The following projects are forecasting an under spend due to timing of the projects and have also been signalled to be as carried forward: Streetscape Project Ferry Road \$1.4 million, Birmingham to Wrights Route Upgrade \$1.3 million, Wigram Magdala Link \$1.2 million, Intersection Improvement Wairakei/Woolridge \$0.7 million, Intersection improvement Greers/Northcote/Sawyers Arms Road \$0.6 million, Streetscape Project Sumner Streets & Lanes \$0.6 million, Marshland Road Bridge Renewal \$0.4 million, Carrs Rd Cycle & Pedestrian Bridge \$0.4 million. The Wigram Road Extension \$0.6 million under spend is signalled for \$0.5 million as a carry forward. The following projects are forecast savings: Main Road (3 Laning) \$0.8 million which is being delivered as an EQ repair work and New Retaining Wall at Wainui Main Road \$0.3 million. The forecast under spend is offset with a forecast over spend for Causeway Culvert & Walls (McCormack Bay culvert bridge upgrade) \$0.6 million. A change request is required to be actioned for additional

funds. The forecast under spend is also offset with a forecast over spend due to timing of the Northern Arterial Extension (Cranford - QEII) project \$0.3 million and have also been signalled to be brought forward from the next financial year.

#### 8. Treatment and Disposal of Sewage

The year to date under spend of \$25.8 million is mainly due to timing difference of the following programmes and projects: Wigram Pressure Main and Pump Station 105 \$11.4 million, Pressure Main 11 / 15 Diversion at CWTP \$1.0m, New Wastewater Main from Richill St to Belfast Rd \$0.5 million, Major Trunk Expansion project \$0.5 million, Akaroa Wastewater Renewals Package \$0.4 million, the Christchurch Wastewater Treatment Plant Renewals programme \$0.4 million, Akaroa Wastewater Treatment Plant Improvements \$0.3 million and Akaroa Sewer Mains Renewals Package \$0.3 million. The year to date under spend is also due to the following projects with forecast budget to be mostly carried forward to next year: Wainui Sewer Reticulation and Wastewater Treatment Plant \$4.5 million, Wastewater Prestons Infrastructure Provision Agreement \$3.0 million, Wastewater SE Halswell sewer \$1.0 million, Clarifier Channels Cross Connection for EQ resilience \$0.6 million and Wastewater Lifelines Ferry & Pages Rd Bridge \$0.3 million. The year to date under spend is offset with year to date over spend for the Wastewater Wairakei Diversion project \$0.5 million. This project is forecasting to be under budget at year end.

The forecast under spend of \$15.3 million is driven by the Wastewater Wainui Sewer (Lower Blocks 3 & 4) \$7.0 million due to project being put on hold by the Council pending request for options for the future. The \$7.0 million under spend has been signalled to be carried forward to the next financial year. The following projects forecast under spend due to timing of the projects and have been signalled to be carried forward: the Wastewater SE Halswell Sewer \$3.2 million, the Wastewater Wairakei Diversion project \$1.6 million, the Primary Sedimentation Tank Upgrades project \$1.0 million, the Wet-Well & Standby Generator renewals \$0.5 million, the Wastewater Prestons Infrastructure Provision Agreement \$0.5 million, the Trade Waste Reception Facility Renewal \$0.4 million and the Wastewater New Reticulation Upper Styx Growth project \$0.3 million. The following projects are forecast savings: the Clarified Channels Cross Connection for EQ resilience \$0.7 million mainly due to a reduction in scope during the design stage and the Wastewater Northern relief Grassmere project \$0.5 million with planning and investigations for this project undergoing a significant review. The forecast under spend is offset with a forecast over spend due to timing of the projects and have also been signalled to be brought forward from the next financial year: PM15 Relocation for EQ Resilience project to provide additional resilience at the Wastewater Treatment Plant \$0.5 million and the project to link the Lyttelton Harbour Wastewater schemes and remove discharge from the harbour \$0.5 million.

#### 9. Water Supply

The year to date under spend of \$8.6 million is driven by the following projects and programmes with forecast under spend to be mostly carried forward to the next year: New Headworks and Schemes programme \$4.1 million and Well Replacement programme \$1.7 million. The year to date under spend is also driven by the Akaroa Water Upgrade project \$1.3 million (with a forecast over spend for the full year) and Headworks Renewals and Replacements programme \$0.7 million (with a forecast under spend for the full year). The year to date under spend is also due to timing difference of the following programmes and projects: upgrade of the water supply system at Little River and Cooptown \$0.7 million and New Mains Reticulation programme \$0.2 million. These programmes and projects are forecasting to be on budget at year end.

The forecast under spend of \$2.2 million is due to timing difference of the following projects and have been signalled as carry forward: the Prestons Water Supply Pump Station \$1.0 million and the Avonhead Pump Station Well Replacement \$0.3 million. The Water Supply Blighs Pump Station well Renewals are forecasting savings of \$0.4 million as a result of a second well not being required. The forecast under spend is offset with a forecast over spend for the Akaroa Water Upgrade project \$0.6 million as a result of a number of variations (for example moving the reservoir). The variations are still being worked through and are currently anticipated and not yet agreed.

10. Corporate

The year to date under spend of \$5.4 million is due to timing difference of the following programmes and projects: IM&CT Business Solutions Delivery programme \$1.7 million, My Workplace programme \$1.2 million, Connect Enhancements project \$0.5 million, Moderate Enhancement Requests \$0.3 million, IM& CT Renewal and Replacements programme \$0.3 million, CCC Network Upgrade \$0.3 million. The year to date under spend is also due to the Fleet and Plant Asset Purchases programme \$0.7 million. This programme is forecasting savings at year end. The year to date under spend is offset with year to date over spend for the fit-out for 348 Manchester Street (District Plan Hearings) project \$0.5 million. This project is forecasting to be over budget at year end.

The forecast under spend of \$4.2 million is driven by the unutilised Capital Governance Group Pool \$2.4 million and by the Fleet and Plant Asset Purchases \$1.7 million with \$1.4 million signalled as savings and \$0.3 million has been requested to be converted into operational budget to fund the lease of the GPS based vehicle management, tracking and booking system. The forecast under spend is offset with a forecast over spend of HR Online Forms project \$0.3 million due to the challenges faced in setting up SharePoint as an infrastructure and the slippage of the SAP/AD sync work stream. A Project Change Request will be raised for additional funding.

11. Strategic Land Purchase

The year to date under spend of \$1.3 million is due to the sale of 381 Prestons Road (\$2.1 million), offset with a \$0.8 million over spend for the purchase of land for the Cranford Basin-Catchment Management. The strategic land purchases are forecasted to be on budget at year end.

**Earthquake life to date cost and recovery details as at 31 December 2014**

	Life to Date (\$m)						
	Cost	Accrued Recoveries					Balance
		LAPP (F)	LAPP (I)	DIA/ CERA	NZTA	Other	Council
<b><u>Infrastructure Rebuild:</u></b>							
Roading	151.8	-	-	-	102.8	-	49.0
Sewer	619.1	-	140.1	370.5	-	-	108.5
Water	38.1	-	28.3	22.9	-	-	(13.0)
Stormwater	53.4	-	13.4	32.3	-	-	7.7
SCIRT setup and overhead costs unallocated	492.0	-	-	214.9	85.5	-	191.5
<b>Total</b>	<b>1,354.4</b>	<b>-</b>	<b>181.8</b>	<b>640.6</b>	<b>188.4</b>	<b>0.0</b>	<b>343.6</b>
<b><u>Other Assets and Insured Costs:</u></b>							
Buildings and Facilities	61.5	106.9	-	0.0	-	0.6	(46.0)
Housing	3.7	-	-	-	-	57.8	(54.1)
Sewer above-ground assets	115.0	100.3	-	-	-	-	14.7
Water above-ground assets	31.9	31.6	-	-	-	-	0.3
Stormwater above-ground assets	1.2	1.2	-	-	-	-	-
Parks and Drainage	16.4	1.7	-	-	1.7	2.6	10.4
Rockfall Property Purchases	0.1	-	-	-	-	-	0.1
Transitional Projects	5.3	-	-	-	-	-	5.3
<b>Total</b>	<b>235.1</b>	<b>241.7</b>	<b>-</b>	<b>0.0</b>	<b>1.7</b>	<b>61.0</b>	<b>(69.3)</b>
<b>Total Infrastructure Rebuild:</b>	<b>1,589.5</b>	<b>241.7</b>	<b>181.8</b>	<b>640.6</b>	<b>190.0</b>	<b>61.0</b>	<b>274.3</b>
<b><u>Emergency &amp; Response Costs:</u></b>							
Roading emergency works	105.3	-	-	3.2	64.9	-	37.1
Welfare and other emergency works	67.9	-	1.3	52.8	-	-	13.8
Other Response costs	76.9	3.8	0.4	35.9	1.0	2.5	33.3
Roading temp maintenance works	35.8	-	-	0.6	24.9	-	10.3
3 Waters temp maintenance works	229.8	0.1	18.0	137.7	-	4.4	69.6
Buildings assessment and repair	54.2	35.8	-	0.6	0.2	4.0	13.6
Housing assessment and repair	12.2	-	-	0.0	-	1.7	10.5
Parks repairs	5.0	0.8	-	0.6	-	-	3.7
Demolition costs	10.6	-	-	10.6	-	0.1	(0.1)
Rockfall	27.3	-	-	10.3	7.0	-	10.0
Increased costs of working	14.6	4.3	-	0.2	0.0	8.0	2.1
Infra Rebuild Client Management Team	6.9	-	-	2.9	0.7	-	3.4
Parks, Tram, Retaining Walls, Bridges, Memorials, Other	3.2	1.6	-	0.1	-	-	1.5
Staff/Internal costs charged to Emergency/Response	41.1	-	-	-	-	-	41.1
Less costs budgeted in Council activities	(30.2)	-	-	-	-	-	(30.2)
<b>Total Emergency &amp; Response Costs:</b>	<b>660.5</b>	<b>46.4</b>	<b>19.7</b>	<b>255.4</b>	<b>98.7</b>	<b>20.7</b>	<b>219.8</b>
<b>Grand Total</b>	<b>2,250.1</b>	<b>288.1</b>	<b>201.5</b>	<b>896.0</b>	<b>288.7</b>	<b>81.7</b>	<b>494.2</b>

Net life to date cost to the Council is \$0.5 billion primarily in the infrastructure rebuild area where recoveries were limited by the cap on LAPP's cover.





**STRATEGY AND FINANCE COMMITTEE 19. 2. 2015  
ATTACHMENT 3 TO CLAUSE 7 403**

<b>Refuse &gt;\$250k</b>									
Waste Transfer Stations and Bins (R&R)	150	105	45	345	345	43.35%	0	0	0
Burwood Gas Treatment Plant-Chiller Rnw	30	235	(205)	268	443	11.30%	(175)	0	(175)
<b>Balance of Programme</b>	<b>159</b>	<b>247</b>	<b>(88)</b>	<b>417</b>	<b>417</b>	<b>38.06%</b>	<b>(0)</b>	<b>0</b>	<b>(0)</b>
<b>Refuse Minimisation &amp; Disposal Total</b>									
	<b>339</b>	<b>587</b>	<b>(248)</b>	<b>1,030</b>	<b>1,206</b>	<b>32.87%</b>	<b>(175)</b>	<b>0</b>	<b>(175)</b>
<b>Regulatory Services</b>									
<b>&gt;\$250k</b>									
Animal Facilities Upgrade	35		35	425	425	8.14%	(0)	0	(0)
<b>Balance of Programme</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>100.00%</b>	<b>(56)</b>	<b>0</b>	<b>(56)</b>	
<b>Regulatory Services Total</b>									
	<b>35</b>	<b>35</b>	<b>425</b>	<b>481</b>	<b>8.25%</b>	<b>(56)</b>	<b>0</b>	<b>(56)</b>	
<b>Water Supply</b>									
<b>&gt;\$250k</b>									
WS New Connections	675		675	1,319	1,521	51.20%	(202)	0	(202)
WS Wilmers Pump Station	(251)	342	(592)	342	342	-73.36%	0	0	0
WS HWorks Land Purchase for Pump Station	6	384	(378)	384	384	1.56%	(0)	0	(0)
WS Akaroa Water Upgrade	2,901	4,196	(1,295)	8,908	8,283	32.56%	624	0	624
WS R&R Submains Meter Renew	148	155	(7)	274	274	53.88%	(0)	0	(0)
WS Little River Increased Supply	280	1,000	(720)	2,307	2,309	12.16%	(2)	0	(2)
WS NZDWS Upgrade Wainui	266	284	(18)	265	284	100.22%	(18)	0	(18)
WS St Johns New Well	0	255	(255)	156	255	0.23%	(99)	99	0
Victoria Reservoirs 2 & 3 Replacement	540	460	80	540	460	100.01%	80	0	80
Burnside PS Well Replacements	191	495	(304)	764	908	24.93%	(143)	143	(0)
Farrington PS Well Replacements	83	323	(240)	514	707	16.08%	(193)	193	(0)
WS Lifelines - Ferrymead Bridge Water Ma		195	(195)	380	390	0.00%	(9)	0	(9)
WS - ECAN Well Takes	45		45	503	503	8.88%	(0)	0	(0)
WS Auburn PS Well Upgrade	46	309	(264)	317	309	14.40%	7	0	7
Crosbie PS Well Replacement Programme	89	424	(335)	613	659	14.59%	(47)	2	(45)
Grampian PS well replacement project	1	40	(39)	450	500	0.25%	(50)	50	0
Wrights Pump station Well Renewal	7	143	(136)	464	696	1.45%	(232)	232	0
WS Prestons Pump Station	547	2,916	(2,369)	3,912	4,946	13.99%	(1,034)	1,034	(0)
WS Westmorland 3 Reservoir	713	1,174	(461)	1,250	1,250	57.02%	(0)	0	(0)
WS Blighs Pump Station well Renewals	437	619	(182)	743	1,141	58.84%	(398)	0	(398)
BP Reservoir Renewals	200	220	(20)	422	576	47.46%	(154)	0	(154)
Avonhead PS well replacement	376	590	(214)	656	966	57.28%	(310)	310	0
Akaroa Low Fire Flows Package A - WS	17	250	(233)	527	527	3.18%	(0)	0	(0)
SCIRT Function Block Development	2	324	(322)	276	324	0.81%	(48)	0	(48)
WS Rawhiti Rezoning FY15	43	120	(77)	510	510	8.40%	0	0	0
<b>Balance of Programme</b>	<b>1,061</b>	<b>1,780</b>	<b>(719)</b>	<b>3,360</b>	<b>3,363</b>	<b>31.56%</b>	<b>(3)</b>	<b>279</b>	<b>277</b>
<b>Water Supply Total</b>									
	<b>8,423</b>	<b>16,996</b>	<b>(8,574)</b>	<b>30,156</b>	<b>32,386</b>	<b>27.93%</b>	<b>(2,229)</b>	<b>2,341</b>	<b>112</b>
<b>Provision of Roads &amp; Footpaths</b>									
<b>&gt;\$250k</b>									
Carriageway Smoothing				748	748	0.00%	0	0	0
Footpath Resurfacing	339		339	1,421	1,421	23.84%	0	0	0
Subdivisions	205		205	858	858	23.92%	(0)	0	(0)
Retaining Walls Renewals	131	6	126	267	267	49.20%	0	0	0
Bridges	497	19	477	915	915	54.29%	0	0	0
Carriageway Sealing and Surfacing	1,586		1,586	4,361	4,361	36.36%	0	0	0
Road Pavement Replacement				764	764	0.00%	0	0	0
K&C Renewal Contingency				960	960	0.00%	0	0	0
Traffic Signals Renewals	226	1,006	(780)	1,006	1,006	22.46%	(0)	0	(0)
New Grassed Berms	40		40	306	306	13.17%	(0)	0	(0)
Marshland Road bridge renewal	86	73	13	168	567	51.38%	(399)	399	(0)
Causeway Culvert & Walls	680		680	680	64	100.00%	616	0	616
Cranford Street (4 Laning)	22	320	(298)	320	320	6.78%	0	0	0
Northern Arterial Ext (Cranford - QEII)	133	276	(142)	615	276	21.69%	339	(339)	0
Marshlands/Prestons	785	954	(168)	884	954	88.88%	(70)	0	(70)
Main Rd 3 Laning	148		148	810	1,635	18.31%	(825)	0	(825)
BPDC road metalling	210		210	696	696	30.13%	0	0	0
Greers/Northcote/Sawyers Arms	3	20	(17)	25	658	11.30%	(633)	633	0
Street Tree Renewals	161		161	381	366	42.22%	15	0	15
Wigram Rd Extension	80	1,005	(925)	1,600	2,225	5.01%	(625)	487	(137)
Awatea/Dunbars Route Upgde	221	720	(499)	1,497	1,282	14.76%	216	0	216
Wigram Rd Upgrade		73	(73)	270	306	0.00%	(36)	0	(36)
Glandovy/Idris Intersect	349	361	(12)	355	361	98.34%	(6)	0	(6)
Tram Base	(143)	842	(985)	2,442	2,503	-5.88%	(61)	0	(61)
Wigram Magdala Grade Separation	793	860	(67)	7,253	8,419	10.94%	(1,165)	1,115	(50)
Canterbury Park Access	34	695	(661)	663	695	5.10%	(32)	0	(32)
Carrs Rd Overbridge	10		10	10	392	100.00%	(382)	382	(0)
Birmingham to Wrights Route Upgrade	155	120	35	735	2,080	21.07%	(1,345)	1,344	(1)
Lower Styx / Marshland Intersection	39	45	(6)	122	276	31.57%	(153)	153	(0)
Streetscape Project: Ferry Road				21	1,463	0.00%	(1,442)	1,439	(3)
Streetscape Project: Sumner Streets & La				24	637	0.00%	(613)	613	0
Major Cycleway: Sumner to City	129	220	(91)	410	1,228	31.41%	(818)	818	(0)
Major Cycleway: Halswell to City	17	54	(37)	111	256	15.21%	(146)	146	0
Major Cycleway: Hornby/Rail Route - Temp	17	30	(13)	138	267	12.19%	(129)	129	0
Major Cycleway: Grassmere Route - Papanu	162	247	(85)	1,265	1,330	12.78%	(65)	65	0
Mairehau / Marshland Intersection	611	1,500	(889)	2,699	2,698	22.65%	1	0	1
Major Cycleway: Northern Rail Route - Be	386	720	(334)	676	2,074	57.10%	(1,398)	1,398	(0)
Major Cycleway: University to City	193	390	(197)	2,009	1,811	9.60%	198	0	198

**STRATEGY AND FINANCE COMMITTEE 19. 2. 2015**  
**ATTACHMENT 3 TO CLAUSE 7 404**

Provisi	>\$250k	Major Cycleway: Little River Route	104	206	(102)	268	1,023	38.73%	(755)	755	0
		Major Cycleway: South to City	16	80	(64)	48	260	34.13%	(212)	212	0
		Major Cycleway: Western Inner Orbital	44	90	(46)	180	263	24.20%	(82)	82	0
		New Retaining Wall at 270 Wainui Main Ro	2	255	(254)	2	255	100.00%	(254)	0	(254)
		Road Lighting Renewals - Package 3	45	339	(293)	597	598	7.61%	(1)	0	(1)
		Road Lighting Renewals - Package 5	29	352	(324)	352	352	8.17%	(0)	0	(0)
		Streetscape Project: New Brighton	0		0	2,145	2,145	0.00%	0	0	0
		ST Streetlight Conversion	(134)	0	(134)	309	320	-43.40%	(11)	0	(11)
		Intersection Improve: Wairakei/Woodbridg	14		14	20	764	69.09%	(744)	744	(0)
		Ferrymead Bridge	3,733	2,648	1,085	7,748	7,748	48.18%	(0)	0	(0)
		New Footpath - Wooldridge Road	30	195	(165)	330	330	9.23%	0	0	0
		Halswell Junction Road Extension				488	488	0.00%	0	0	0
		Belfast Park Plan Change 43				760	741	0.00%	19	0	19
		Safe Routes to Schools 2014/15	81	276	(195)	276	276	29.23%	0	0	0
		Intelligent Pedestrian Detection Systems	0		0	266	266	0.17%	0	0	0
		Intersection Improvements- LED Upgrades	0		0	603	603	0.06%	0	0	0
		Parking Renewals: On Street 2015-16		92	(92)	560	470	0.00%	90	(90)	0
		<b>Balance of Programme</b>	<b>904</b>	<b>2,769</b>	<b>(1,865)</b>	<b>6,677</b>	<b>7,475</b>	<b>13.54%</b>	<b>(798)</b>	<b>694</b>	<b>(104)</b>
<b>Provision of Roads &amp; Footpaths Total</b>			<b>13,173</b>	<b>17,857</b>	<b>(4,684)</b>	<b>60,113</b>	<b>71,819</b>	<b>21.91%</b>	<b>(11,706)</b>	<b>11,179</b>	<b>(526)</b>
<b>Cultural and Learning Services</b>											
	>\$250k	Content Capital Project	2,255	2,646	(390)	4,992	4,992	45.18%	(0)	0	(0)
		Library Built Asset Renewal & Replacemnt	349	723	(374)	839	839	41.57%	(0)	0	(0)
		Halswell - New Library	4,116	5,630	(1,514)	12,714	15,161	32.37%	(2,447)	2,447	0
		Akaroa Museum R&R equipment		293	(293)	293	293	0.00%	0	0	0
		FA NA Collections Acquisitions	397	245	152	552	552	71.92%	(0)	0	(0)
		Art in Public Places	150	150	(0)	610	883	24.55%	(273)	273	0
		Art Gallery renewals R&R	4	607	(603)	1,129	1,129	0.38%	0	0	0
		<b>Balance of Programme</b>	<b>264</b>	<b>401</b>	<b>(137)</b>	<b>708</b>	<b>752</b>	<b>37.25%</b>	<b>(43)</b>	<b>0</b>	<b>(43)</b>
<b>Cultural and Learning Services Total</b>			<b>7,535</b>	<b>10,695</b>	<b>(3,160)</b>	<b>21,836</b>	<b>24,599</b>	<b>34.51%</b>	<b>(2,763)</b>	<b>2,720</b>	<b>(43)</b>
<b>Recreation and Leisure</b>											
	>\$250k	RSU Buildings & Plant	125	685	(560)	710	710	17.66%	0	0	0
		RSU Mechanical & Electrical	146	115	31	285	285	51.29%	0	0	0
		RSU Grounds	289	113	175	899	899	32.12%	0	0	0
		RSU Equipment	59	204	(146)	785	785	7.49%	0	0	0
		Test Cricket	306	368	(62)	388	388	78.77%	(0)	0	(0)
		FIFA Pitches	659	698	(39)	848	848	77.67%	(0)	0	(0)
		<b>Balance of Programme</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>73</b>	<b>0.00%</b>	<b>15</b>	<b>0</b>	<b>15</b>
<b>Recreation and Leisure Total</b>			<b>1,584</b>	<b>2,185</b>	<b>(601)</b>	<b>4,003</b>	<b>3,988</b>	<b>39.56%</b>	<b>15</b>	<b>0</b>	<b>15</b>
<b>Treatment &amp; Disposal of Sewage</b>											
	>\$250k	WW Northern Relief & PS (PS 6,7,39,40,41	2	232	(230)	2	464	100.00%	(462)	0	(462)
		WW Riccarton Trunk Main Project	8		8	438	438	1.72%	0	0	0
		WW Wigram PM & PS 105	133	11,551	(11,418)	11,551	11,551	1.15%	0	0	0
		WW Major Trunk Expansion (Inc SW)		453	(453)	453	453	0.00%	0	0	0
		WW Worsleys Sewer (Lower Blocks 3& 4	284	350	(66)	304	350	93.48%	(46)	0	(46)
		WW Wainui Sewer Retic & WWTP	27	4,550	(4,523)	65	7,094	41.02%	(7,028)	7,028	0
		WW Akaroa WWTP Improvements	51	370	(319)	511	520	10.07%	(9)	0	(9)
		WW Extension to Charteris Bay	714	880	(167)	880	880	81.12%	(0)	0	(0)
		WW Lyttelton Harbour WWTP	10	255	(244)	749	255	1.39%	494	(494)	0
		WW Subdivisions Add Infra for Dev-GenO/H				50	255	0.00%	(205)	0	(205)
		WW Lifelines - Ferry & Pages Rd Bridge	(55)	225	(280)	281	450	-19.66%	(169)	0	(169)
		WW Wairakei Diversion	2,262	1,750	512	2,699	4,279	83.83%	(1,580)	1,580	0
		Primary Sedimentation Tank Upgrades	208	235	(27)	1,174	2,220	17.71%	(1,046)	1,025	(21)
		Electrical Renewals (balance)	183	318	(135)	553	636	33.04%	(83)	0	(83)
		CWTP Ongoing Renewals Programme	1	366	(365)	81	80	1.15%	1	0	1
		PM15 Relocation for EQ Resilience	146	165	(19)	2,903	2,354	5.04%	549	(549)	(0)
		Clarifier Channels Cross Connection for	26	675	(649)	201	869	12.76%	(668)	0	(668)
		Trade Waste Reception Facility Renewal	84	120	(36)	704	1,115	11.90%	(411)	411	0
		WW PM 11 / 15 Diversion at CWTP		971	(971)	971	971	0.00%	0	0	0
		PS15 Wet-Well & Standby Generator renew				466	466	0.00%	(466)	466	0
		New WW main-Belfast Area Growth(Richill)	1,102	1,626	(523)	1,965	1,965	56.11%	(0)	0	(0)
		Parklands West Trunk Sewer Lining Rnw				589	589	0.00%	0	0	0
		WW SE Halswell Sewer	24	995	(971)	1,236	4,461	1.97%	(3,225)	3,225	(0)
		WW Prestons Infrastructure Prov Agmt	502	3,481	(2,979)	3,029	3,481	16.57%	(452)	452	0
		Akaroa Sewer Mains Renewals - Package A	76	375	(299)	963	963	7.85%	(0)	0	(0)
		Akaroa WW Renewals Package B	14	410	(396)	820	820	1.75%	0	0	0
		CWTP Primary Tanks Butterfly Valves	26		26	208	250	12.34%	(42)	0	(42)
		CWTP Trickling Filter Bearing Renewal	1		1	350	350	0.26%	0	0	0
		CWTP Operations Building HVAC Renewal	0		0	300	300	0.16%	0	0	0
		CCWwPS0001-Pages WW Pumping Station Upgr				538	538	0.00%	0	0	0
		WW-Akaroa BPWwPS0615 & BPWwPS0616 Upgrad	1	80	(79)	399	399	0.33%	0	0	0
		CCWwPS0020 Hydraulic Improvements	5	100	(95)	350	350	1.35%	(0)	0	(0)
		WW North Awatea Growth				270	270	0.00%	0	0	0
		WW West Halswell Growth		30	(30)	300	300	0.00%	0	0	0
		WW New Reticulation Upper Styx Growth	14	80	(66)	178	480	7.83%	(302)	302	0
		<b>Balance of Programme</b>	<b>1,013</b>	<b>2,004</b>	<b>(992)</b>	<b>3,678</b>	<b>3,838</b>	<b>27.53%</b>	<b>(160)</b>	<b>(23)</b>	<b>(182)</b>

**STRATEGY AND FINANCE COMMITTEE 19. 2. 2015**  
**ATTACHMENT 3 TO CLAUSE 7 405**

Treatment & Disposal of Sewage									
<b>Treatment &amp; Disposal of Sewage Total</b>	<b>6,862</b>	<b>32,648</b>	<b>(25,786)</b>	<b>39,745</b>	<b>55,055</b>	<b>17.26%</b>	<b>(15,310)</b>	<b>13,424</b>	<b>(1,886)</b>
Stormwater Drainage & Flood Protection									
>\$250k									
Applefields		22	(22)		326	0.00%	(326)	326	0
STYX SMP - Waterway Detention and Treat		2,498	(2,498)	2,538	2,498	0.00%	40	0	40
Waterways & Wetlands Purchases	384	500	(116)	846	846	45.36%	1	0	1
Prestons/Clare Park	1,402	2,702	(1,300)	1,974	3,467	71.03%	(1,493)	1,493	(0)
Piped Systems - Pipe Drains (New)				423	423	0.00%	0	0	0
Carrs Road S/W Facility	539	589	(50)	589	589	91.56%	(0)	0	(0)
Kirkwood	18	60	(42)	31	327	57.51%	(296)	295	(1)
Quaiffes/Murphys Wetland	108	1,609	(1,501)	2,070	2,770	5.21%	(700)	700	(0)
Waterways Detention and Treatment Facili				935	935	0.00%	0	0	0
Stormwater Pipe Renewals	1		1	523	523	0.11%	0	0	0
Cashmere Stream Green Corridor	28	176	(148)	268	267	10.38%	0	0	0
Knights Park Wetland	71	499	(428)	1,010	1,517	7.02%	(507)	500	(7)
Martindales Road Culvert	344	542	(198)	650	650	52.81%	(0)	0	(0)
Rain Garden&Tree Pit Cons&Monitor	200	130	70	270	270	73.80%	0	0	0
Balance of Programme	218	687	(470)	2,641	2,685	8.24%	(44)	0	(44)
<b>Stormwater Drainage &amp; Flood Protection Total</b>	<b>3,311</b>	<b>10,014</b>	<b>(6,703)</b>	<b>14,770</b>	<b>18,094</b>	<b>22.42%</b>	<b>(3,324)</b>	<b>3,314</b>	<b>(10)</b>
<b>Grand Total</b>	<b>51,657</b>	<b>113,111</b>	<b>(61,454)</b>	<b>226,628</b>	<b>267,261</b>	<b>22.79%</b>	<b>(40,632)</b>	<b>34,216</b>	<b>(6,417)</b>

## Appendix 4 - Special Funds as at 31 December 2014

### Housing - Normal Operations

\$000's	Act/YTD	Plan/YTD	Variance	Forecast	Plan Year	Variance
1 July Opening Balance	9,475	9,475	-	9,475	9,475	-
Income	7,223	6,796	427	13,737	13,386	350
Expenditure	(8,140)	(7,845)	(295)	(13,507)	(13,431)	(76)
<b>Net Income</b>	<b>(917)</b>	<b>(1,049)</b>	<b>132</b>	<b>230</b>	<b>(45)</b>	<b>274</b>
Capital expenditure	(398)	-	(398)	(3,607)	(3,584)	(23)
Loan principal repayments	(2)	-	(2)	(2)	-	(2)
Interest on fund balance	170	103	67	288	310	(22)
<b>Cash Balance</b>	<b>8,328</b>	<b>8,529</b>	<b>(202)</b>	<b>6,383</b>	<b>6,157</b>	<b>227</b>
Loan balances	5	5	-	5	5	-

### Housing - Earthquake

\$000's	Act/YTD	Plan/YTD	Variance	Forecast	Plan Year	Variance
1 July Opening Balance	26,808	26,808	-	26,808	26,808	-
Response costs & repairs	(1,770)	(5,181)	3,411	(6,273)	(10,337)	4,064
Response recoveries	-	-	-	-	-	-
Rebuild expenditure	(610)	(2,985)	2,375	(6,576)	(11,347)	4,771
Rebuild insurance recoveries	20,748	-	20,748	20,748	-	20,748
Interest on fund balance	458	458	-	878	878	1
<b>Cash Balance</b>	<b>45,634</b>	<b>19,100</b>	<b>26,534</b>	<b>35,586</b>	<b>6,002</b>	<b>29,584</b>

### Earthquake Mayoral Relief Fund

\$000's	Act/YTD	Plan/YTD	Variance	Forecast	Plan Year	Variance
1 July Opening Balance	2,228	2,228	-	2,228	2,228	-
Contributions	32	-	32	32	-	32
Interest	37	-	37	53	-	53
<i>Draw downs:</i>						
Summer Surf Life Saving Club	(100)	(100)	-	(100)	(100)	-
Detailed Engineering Evaluations	(2)	-	(2)	(174)	(174)	-
Training Assistance Fund	-	-	-	(20)	(20)	-
Canterbury University Quake	(25)	(25)	-	(25)	(25)	-
St John Ch Ch Area Committee	(100)	(100)	-	(100)	(100)	-
Original Scripts Theatre School Trust	(10)	(10)	-	(10)	(10)	-
Banks Peninsula War Memorial	(196)	(196)	-	(196)	(196)	-
<b>Earthquake Mayoral Relief Fund Balance</b>	<b>1,865</b>	<b>1,797</b>	<b>68</b>	<b>1,688</b>	<b>1,603</b>	<b>85</b>

**Christchurch City Council  
Council Support**

**Memorandum**

**Date:** 4 March 2015  
**From:** Margaret Henderson (Committee Adviser)  
**To:** Mayor, Councillors and Chief Executive

---

**Re: Strategy and Finance Committee 19 February 2015 – Report to Council  
12 March 2015**

At the Strategy and Finance Committee meeting on 19 February 2015 the Committee considered the Performance Report for the Six Months to 31 December 2014. (Clause + , Item 7 of the 12 March 2015 Council agenda refers.)

At its meeting the Committee requested that staff provide further information, for inclusion with the report when it is presented to the Council meeting.

The **attached** document provides the requested information.

**FURTHER INFORMATION REGARDING THE PERFORMANCE REPORT FOR THE SIX MONTHS TO 31 DECEMBER 2014**

The agenda for the Strategy and Finance Committee meeting held on 19 February 2015 was dealt with as follows:

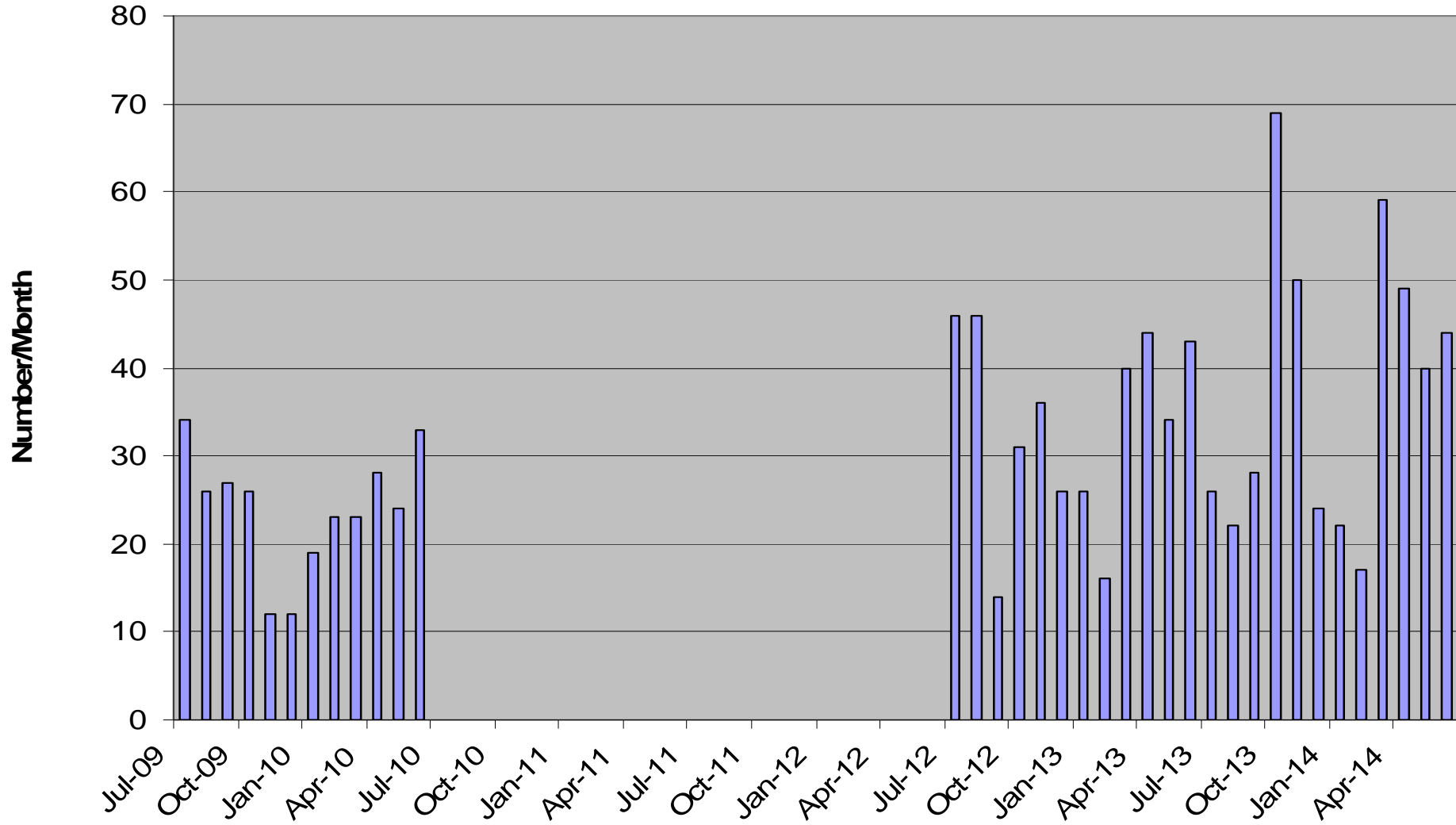
**Please note: The Part A items will be presented to the Council meeting on 12 March 2015.**



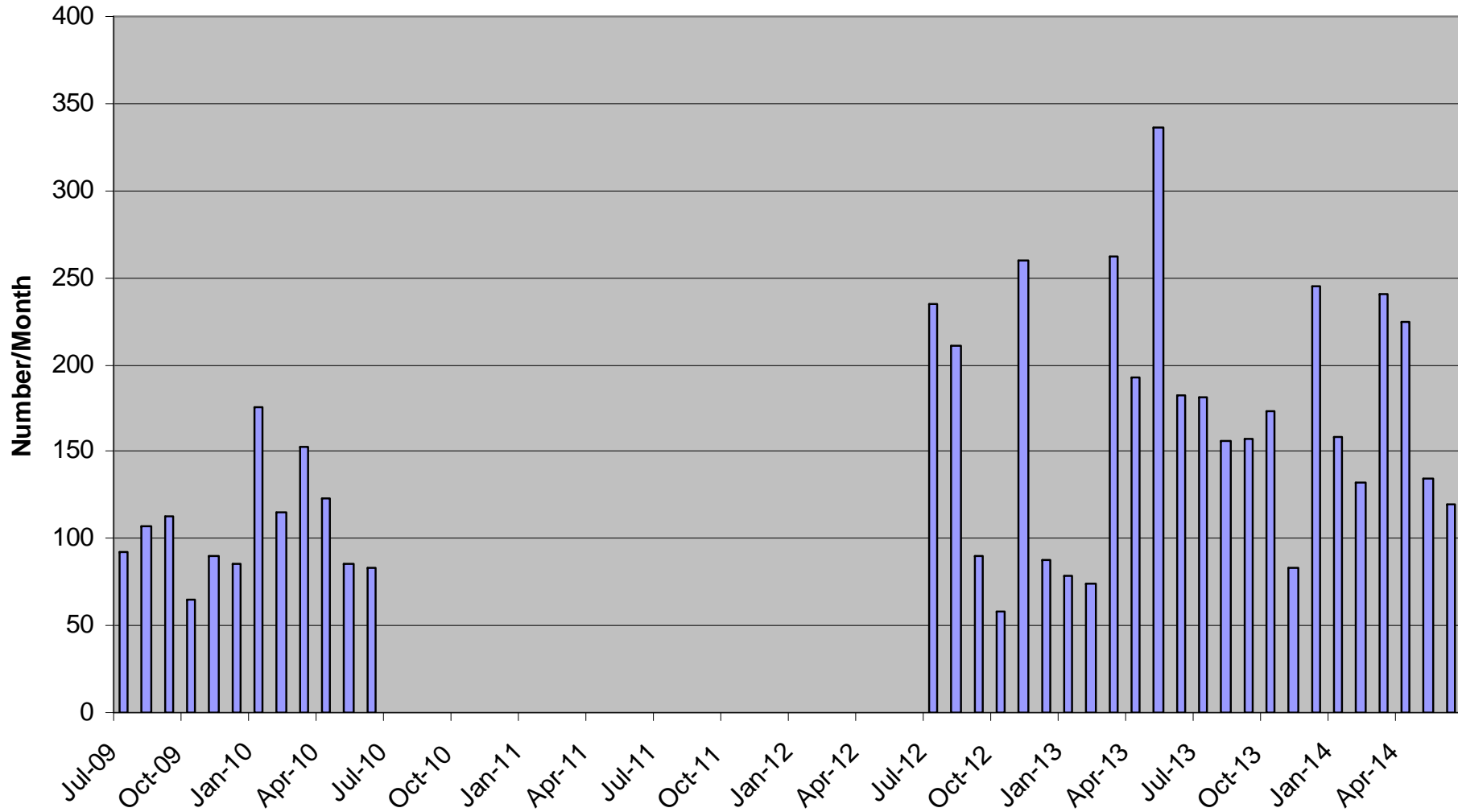
	OFFICER/ UNIT MANAGER/ GENERAL MANAGER	EXECUTIVE LEADERSHIP TEAM
<p><b>7. PERFORMANCE REPORT FOR THE SIX MONTHS TO 31 DECEMBER 2014</b></p> <p><b>COMMITTEE CONSIDERATION</b></p> <p>The Committee considered the report and requested that staff provide further information on the following for inclusion with the report when it is presented to the Council meeting:</p> <ul style="list-style-type: none"> <li>• What is the current break rate of the water mains?</li> <li>• How are waste targets tracked on an average household level</li> <li>• What issues have been experienced by ECO Central regarding household waste.</li> </ul> <p>The Committee also considered that the mechanism of reporting to Council around Levels of Service should be reconsidered by the CFO as part of continually improving Performance Management.</p>		Jane Parfitt

1. Water main breaks
  - a. Target of no more than 20 breaks per 100km of main – for the first 3 months we exceeded this target and hence given a red light. Current figures have now brought this to below 20 – so may be able to change to yellow – however further investigation is needed to verify actuals as attached graphs show a different picture
  - b. Target of no more than 90 breaks per 100km of submain – actual sitting at 118 / 100km  
*please refer graphs on following pages (does include one sewer overflow graph). I think this best shows the picture.*
2. Waste targets are tracked by taking the total waste to Kate Valley (that comes from ChCh City) – as reported by KV, divided by number of residential properties (based on best information we have at any time)
3. EcoCentral have not had any issues regarding household waste. A large percentage of additional waste to Kate Valley has not gone via one of our transfer stations (EcoCentral). Of total waste to KV from ChCh – 141,000t from EcoCentral & 150,000t from others. We have seen an increase in amount of household hazardous waste dropped off (very small tonnages – just a big % increase)

### Water Main Repairs

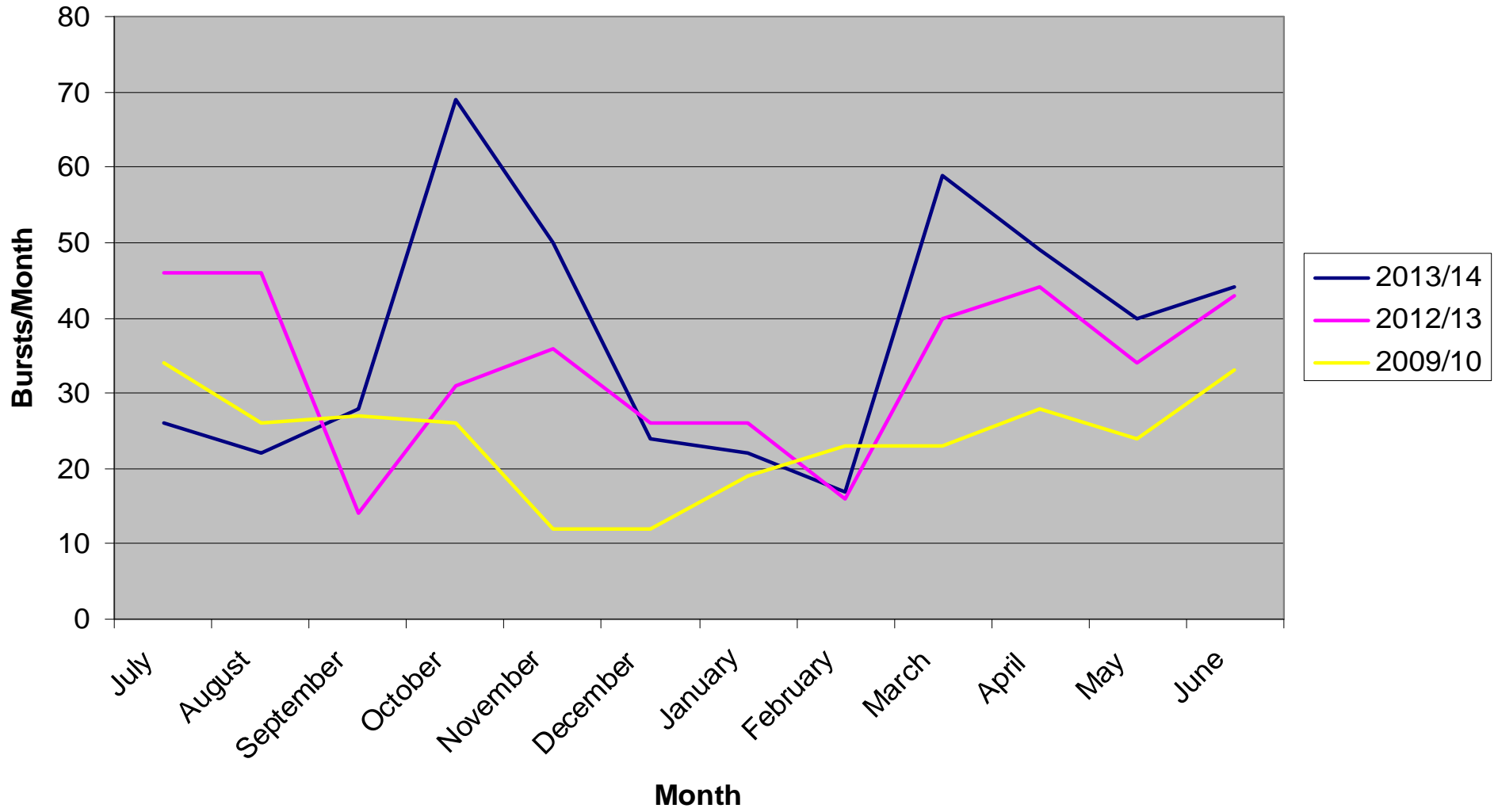


### 15-63mm water repairs (submains and laterals)

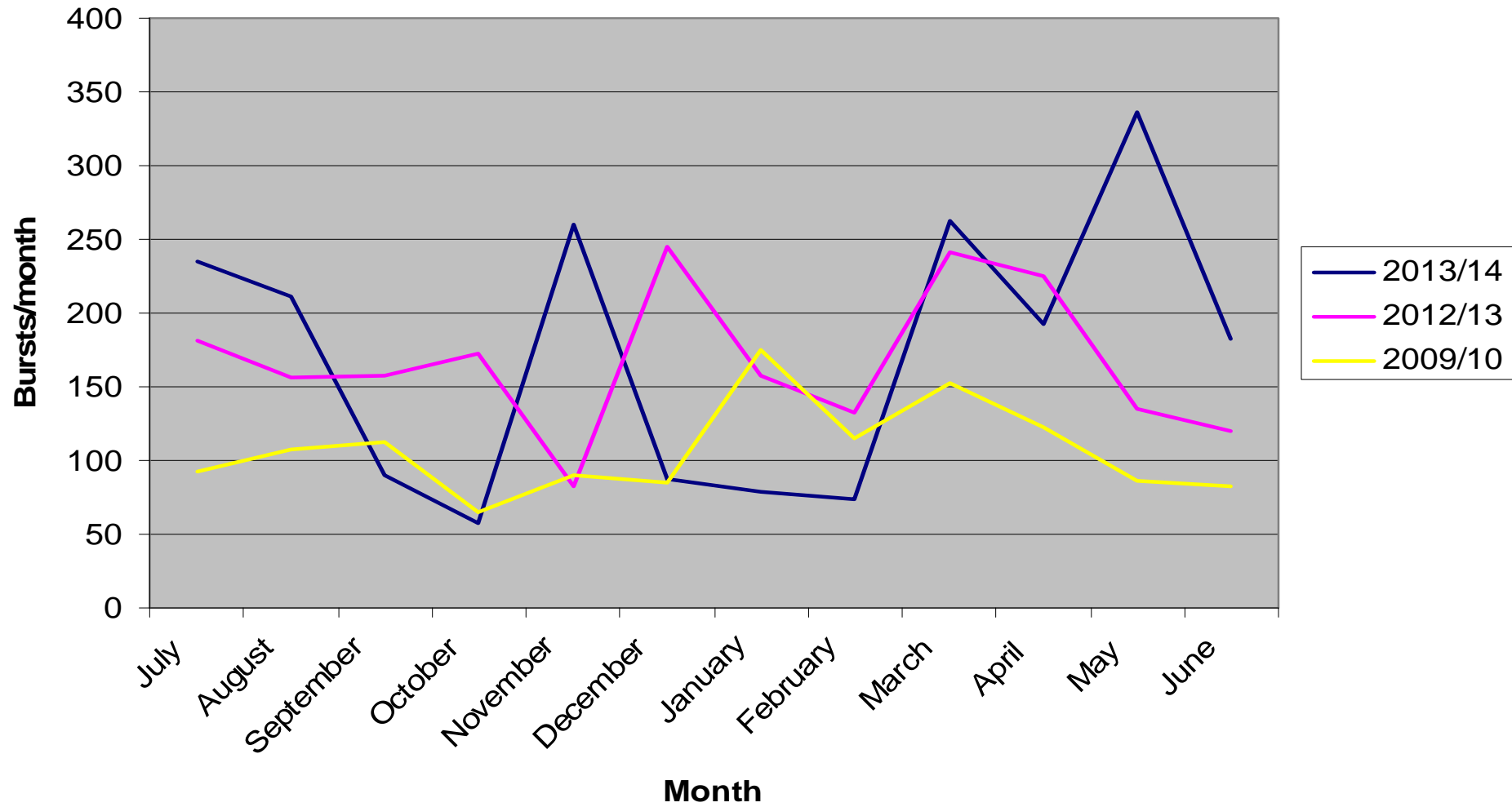




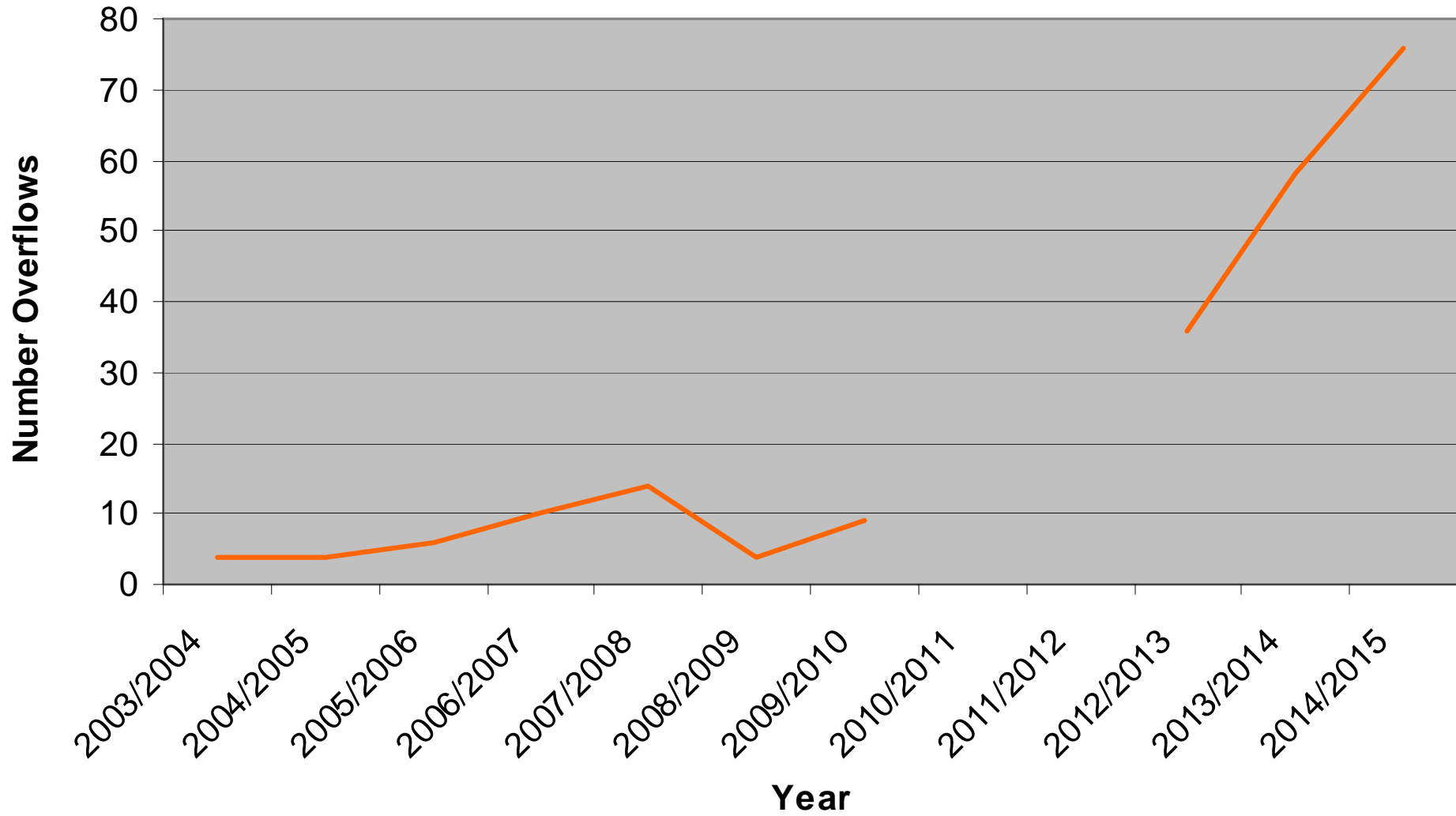
### Water Main Bursts by Year



### 15-63mm water repairs (including submains and laterals)



### Dry Weather Overflows to Environment





## COUNCIL 12. 03. 2015

## 25. NZ ICEFEST 2014 REPORT

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Director, Office of the Chief Executive		
<b>Officer responsible:</b>	Manager, Events Production	Y	Chloë Dear, 941 8944
<b>Author:</b>	Manager, Events Production		

## 1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to provide information on the recently completed 2014 edition of NZ IceFest, to provide recommendations for successful future delivery including changes to the governance arrangements and to request continued financial support for NZ IceFest at the current level of investment.

## 2. EXECUTIVE SUMMARY

- 2.1 NZ IceFest is a significant festival owned and managed by Christchurch City Council with funding from the Capital Endowment Fund. It celebrates New Zealand's unique relationship with Antarctica and the Southern Ocean and showcases Christchurch's gateway status and the work of Antarctic organisations that are based/serviced here.
- 2.2 The Festival closely aligns with the Council's strategic priorities of Christchurch being the world's premier Antarctic Gateway city and creates a significant opportunity to build towards this objective. Alongside this Mayoral objective, a number of other initiatives that have impact on the Festival have also been launched including the establishment of an Antarctic Office and a Visitor Strategy.
- 2.3 The NZ IceFest 2014 successfully delivered on its objectives. The 16 days of programming reached an audience of 60,000 (unique visits). Audience satisfaction was high with 91% enjoying their experience and 87% satisfied with content.
- 2.4 Although the 2016 Festival is 21 months away, its scale and breadth requires a substantial planning and development period to ensure delivery, particularly of exhibitions and international projects. Programming of high-profile elements needs to be completed by July 2015. At this early stage a number of risks are starting to emerge for the 2016 Festival.
- 2.5 The management team works closely with its core Antarctic partners - Antarctica NZ, US Antarctic Program, Gateway Antarctica (part of University of Canterbury), COMNAP, Antarctic Heritage Trust and Canterbury Museum - to develop long-term plans for the Festival. However, these partners do not have a specific role in the governance of the Festival. Given that the festival provides a community-wide benefit (as opposed to just the Council), it is proposed that these core partners form a revised Governance Group. This will allow them to contribute to the strategic direction of the Festival.

## 3. BACKGROUND

- 3.1 NZ IceFest is a biennial festival that was initiated in 2012. It celebrates New Zealand's unique relationship with Antarctica and the Southern Ocean and showcases Christchurch's Antarctic gateway status and the work of Antarctic organisations that are based/serviced here (NZ IceFest Vision and Goals are attached as Annex 1).
- 3.2 The first festival in 2012 ran for 4 weeks in Hagley Park; the second festival in 2014 was located in Cathedral Square and programmed over the 16 days of the October school holidays with festival exhibitions running for an additional 4 weeks. Siting the festival in the Square contributed to the achievement of the Community Outcomes where the Central City is used by a wide range of people and for an increasing range of activities. It also met a key Events Unit objective of bringing activity back into the central city.

## COUNCIL 12. 03. 2015

### 25 Cont'd

- 3.3 NZ IceFest is owned by Christchurch City Council and is internally managed by the Events Production Team. A Governance Group, comprising 4 Christchurch City Council staff and 2 external representatives including the CEO from Antarctica NZ, provides direction to the Festival. The Festival works closely with a strong network of external partners which provide resources, advice and, in some cases, significant funding. Most local partners sit on the Legacy and Leverage Committee that provides a forum for partner engagement and explores opportunities for widening the impact of the Festival.
- 3.4 The Festival's 2014 key stakeholders were Christchurch City Council, NZ Major Events, Antarctica New Zealand, US Antarctic Program, University of Canterbury, Christchurch International Airport, The Canterbury Community Trust, Canterbury Museum and GNS Science.
- 3.5 In addition to the 6 core Antarctic partners - Antarctica NZ, US Antarctic Program, Gateway Antarctica (part of University of Canterbury), COMNAP, Antarctic Heritage Trust and Canterbury Museum - the Festival works with another 38 partners: universities, Crown Research Institutes, embassies, military bodies, cultural/creative organisations and businesses with involvement in Antarctica. The Festival is also well supported by its contra suppliers.

The Festival's core audience is the general public, mainly local with an increasing percentage of visitors from elsewhere in NZ and overseas. The programme is multi-faceted and covers a broad range of subjects: science, environment, politics, logistics / industry, arts and culture, history and heritage. Almost all activities are free.

- 3.6 The 2014 Festival delivered 2 large public events (an air day and sled dog racing), 5 core exhibitions and 3 associated, 9 films, 38 speaker events, 98 hours of children's activities, 3 outdoor art commissions (one still in place), one-day symposium, 6 launch events and receptions and a host of other activities.

#### **The Festival delivers on its objectives**

The 2014 Festival was considered a success with all core KPIs being met, including delivering on budget. An extensive evaluation of the performance of the Festival (partner and audience) has been undertaken. Almost all results have now been received. A summary of main findings is given below. It is recognised that this is still a young festival and whilst has an excellent base to build on, there is much scope to improve and develop. Partner satisfaction with the festival is very high and continued support / engagement has already been pledged from our core partners.

- 3.7 Key results for the 2014 Festival include:
- 3.7.1 The Festival attracted 91,000 visits with 59,600 unique visitors.
  - 3.7.2 91% of those surveyed enjoyed their festival experience with 87% satisfied with content. It met / exceeded the expectations of 89% of attendees.
  - 3.7.3 Christchurch residents value NZ IceFest and its impact on their local community with 85% agreeing it has a positive impact on the city.
  - 3.7.4 The majority (76%) of those attending the Festival have no direct / family links with Antarctica.
  - 3.7.5 81% of attendees spent more than 2 hours at the Festival with 55% attending more than one event.
  - 3.7.6 Awareness of the Festival in the general population has risen from 25% in 2013 to 57%.

#### **Festival Funding**

- 3.8 The current funding for the Festival sits within the Events Activity Management Plan within the LTP and is funded through the Capital Endowment Fund at \$250,000 per year (\$500,000 per festival).

## COUNCIL 12. 03. 2015

## 25 Cont'd

- 3.9 Government (MBIE) through NZ Major Events invested \$400,000 for 2014 festival and the same for the first festival in 2012.
- 3.10 The 2014 Festival met budget. The total cash income / spend was \$1,254,514 not including media contra, internal staff costs and additional in-kind support from partners.

## INCOME

Christchurch City Council	500,000
NZ Major Events	400,000
Strategic / Core Partners	260,000
Other Partners and Funders	56,678
Venue (ticket sales, etc)	37,836
	<b>Total <u>1,254,514</u></b>

## EXPENDITURE

Content	567,684
Site / Production	380,431
Marketing	229,267
Evaluation / Strategic Review	44,600
Administration / Support	32,532
	<b>Total <u>1,254,514</u></b>

## 4. COMMENT

- 4.1 Although the 2016 Festival is 21 months away, its scale and breadth requires a substantial planning and development period to ensure delivery, particularly of exhibitions and international projects. Programming of high-profile elements needs to be completed by July 2015. At this early stage however, a number of risks are starting to emerge.

**4.2 Alternative sources of funding are required**

Funding from central government through the Major Events NZ funding will not continue as it is not their policy to provide on-going support for individual events. They are currently exploring other opportunities for support within other MBIE departments.

Obtaining sponsorship income will therefore be a major priority for early 2015 with activity required now as sponsors make big decisions 18-24 months in advance. The new Community Arts and Events Unit will be recruiting a Sponsorship Advisor in the near future. Whilst this will be a potential key resource, this Advisor will however, be responsible for securing and managing sponsorship across a whole range of other Council events. Some consideration will need to be given to immediately addressing the capacity to get sponsorship specifically for the 2016 Festival in place within the next 6 months.

**4.3 The Governance Group needs to be more strategic**

Strategic partners are vital to the success of the Festival. However, their opportunity to be directly involved with the funding, planning and future direction setting of the Festival is limited. The current governance arrangements are heavily centred on CCC with the CEO of Antarctica NZ, the major exception. To get on-going financial and resource commitment to the Festival, it is proposed that the Governance Group be restructured with representation across the key stakeholders, including University of Canterbury, Antarctica NZ, CIAL and COMNAP. This also reinforces the idea that the remit of the Festival goes beyond central Council objectives and is of benefit to the wider Antarctic and Christchurch community.

The proposed make-up of the Governance Group is: 1 senior manager, 1 Councillor and 4 external stakeholders.

## 25 Cont'd

**4.4 Planning for the Festival needs a longer term and dedicated commitment by Council**

While the two previous festivals have been successful, the commercial and community potential has been constrained by both budget and resources assigned to it. The 2014 festival for example, had a management of 4.5 FTE (1.5 permanent) and a budget of \$1.3 (\$500k from CCC). In addition, permanent NZ IceFest staff have also been used to support a number of other CCC events.

The Festival requires adequate resourcing to build on its successes to date and for successful delivery in the future. Given the increased demands to secure additional non-CCC funding and the greater commercial expectations likely from the strategic partners, it is apparent that both a dedicated resource commitment and funding will be required. Given that the development of long-term commercial relationships is a key success factor for this type of event, it is important that the resourcing for this festival is dedicated to the festival. It is also important that external funders recognise a long term commitment by the Council to this event.

This long-term commitment can include supporting a robust, on-going management structure to ensure continuity of partner relationships, sponsorship revenue generation and increasing expertise to deliver in a specialised area. The additional funding source requirements will also demand considerable resource effort to market and get commitment from partner organisations.

Given the broadening of the Governance Group, it is expected that both the greater resource commitment and funding will be shared by a wider group of stakeholders beyond CCC. This will come in exchange for these key partners have a greater say in the objectives and programming of the festival. It should be noted that this increase in resourcing and funding will need to be in addition to CCC maintaining its own strong support and funding to this festival.

**4.5 The Festival needs alignment with a range of other Antarctic and CCC initiatives**

As mentioned above, the Festival closely aligns with the Council's strategic priorities of Christchurch being the world's premier Antarctic Gateway city. The Festival has the potential to make a major contribution to building the reputation of Christchurch as an Antarctic Gateway. Alongside this Mayoral objective, a number of other initiatives have also been launched including the establishment of an Antarctic Office and a Visitor Strategy.

It is important to ensure that the Festival is fully considered within these initiatives and that there is consistency between them. The relationship of NZ IceFest with the Antarctic Office will need to be clarified in due course.

**4.6 The value of the Antarctic Festival is optimised through the development of on-going smaller scale events.**

The Festival creates a significant opportunity for Christchurch to build towards its objectives as the world's premier Antarctic gateway. However, in the two-yearly period between festivals, there is an opportunity to build upon the momentum and awareness gained by having a rolling programme of lectures, events etc in between the major biennial events under the NZ IceFest brand. These would be delivered with the core Antarctic partners based in the city. This helps to reinforce this gateway status objective as well as creating additional marketing opportunities for partner organisations. These on-going events would also create additional opportunities for the CCC and partner organisations to promote an education and outreach programme.

**5. FINANCIAL IMPLICATIONS**

5.1 Currently Council provides \$250,000 operating budget a year, (\$500,000 per festival). To effectively deliver the Festival, \$1.5m operating budget needs to be sourced through Council, partners, commercial sponsors, media contra and grants.

5.2 Current permanent staff allocation is 1.5 FTE. To effectively deliver the festival, 6 FTE-equivalents are required (not including on-site event staff) through a mix of permanent and fixed term staff supported by contractors. The revised Governance Group needs to explore how this requirement is to be effectively resourced.



**25 Cont'd****6. STAFF RECOMMENDATION**

It is recommended that the Council:

- 6.1 Agree that a wider Governance Group be established to drive the events strategic direction and industry advice for the Festival.
- 6.2 Note that the revised Governance Group will be tasked with identifying additional funding and resources for the Festival beyond that committed by the Christchurch City Council.
- 6.3 Ask staff to report back in 6 months whether sufficient sponsorship capacity and capability has been identified to ensure that commercial arrangement can be put in place for the 2016 Festival.
- 6.4 Note that, as part of the current strategic review, the name of the Festival is under consideration.



## COUNCIL 12. 03. 2015

### Annex: 1: NZ IceFest Vision and Goals

#### Festival Vision

NZ IceFest highlights New Zealand's leadership in Antarctica and the Southern Ocean. This unique Christchurch festival aims to bring the world's attention to the importance of the mysterious continent and its surrounds. Through creative and interactive experiences the Festival will bring Antarctica to the general public, the Antarctic community and international visitors.

#### Goals and Objectives

##### **Goal 1: Highlight and value the importance of Antarctica and the Southern Ocean<sup>1</sup> to New Zealand and the World.**

- Widen the understanding of Antarctica and the Southern Ocean, specifically to:
  - Understand how Antarctica influences the world's oceans, atmosphere and biosphere.
  - Understand the critical role of Antarctica and the Southern Ocean to New Zealand's social and economic wellbeing and environmental stewardship.
- Celebrate New Zealand's leadership in:
  - Antarctic Science & Environment
  - Antarctic Art & Culture
  - Antarctic Heritage & Adventure
  - Antarctic Industry
  - Antarctic International Relations
- Align with our Antarctic partner organisations' key visions, strategies and themes.

##### **Goal 2: Establish NZ IceFest as a key outreach vehicle for our Antarctic partners and provide world class public engagement experiences.**

- Provide innovative education and engagement with the public, highlighting the value of Antarctica and the Southern Ocean to New Zealand and New Zealanders.
- Showcase the work of the Festival's Antarctic partners
- Create world class exhibitions in collaboration with our partners with the ability to tour beyond the festival.
- Develop skills in producing a complex and unique festival which crosses many disciplines.
- Develop expertise in high quality, innovative and effective public engagement and education.
- Develop education and outreach activities which can be implemented internationally.
- Provide skills based internships to develop expertise in the next generation.

##### **Goal 3: Ensure an iconic, sustainable and international Festival**

- Live up to our tag line of 'Bringing Antarctica to the World' by giving the public an Antarctic experience.
- Be a popular/well-attended festival of national and international significance.
- Attract international visitors and increase the economic impact of the festival.
- Establish a striking, powerful brand.
- Reflect the fact that Antarctica is an international collective endeavour through our programming and content.
- Secure long term collaborative partnerships with the Antarctic community.
- Develop activities and exhibitions which involve other national Antarctic programmes and their embassies.
- Deliver an environmentally sustainable event by implementing best practice and setting an example for future festivals.

##### **Goal 4: Attract nationwide and international exposure and visitors to NZ to cement NZ as a place to live, visit and do business**

- Stimulate international media coverage of the Festival and New Zealand's unique connection with Antarctica.
- Profile New Zealand as a creative country through showcasing artistic, scientific and entrepreneurial individuals and organisations based here.
- Plan for our key exhibitions to tour ensure wider reach of the festival and international exposure.
- Engage the international Antarctic community and wider public through the use of web based technology

---

<sup>1</sup> When we use the term "Antarctica", we refer to Antarctica, the Sub Antarctic Islands and the Southern Ocean. NZ IceFest embraces this region as well as the continent itself.

**COUNCIL 12. 03. 2015**

- Expand the reach of the Festival by collaborating with other Antarctic events.

**Goal 5: Cement Christchurch, New Zealand as the world's leading 'Gateway to Antarctica'**

- Educate the world about Christchurch's role as an Antarctic gateway city, both historically and at present.
- Highlight the national Antarctic programmes that operate out of Christchurch.
- Showcase the New Zealand industry that supports Antarctic science.

**COUNCIL 12. 03. 2015**

**26. NGA PUNA WAI SPORTS HUB SUBMISSIONS REPORT OF THE HEARINGS PANEL**

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 On 25 September 2014, the Council resolved to approve the Statement of Proposal and Summary of Information and undertake community consultation through a Special Consultative Procedure (SCP) on the proposed Nga Puna Wai Sports Hub Masterplan and draft changes to the Nga Puna Wai and Canterbury Agricultural Park Management Plan. This report outlines the consultation process including a summary of submissions and sets out the Hearings Panel recommendations to the Council.

**2. BACKGROUND**

- 2.1 Council planning initiatives including the South West Area Plan have historically identified the South West of Christchurch as having a deficit of sports grounds. This was exacerbated by ongoing population growth in the South West Area. The rate of population growth has increased dramatically after the 2011 earthquake. The effects of the 2010 and 2011 earthquakes resulted in the permanent closure and subsequent demolition (full or partial) of the QEII Recreation and Sports Centre (athletics, and rectangular field sports), Porritt Park (hockey), parts of Wilding Park (tennis) and Rugby League Park (rugby league and other rectangular field sports).
- 2.2 On 26 June 2012, the Council resolved to allocate \$6,700,000 for a replacement athletics track and associated athletics infrastructure. The Council instructed staff to work with Athletics Canterbury and report back to Council with a preferred scope and location.
- 2.3 On 26 June 2013 the Council resolved as follows:
- "Staff continue engagement with key stakeholders to explore the concept of a sports hub which may or may not include an athletics track at a location yet to be determined and report back to Council in November 2013.*
- Include \$250,000 for feasibility studies in year 2013/14."*
- 2.4 A Council workshop on the concept of a sports hub was held on 13 August 2013. Staff were given the direction to continue engagement with key stakeholders to explore the concept of a sports hub on Nga Puna Wai and report back to the Council.
- 2.5 A Masterplan Concept Design Report was developed in consultation with key stakeholders in February 2014. The key stakeholders submitted to the 2014/15 Council Annual Plan hearings on the Masterplan Concept Design Report.
- 2.6 The Council's Significance Policy anticipates that matters with a high degree of significance (proposals with sufficient impact and important consequences for the Council's district, its community and the financial costs for the Council) will be consulted on using the SCP, particularly when the decision relates to a significant capital project/activity that is not in the Long Term Plan, Annual Plan (or the Three Year Plan).
- 2.7 At a Council meeting on the 31 July 2014 a report requesting permission to undertake community consultation via a SCP was approved. On 25 September 2014 the Council resolved to approve the Statement of Proposal and Summary of Information and undertake community consultation through a SCP on the proposed Nga Puna Wai Sports Hub Masterplan and draft changes to the Nga Puna Wai and Canterbury Agricultural Park Management Plan.
- 2.8 The Hearings Panel comprised of Deputy Mayor Vicki Buck (elected Chair), Councillors Jimmy Chen, David East, Yani Johanson and Tim Scandrett.

## COUNCIL 12. 03. 2015

## 26 Cont'd

## 3. CONSULTATION

- 3.1 Public consultation on the proposed Nga Puna Wai Sports Hub Masterplan and proposed changes to the Nga Puna Wai and Canterbury Agricultural Park Management Plan took place from Friday 10 October to Friday 12 December 2014 using the SCP. A total of 685 submissions were received. Thirty four submissions had people sign them in support and in total 4090 supporting signatures were collected. The Statement of Proposal for the Nga Puna Wai Sports Hub Masterplan and proposed changes to the Nga Puna Wai and Canterbury Agricultural Park Management Plan is able to be viewed at:  
[www.ccc.govt.nz/cityleisure/projectstoimprovechristchurch/ngapunawai/index.aspx](http://www.ccc.govt.nz/cityleisure/projectstoimprovechristchurch/ngapunawai/index.aspx)
- 3.2 Table: 1. below presents the number of submissions and supporters of submissions who selected either yes or no in response to each question.

<b>Table 1: Number of submissions and supporters of submissions who selected either yes or no in response to each question</b>		
<b>Question</b>	<b>Yes</b>	<b>No</b>
<i>Q 1 Do you support the concept of a sports hub, where multiple sports share one facility?</i>	90% (4,237)	10% (488)
<i>Q 2 Do you think access to and from the site will meet your needs (including walking, cycling, public transport, driving/parking and special requirements)?</i>	89% (4,201)	11% (515)
<i>Q 3 Overall do you support the proposed sports hub at Nga Puna Wai?</i>	89% (4,228)	11% (533)
<i>Q 4 Do you agree with the Draft Changes to the Management Plan?</i>	89% (4,208)	11% (539)

- 3.3 The content of the submissions did not raise any issues which were unexpected. Many had been previously identified through a detailed and extensive process of community engagement which Council officers had carried out.
- 3.4 A summary of submissions, along with a comprehensive and detailed analysis, is contained in the Global Research: Nga Puna Wai Consultation Analysis of Submissions Report, refer to the Hearing Panels Agenda 27 January 2015 at:  
<http://resources.ccc.govt.nz/files/TheCouncil/meetingsminutes/agendas/2015/January/NgaPunaWaiSportHubHearingsPanelAgenda2728Jan2015.pdf>

## 4. FINANCIAL IMPLICATIONS

- 4.1 A decision to support the recommendations of this report will not have direct financial implications in itself. Should the Council subsequently decide to proceed with the development of a sports hub, there will be financial implications. The Council has set aside sufficient CAPEX and OPEX funding in the draft Long Term Plan to own and operate a Sports Hub at Nga Puna Wai in a manner consistent with the consultation material in the SCP, should the Council decide to proceed.
- 4.2 The Council has set aside CAPEX of \$6,686,000 in the 2012/2013 Annual Plan for an athletics track and associated infrastructure to replace facilities lost at QEII. This is carried forward into the 2014/2015 Annual Plan. The Council has identified CAPEX of \$10,500,000 in the draft 2015/2025 Long Term Plan for civil and core infrastructure (such as roads, paths, car parking, sewer, power, data, water, changing, fencing etc) for a sports hub to replace infrastructure lost at Porritt Park and QEII Park. The Council has the opportunity to apply the proceeds of insurance, should they be forthcoming, for the damaged Porritt Park Hockey Grandstand and the QEII Sports House administration block to a "like-for-like" replacement facility at Nga Puna Wai. This is estimated at a maximum of \$3,000,000. It is noted that in order to receive the full proceeds of insurance the Council must replace the insured facilities with facilities designed to achieve the same function, "like-for-like". This is possible under the proposed sports hub at Nga Puna Wai.

**COUNCIL 12. 03. 2015**

**26 Cont'd**

- 4.3 The Council has set aside CAPEX averaging \$535,704 per annum for the repairs and renewals (R&R) of the assets of the proposed sports hub that will be Council owned. All financial provision for R&R at Porritt Park and closed facilities on QEII Park was removed from budgets after the 2011 earthquake avoiding a double-up in funding.
- 4.4 The Council has set aside OPEX averaging \$533,000 per annum for the operation of Council owned elements of the proposed hub. There is existing OPEX in current budgets to continue maintaining park and ecological features.
- 4.5 At least two regional sporting organisations have financial proceeds from the insurance on their damaged facilities. They have offered to financially contribute to the cost of establishing components of a sporting hub on Nga Puna Wai should the Council wish to proceed in a manner that meets their needs. Other recreation and sporting organisations such as Sport New Zealand and Sport Canterbury have offered assistance, fund-raising and advocacy. Third party community and sporting organisations operating facilities from the sports hub will be expected to cover their operating costs. Clarity around financial arrangements with third parties can be established when the Council has made a decision on how, or if it wishes to proceed.

**5. DELIBERATIONS**

- 5.1 The Hearings Panel considered all written submissions and heard verbal submissions during hearings on 27 and 28 January 2015. Of the 23 heard submissions, three submitters presented information additional to their written submission. These were the A&P Association, New Brighton Athletics Association and David Calverley. The additional information presented included the state and condition of the athletics track at Rawhiti, some specific legal issues and additional information regarding an existing frog pond on Nga Puna Wai.
- 5.2 The Hearings Panel continued deliberations on 30 January 2015 and finalised its recommendations to Council. The key themes discussed by the Hearings Panel included:
- traffic access,
  - legal issues,
  - parking,
  - benefits to the community,
  - environmental and ecological considerations.

**Traffic access**

- 5.3 The Hearings Panel discussed the various access routes into the Nga Puna Wai sports hub with the conclusion that Augustine Drive is the preferred main access route into the proposed site.
- 5.4 Council officers have also undertaken discussions with ECAN regarding bus routes to service the proposed facilities. Ecan prefers the concept of a through route as this may meet the need of residents. It is envisaged the plan would enhance the pedestrian experience with a proposed Eco trail in the Nga Puna Wai site. Likewise with cyclists, the Nga Puna Wai development fits in with Council plans for a cycleway in the area and will enhance cycle access through the site.
- 5.5 It was acknowledged that any development would require a full traffic integration assessment.

**Legal Issues**

- 5.6 The Hearings Panel received legal advice around the various issues raised by the A&P Association and Halswell Pony Club. These included any future growth of the A&P show, leasing of land, grazing, staging of development and parking. The Association is currently in negotiations with Council officers over the leasing of land at Nga Puna Wai.

## COUNCIL 12. 03. 2015

### 26 Cont'd

#### **Parking and Other**

- 5.7 The Hearings Panel sought clarification on the number of car parks required and whether this could be staged. It was proposed that the car parks would be staged with the development. The use of surrounding suburbs was discussed and, if required, parking restrictions could be investigated as mitigation if users of the sports hub park in the surrounding streets.
- 5.8 The Hearings Panel also raised concerns about potential security issues at the facility at night. Council officers advised that the hub could be secured at certain times to limit access, similar to existing park arrangements.
- 5.9 The Halswell Pony Club also raised the issue of the possible need to relocate some of their fixed and mobile jumps. The Hearings Panel was satisfied that these issues could be adequately addressed.

#### **Benefits to the community**

- 5.10 The Hearings Panel heard evidence that the Nga Puna Wai Sport Hub would enable the Council to replace some of the sporting facilities lost in the quakes. The development would not only increase formal sporting use, but also allow for informal, casual and members of the public. It would also enable clubs to be able to bid for regional, national and international events, something that is not possible at present due to a lack of appropriate facilities. For example, children currently have to travel for athletics as far away as Timaru or use the uneven and unsuitable Rawhiti track.

#### **Environmental and ecological considerations**

- 5.11 The Hearings Panel considered a submission about the endangered *Litoria Rainiformis* frogs and the concern that if the grass was cleared too close to the pond then this would have a detrimental impact on their continued existence at the site. The Hearings Panel also felt it was important to preserve the existing tree line and boundary vegetation for shading and to act as a natural barrier. Council Officers advised the objective of the overall development is to retain these ecological and environmental elements as they currently exist.

### 6. DELEGATIONS

- 6.1 The Council has previously delegated its powers under section 41 of the Reserves Act 1977, to hear and determine submissions and objections in relation to the preparation, review and change of management plans, to Council Hearings Panels. However, the Hearings Panel could not make the final decision on the SCP under the Local Government Act 2002 on the proposed Nga Puna Wai Sports Hub Masterplan. It must make a recommendation to the Council, and the Council makes the final decision.
- 6.2 As the Council will need to make a decision on the overall proposal first, the Hearings Panel declined to exercise its delegated power to make a decision on the Management Plan under the Reserves Act 1977. The Hearings Panel has made recommendations on the Management Plan changes to the Council, so the Council can make the final decision on those changes, if required, at the same time as deciding on the overall proposal. The recommendations below reflect this approach.

### 7. LEGAL

- 7.1 The Hearings Panel as part of their deliberation process received and considered legal advice from Legal Services regarding the issues raised by submitters. This part of the Hearings Panel deliberations was in public excluded, and a copy of the written advice has been provided to the Councillors separately from this report for that reason.



## COUNCIL 12. 03. 2015

## 26 Cont'd

- 7.2 The Hearings Panel (in relation to its consideration of the overall proposal) has no decision-making powers, but in accordance with its delegation, it considers written and oral submissions and makes recommendations to the Council. The Council can then accept or reject those recommendations as it sees fit, bearing in mind that the Local Government Act 2002 requires that “ *the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration*” (s82(e)).
- 7.3 The Council as final decision-maker should as far as possible put itself in as good a position as the Panel, which read and heard the submissions. As noted above in paragraph 3.4, a summary of the written submissions is attached to the Hearing Panels Agenda of 27 January 2015. A copy of all the written submissions, and additional material handed to the Panel during oral submissions, are available to view in the elected members lounge.

## 8. HEARINGS PANEL RECOMMENDATIONS

The Hearing Panel recommends that the Council:

- 8.1 Approve the development of a Sports Hub at Nga Puna Wai in general accordance with the consultation documents.
- 8.2 Acknowledge the importance to Christchurch and Canterbury of the A&P Show and its desire for Council to work closely with the Canterbury Agricultural & Pastoral Association to ensure the continued success and long term viability of this event.
- 8.3 Adopt the following recommendations in relation to the development of a Sports Hub at Nga Puna Wai:
- 8.3.1 To maximise the financial commitment from external parties and provide certainty, Council Officers are to continue to engage with athletics, tennis, and hockey codes to progress the financial proposal.
- 8.3.2 That Council Officers investigate and report back to Council on implementing a healthy food policy at the Sports Hub.
- 8.3.3 That one objective of the development be to retain the boundary trees, vegetation and other ecology.
- 8.3.4 That Council Officers consider the preservation of informal recreation noting that the development will include an eco trail and a playground and report back to Council.
- 8.3.5 Instruct Council Officers to further investigate alternative/additional options for traffic access including bus access and circulation and report back to Council.
- 8.3.6 For Council Officers to incorporate feedback from submitters in regards to noise, rubbish, lighting and the visual built form into the design phase.
- 8.3.7 If indoor courts are built for tennis that these courts are multiuse.
- 8.4 Approve the draft changes to the Nga Puna Wai and Canterbury Agricultural Park Management Plan 2010, as shown as tracked changes in the track-changed document in **Attachment 1** and incorporated in the final clean copy document in **Attachment 2**.



Attachment 2: Track-changed document – part of the Nga Puna Wai and Canterbury Agricultural Park Management Plan 2010

- 4.2. New sealed car parks or surfaces shall be limited to those existing and/or shown on the indicative landscape development concept included in this management plan.
- 4.3. Buildings and structures shall be designed to be multi-use.

#### 4.1.3 RECREATION

These policies address the management of the parts of Nga Puna Wai and Canterbury Agricultural Park available for organised sport, including sports provided by clubs, and for informal/passive recreational activity by the public.

#### Objective

- 5. FACILITIES THAT MEET THE RECREATIONAL NEEDS OF NGA PUNA WAI AND CANTERBURY AGRICULTURAL PARK USERS ARE PROVIDED**

#### Policies

- 5.1 Facilities to support public recreational and sporting activity shall be located in the eastern corner of Canterbury Agricultural Park.  
*Note: The eastern corner of Canterbury Agricultural Park is proposed, and shown in the Indicative Landscape Development Concept (Figure 5), as the location for development of further sports fields and associated facilities, such as a possible public transport interchange. In the future, though, the use and development of the recreation reserve area of Nga Puna Wai for*

*sports fields and associated facilities is an alternative location that can be considered, if the demand, need and requirement for these increases.*

5.2. Notwithstanding policy 5.1 and, as a consequence of meeting the wider community need to provide land for sports facilities to replace those lost elsewhere in Christchurch due to the earthquakes, the recreation reserve part of Nga Puna Wai shall be considered for development and use for a major recreational and sporting hub facility development, accommodating, amongst other sports codes, athletics, hockey and tennis.

*Note: A recreational and sporting hub facility, including sports fields, is consistent with the purpose for which the reserve is classified as recreation reserve. The proposed development is described in Appendix 12.4 of this management plan.*

5.2.5.3. Sports fields shall be placed where they are able to be used throughout the year, close to existing or proposed car parking areas.

5.3.5.4. The need for lighting of sports fields shall be reviewed annually, and lighting provided, if necessary, subject to all lighting installed complying with the provisions of the City Plan that ensure adverse effects on adjoining properties are avoided.

5.4.5.5. New sports uses and facilities on Nga Puna Wai and Canterbury Agricultural Park shall be compatible with uses and facilities provided under existing formal occupation agreements.

### 6.3 RESERVES AREA (OPEN SPACE 2 ZONE AND CONSERVATION 3 ZONE)

A third of the combined area of Nga Puna Wai and Canterbury Agricultural Park is characterised by open paddocks and native plantings along the edges of the Heathcote River/Ōpawaho. The majority of the area (equating largely to the recreation reserve component) is currently used for sheep grazing and is fenced accordingly. Grazing is used as a maintenance technique in the short term.

While pedestrian access is possible throughout the reserves area, existing fencing gives the impression of private land. This, combined with fencing around the Agricultural Area, restricts pedestrian movement along the southern edge of the area and around the retention basin.

As outlined previously, residential growth is occurring in the areas surrounding Nga Puna Wai and Canterbury Agricultural Park. Also, along with possible changes to other active sports areas in South-West Christchurch, there is likely to be an increase in the number of sports fields required in this part of Christchurch. Accompanying the development of sports fields there are issues of car parking and access, especially on Saturdays or when major events occur.

There is a need to recognise the area's rural open space landscape character and the existing horse-based sports that utilise the area. These sports have a strong relationship with the Reserves Area and the part of the Agricultural Area to the west of the retention basin. Their requirements

and possible growth need to be balanced with pressures for space arising from other organised sports, as well as accounting for the identified conservation, ecological, stormwater retention and connectivity needs for the area.

The earthquakes in 2010 and 2011 resulted in metropolitan sports facilities, such as those at the Queen Elizabeth II facility in eastern Christchurch, being severely damaged and closed. Displaced sports codes, for example athletics, were temporarily located elsewhere but the Council has identified the need for a new recreational and sporting hub facility to accommodate these sports. Nga Puna Wai has been selected as a potential location for such a facility.

Although presently used mostly as paddocks for informal stock grazing, it has been acknowledged through this management plan that the recreation reserve is able to be considered for development and use for sports fields and associated facilities in the event demand, need and requirement for these increases. This is now the case. The area is subject to assessment of the proposal to develop a recreational and sporting hub facility, as described in Appendix 12.4 of this management plan.

## 12.4 PROPOSED RECREATIONAL AND SPORTING HUB CONCEPT AT NGA PUNA WAI

### **Background**

The Council set aside \$6.7 million in its 2012/13 Annual Plan for an athletics track to replace the facilities lost at QEII in the earthquakes. Council officers were asked to report back on a suitable location following an assessment of potential site options. With strong support from the recreational and sporting community for this location, the Nga Puna Wai recreation reserve was selected for further investigation for recreational and sporting hub development, with the athletics track to be a key component of this.

### **Assessment**

As a recreation reserve subject to the Reserves Act, the general purposes for this land is for “providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities, including recreational tracks in the countryside”. Currently, the development and use of the reserve does not meet that purpose, it being largely used for informal stock grazing. This management plan emphasises (with reference to policies 5.1 and 5.2) the availability of the reserve for development and use for future sports fields and associated facilities. The recreational and sporting hub concept will provide such development and use. Council therefore determined that because of the potential scale and cost of the development, this should be expressly and explicitly included in the management plan as part of a non-comprehensive review of the plan. The change has been consulted on under section 41 of the Reserves Act in conjunction with the public consultation undertaken through a Local Government Act special consultative procedure.

A concept masterplanning exercise was undertaken in 2013 to test if the area was suitable and large enough to accommodate new athletics, hockey and tennis facilities lost in the 2010/11 earthquakes, as well as ten grass sports fields for general use. Figure 15 shows the indicative concept for development of the Nga Puna Wai recreation reserve as a recreational and sporting hub. As part of developing the masterplan, a number of identified stakeholder

groups were consulted. The outcome of this work was that the area that is the Nga Puna Wai recreation reserve has been confirmed as a viable location for the proposed recreational and sporting hub. The master planning report is accessible in the public arena on the Council's web pages:

(<http://www.ccc.govt.nz/cityleisure/projectstoimprovechristchurch/NgaPunaWai/index.aspx>)

### Occupations

The majority investment in the proposed sports hub development will be by external parties and this will largely be in the form of built infrastructure, for example a stadium, with those structures likely to be owned by the contributing organisations. With such an interest in the land these organisations will require leases to be granted to formalise their occupation of the land with these facilities. In some case, occupation of land for fields may be formalised through a licence to occupy.

The leases and/or licenses contemplated for the recreation reserve, comprising Part Lot 3 Deposited Plan 73928 of approximately 32.3346 hectares and contained in certificate of title 42C/1204, are listed in Table 4.

**Table 4 – Anticipated leases and/or licences**

<u>Sporting code</u>	<u>Potential occupier</u>	<u>Potential leased premises</u>	<u>Possible approximate leased area (hectares))</u>	<u>Reference to possible leased area in Figure 15</u>
<u>Athletics</u>	<u>Athletics Canterbury</u>	<u>Grandstand, two athletics tracks (one indoor), changing rooms and storage</u>	<u>4.3300</u>	<u>GS, A1 and A2</u>
<u>Hockey</u>	<u>Canterbury Hockey Association and Canterbury Artificial Surfaces Trust (CAST)</u>	<u>Hockey fields</u>	<u>2.0800</u>	<u>H1, H2 and H3</u>







Attachment 3: Final clean copy document – part of the Nga Puna Wai and Canterbury Agricultural Park Management Plan 2010

- 4.2. New sealed car parks or surfaces shall be limited to those existing and/or shown on the indicative landscape development concept included in this management plan.
- 4.3. Buildings and structures shall be designed to be multi-use.

#### 4.1.3 RECREATION

These policies address the management of the parts of Nga Puna Wai and Canterbury Agricultural Park available for organised sport, including sports provided by clubs, and for informal/passive recreational activity by the public.

##### Objective

- 5. FACILITIES THAT MEET THE RECREATIONAL NEEDS OF NGA PUNA WAI AND CANTERBURY AGRICULTURAL PARK USERS ARE PROVIDED**

##### Policies

- 5.1 Facilities to support public recreational and sporting activity shall be located in the eastern corner of Canterbury Agricultural Park.  
*Note: The eastern corner of Canterbury Agricultural Park is proposed, and shown in the Indicative Landscape Development Concept (Figure 5), as the location for development of further sports fields and associated facilities, such as a possible public transport interchange. In the future, though, the use and development of the recreation reserve area of Nga Puna Wai for*

*sports fields and associated facilities is an alternative location that can be considered, if the demand, need and requirement for these increases.*

- 5.2. Notwithstanding policy 5.1 and, as a consequence of meeting the wider community need to provide land for sports facilities to replace those lost elsewhere in Christchurch due to the earthquakes, the recreation reserve part of Nga Puna Wai shall be considered for development and use for a major recreational and sporting hub facility development, accommodating, amongst other sports codes, athletics, hockey and tennis.  
Note: A recreational and sporting hub facility, including sports fields, is consistent with the purpose for which the reserve is classified as recreation reserve. The proposed development is described in Appendix 12.4 of this management plan.
- 5.3. Sports fields shall be placed where they are able to be used throughout the year, close to existing or proposed car parking areas.
- 5.4. The need for lighting of sports fields shall be reviewed annually, and lighting provided, if necessary, subject to all lighting installed complying with the provisions of the City Plan that ensure adverse effects on adjoining properties are avoided.
- 5.5. New sports uses and facilities on Nga Puna Wai and Canterbury Agricultural Park shall be compatible with uses and facilities provided under existing formal occupation agreements.

### 6.3 RESERVES AREA (OPEN SPACE 2 ZONE AND CONSERVATION 3 ZONE)

A third of the combined area of Nga Puna Wai and Canterbury Agricultural Park is characterised by open paddocks and native plantings along the edges of the Heathcote River/Ōpawaho. The majority of the area (equating largely to the recreation reserve component) is currently used for sheep grazing and is fenced accordingly. Grazing is used as a maintenance technique in the short term.

While pedestrian access is possible throughout the reserves area, existing fencing gives the impression of private land. This, combined with fencing around the Agricultural Area, restricts pedestrian movement along the southern edge of the area and around the retention basin.

As outlined previously, residential growth is occurring in the areas surrounding Nga Puna Wai and Canterbury Agricultural Park. Also, along with possible changes to other active sports areas in South-West Christchurch, there is likely to be an increase in the number of sports fields required in this part of Christchurch. Accompanying the development of sports fields there are issues of car parking and access, especially on Saturdays or when major events occur.

There is a need to recognise the area's rural open space landscape character and the existing horse-based sports that utilise the area. These sports have a strong relationship with the Reserves Area and the part of the Agricultural Area to the west of the retention basin. Their requirements

and possible growth need to be balanced with pressures for space arising from other organised sports, as well as accounting for the identified conservation, ecological, stormwater retention and connectivity needs for the area.

The earthquakes in 2010 and 2011 resulted in metropolitan sports facilities, such as those at the Queen Elizabeth II facility in eastern Christchurch, being severely damaged and closed. Displaced sports codes, for example athletics, were temporarily located elsewhere but the Council has identified the need for a new recreational and sporting hub facility to accommodate these sports. Nga Puna Wai has been selected as a potential location for such a facility.

Although presently used mostly as paddocks for informal stock grazing, it has been acknowledged through this management plan that the recreation reserve is able to be considered for development and use for sports fields and associated facilities in the event demand, need and requirement for these increases. This is now the case. The area is subject to assessment of the proposal to develop a recreational and sporting hub facility, as described in Appendix 12.4 of this management plan.

## 12.4 PROPOSED RECREATIONAL AND SPORTING HUB CONCEPT AT NGA PUNA WAI

### Background

The Council set aside \$6.6 million in its 2012/13 Annual Plan for an athletics track to replace the facilities lost at QEII in the earthquakes. Council officers were asked to report back on a suitable location following an assessment of potential site options. With strong support from the recreational and sporting community for this location, the Nga Puna Wai recreation reserve was selected for further investigation for recreational and sporting hub development, with the athletics track to be a key component of this.

### Assessment

As a recreation reserve subject to the Reserves Act, the general purposes for this land is for “providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities, including recreational tracks in the countryside”. Currently, the development and use of the reserve does not meet that purpose, it being largely used for informal stock grazing. This management plan emphasises (with reference to policies 5.1 and 5.2) the availability of the reserve for development and use for future sports fields and associated facilities. The recreational and sporting hub concept will provide such development and use. Council therefore determined that because of the potential scale and cost of the development, this should be expressly and explicitly included in the management plan as part of a non-comprehensive review of the plan. The change has been consulted on under section 41 of the Reserves Act in conjunction with the public consultation undertaken through a Local Government Act special consultative procedure.

A concept masterplanning exercise was undertaken in 2013 to test if the area was suitable and large enough to accommodate new athletics, hockey and tennis facilities lost in the 2010/11 earthquakes, as well as ten grass sports fields for general use. Figure 15 shows the indicative concept for development of the Nga Puna Wai recreation reserve as a recreational and sporting hub. As part of developing the masterplan, a number of identified stakeholder groups were consulted. The outcome of this work was that the area that is the Nga Puna Wai recreation reserve has been confirmed as a viable location for the proposed recreational and sporting hub. The master planning report is accessible in the public arena on the Council’s web pages:

(<http://www.ccc.govt.nz/cityleisure/projectstoimprovechristchurch/NgaPunaWai/index.aspx>)

### Occupations

The majority investment in the proposed sports hub development will be by external parties and this will largely be in the form of built infrastructure, for example a stadium, with those structures likely to be owned by the contributing organisations. With such an interest in the land these organisations will require leases to be granted to formalise their occupation of the land with these facilities. In some case, occupation of land for fields may be formalised through a licence to occupy.

The leases and/or licenses contemplated for the recreation reserve, comprising Part Lot 3 Deposited Plan 73928 of approximately 32.3346 hectares and contained in certificate of title 42C/1204, are listed in Table 4.

**Table 4 – Anticipated leases and/or licences**

<b>Sporting code</b>	<b>Potential occupier</b>	<b>Potential leased premises</b>	<b>Possible approximate leased area (hectares)</b>	<b>Reference to possible leased area in Figure 15</b>
Athletics	Athletics Canterbury	Grandstand, two athletics tracks (one indoor), changing rooms and storage	4.3300	GS, A1 and A2
Hockey	Canterbury Hockey Association and Canterbury Artificial Surfaces Trust (CAST)	Hockey fields	2.0800	H1, H2 and H3
Tennis	Tennis Canterbury Region Inc.	Outdoor and indoor tennis courts	1.7300	T



NGA PUNA WAI  
 and  
 CANTERBURY  
 AGRICULTURAL  
 PARK

Home

**FIGURE 15**

**INDICATIVE  
 RECREATIONAL  
 AND SPORTING  
 HUB CONCEPT -  
 NGA PUNA WAI  
 RECREATION  
 RESERVE**



## COUNCIL 12. 03. 2015

## 27. FREEDOM CAMPING INVESTIGATION – REPORT TO COUNCIL

		Contact	Contact Details
<b>CPO responsible:</b>	Chief Planning Officer		Michael Theelen, 941-8177
<b>Officer responsible:</b>	Acting Strategic Policy Unit Manager	Y	Claire Bryant, 941-6430
<b>Author:</b>	Senior Policy Analyst		Ruth Littlewood, 941-5574

## 1. PURPOSE AND ORIGIN OF REPORT

1.1 The 12 June 2014 Council meeting resolved to “endorse the educative, monitoring/compliance approach to freedom camping through until March 2015 when staff will report back on monitoring/compliance outcomes.” This report has been prepared in response to both this resolution and to recent freedom camping issues in ‘new’ locations. It summarises the current situation as regards freedom camping in the district, provides an interim report on the outcomes of the monitoring approach to date (Attachment 1) and outlines two options for the Council to consider in respect of freedom camping.

## 2. SIGNIFICANCE

2.1 The decision to be made is of medium significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

- There is a reasonable amount of community interest in matters affecting freedom camping, as evidenced by recent media
- It is expected to have a low impact overall on the environment given visitor numbers are not extremely high except for short periods in specific places although the impact (environment and social) is medium for these periods in these places. Where water quality is affected this will have a high impact on Maori.
- There will be some additional one-off costs if the Council decides to develop a bylaw and ongoing monitoring costs if the Council decides to either continue the existing programme or develop a freedom camping bylaw.

## 3. EXECUTIVE SUMMARY

3.1 Freedom camping occurs in various places in the Christchurch urban area, and around Banks Peninsula (particularly in Akaroa). Currently freedom camping is being monitored by dedicated Freedom Camping Officers. These officers are employed from 1 October 2014 to monitor all sites in the city and Banks Peninsula in anti-social hours (early mornings, evenings and weekends) until March 2015. Staff have prepared a report on the results of the monitoring to-date which is Attachment 1 to this report.

3.2 During the 2013-14 summer there was a particular issue with freedom camping in the Akaroa Boat Park, causing congestion, and making it difficult for people wanting to get their boats in and out of the water. These problems appear to have been successfully dealt with through the activities of the Freedom Camping Officers together with additional signage and the use of the Traffic and Parking and Parks and Reserves bylaws. More recently, there have been complaints about the effects of freedom camping in the Beresford Street car-park which have also been responded to using the existing available regulations. Similar complaints are being responded to in the parking area next to the Waimairi Beach Surf Lifesaving Clubrooms.

3.3 This report outlines two broad options for managing the problems arising from freedom camping for the Council to consider. Option 1 is based on the ongoing use of the currently available regulatory tools on a case by case basis to effectively address issues as they arise and staff seek the Councils direction on whether to continue with this approach. This option includes investigating non-regulatory actions adopted by other Councils. Staff are also exploring other non-regulatory opportunities - in particular, whether Council-owned parks and reserves including those in red zone land could be made available for freedom camping or the possibility of allowing night-time access to toilet facilities in specified areas. Work on this measure is in progress as this report is written and staff hope to report verbally on progress at the meeting. Further work is required on the feasibility of this measure and, if so directed, staff will continue investigating this measure and report back with the financial implications and comment from the visitor industry.

**COUNCIL 12. 03. 2015**

**27 Cont'd**

- 3.4 Option 2 is to develop a bylaw under the Freedom Camping Act 2011(the Act). The benefit of a Freedom Camping Bylaw is to enable a city-wide approach to freedom camping using regulation designed specifically for that purpose including infringement fines for freedom camping offences. However, the Council may consider that developing a new bylaw is not a priority for resources given that any Freedom Camping Bylaw would require the completion of a Section 11 report under the Freedom Camping Act and a Section 155 under the Local Government Act as well as the usual special consultative procedure documents. The bylaw will be an adjunct to currently available tools and require appropriate resourcing to enforce effectively.
- 3.7 Staff have outlined both options for the Council to consider. For both options staff will have to undertake further investigations and report back by May 2015. Staff recommend that the Council adopt Option 1.

**4. BACKGROUND**

*Freedom Camping Management Plan*

- 4.1 In 2010 the Council resolved to adopt a three stage Freedom Camping Management Plan and staff then worked locally and nationally with tourism agencies and campervan companies providing them with information to give to campers asking them to camp responsibly. Stage 1 of the Management Plan encompasses current Council activities e.g. provision of information and monitoring of freedom camping.
- 4.3 At its meeting of 27 March 2014 the Council adopted the recommendation of the Strategy and Planning Committee to continue to address freedom camping on a case by case basis using existing regulations (and other means) as and when camping becomes a problem. Staff were to work with the Akaroa Wairewa Community Board on mechanisms for using the Parks and Reserves Bylaw and the Traffic and Parking Bylaw to limit places where freedom campers can camp, in and around the Akaroa Boat Park.
- 4.4 Staff developed a plan for parking in and around the boat park identifying no stopping restrictions, boat and trailer parking only, parallel parking for other vehicles, areas where overnight camping is permitted for self-contained campervans, and areas where overnight camping is permitted for other vehicles. Signs have been placed to show 'no camping' areas with appropriate images to support the text message.
- 4.5 A 0.5FTE has been employed from 1 October 2014 to monitor all beach sites in the city and sites on Banks Peninsula in anti-social hours (early mornings, evening and weekends). The monitoring will continue until March 2015; however this report includes the results to date (Attachment 1).

*Current situation - Akaroa*

- 4.6 There are "no stopping restrictions – at any time" on a small area of legal road to the north east of the Akaroa boat ramp, and "no stopping restrictions 9pm to 6am" on a piece of legal road to the south east of the boat ramp. The monitoring and signage has been effective around Akaroa and the Boat Park. Residents report the Akaroa Holiday Park is now full whereas last year it was nearly empty because everyone was using open public space instead.
- 4.7 Anecdotal reports from the monitoring staff note that they have not encountered any negative or confrontational behaviour. They also note that about 60 per cent of the freedom campers around Akaroa and French Farm are overseas tourists in rented vehicles while the remaining 40 per cent are New Zealanders travelling in their own caravans and campervans. About fifty per cent of the overseas visitors appear to be renting self-contained campervans.



## COUNCIL 12. 03. 2015

## 27 Cont'd

*Current situation - Banks Peninsula*

- 4.8 There are reports and evidence of freedom camping taking place at various sites around Banks Peninsula but not necessarily problems being created by this camping. Sites on Banks Peninsula are being monitored and relatively few problems of rubbish or fouling associated with camper vans have been found. However residents have complained that freedom campers (because of the length of their stay or the size of their campervans) are effectively taking over public space in some locations, affecting the access and enjoyment of locals and day trippers.

*Current situation - Rest of the city*

- 4.9 Recently there have been some problems with campers occupying a Council owned carpark on Beresford Street in New Brighton. Residents were concerned about litter, noise and human waste being left and poor behaviour on the part of some of the campers. "No Camping" signs have been erected in this carpark<sup>1</sup>. This has led to the campers moving away to a carpark at Waimari Beach, which has public toilets nearby although these toilets are locked at night. Complaints have been received regarding overflowing litter bins and toilets being left in an insanitary condition.
- 4.10 The monitoring staff note that the city-based freedom campers are largely young overseas visitors many with work visas who have told staff they work in hospitality and the rebuild (see Attachment 1).
- 4.11 Staff have spoken personally to a number of nearby residents to understand their concerns and to keep them informed of the actions the Council is taking. Staff have liaised with New Brighton Police, and are currently considering how the Trespass Act provisions may assist should freedom camping continue to occur in the Beresford Street car park when the signs are in place.
- 4.12 The dedicated Freedom Camping Officers have made a positive difference to these issues. The monitoring of freedom camping activities across Christchurch and Banks Peninsula means staff have a much better understanding of where freedom camping is occurring and the nuisance effects that some campers are causing. The Officers have found that the vast majority of campers are undertaking this activity in an appropriate and legal manner. Where the Officers are finding inappropriate camping in places like Parks and Reserves they are asking people to move on - and are gaining high levels of compliance. The Officers provide information and advice about using nearby camping grounds where possible, and/or other appropriate places to park.

**5. COMMENT**

- 5.1 To address the current issues with freedom camping there are two options for the Council to consider.

*Option 1- Continue to address problems on a case by case basis using existing regulation and direct staff to explore new non-regulatory responses.*

- 5.2 The existing regulations (outlined in 5.3 – 5.7 below) enable effective responses i.e. the Property Act allows the Council to erect 'no camping' signage on Council owned land; the Traffic and Parking Bylaw allows for the use of 'no stopping' or 'restricted parking' where this is required; the Parks and Reserves Bylaw allows for camping to be prohibited on Council-owned parks and reserve land and the Public Places Bylaw allows for Special Purpose Areas which prohibit camping. If the Council decides to explore opportunities to facilitate freedom camping in specific locations including on Council-owned facilities; staff will require time to fully research and analyse these opportunities including the likely ongoing cost, risks, benefits and the experience of the limited number of Councils which have to-date sought to provide such 'freedom camping-grounds'. Potential sites that may (or may not) be appropriate include some parking areas with existing toilet facilities and land within the red zone. Given the complexity of the issues involved staff can report back to the Council with additional management options in May 2015.

<sup>1</sup> This carpark is council owned land being used for off-street parking. In erecting the signs the Council exercised its common law rights as a private property owner to restrict access to its land. Statute does not necessarily prescribe these rights specifically, hence the Council may erect signage (as it is fee simple land). This would not be the same if this had been in a park or reserve.

## COUNCIL 12. 03. 2015

## 27 Cont'd

- 5.3 Beresford Street had not previously been identified as a problem area for freedom campers; the Council's current flexibility to respond to the sudden 'pop-up' of sites is a useful approach. The Council can continue to address any immediate issues as they arise, using its rights as a property owner or using regulations such as the Council's existing bylaws. Which regulation applies depends on the type of land that is being used for freedom camping: whether it is land which is owned by the Council, a reserve, a road, a public place or Crown land.
- 5.4 Council owned land: Where the Council has 'freehold title' e.g. the Beresford Street car-park, the Council has ownership rights under the Property Act and can restrict activities or exclude people from the land for example, by issuing a trespass notice.
- 5.5 Reserve: If the land is a reserve, the Parks and Reserves Bylaw 2008 may be applied, which prohibits camping in a reserve, unless it is in an area the Council has specifically set aside for camping and any camping fees have been paid, or the person camping has obtained prior written permission to camp from a Council-authorized Officer. Breaches of this bylaw are enforced by way of prosecution (infringement notices cannot be used). However, on many Parks and Reserves there is little signage and invariably none indicating that camping is not allowed. To implement this action fully more signage may be required. Freedom Camping is particularly evident in numerous parks/reserves areas where a public car park is provided (to service the reserve/park area) and there are nearby services like toilets, rubbish bins, drinking water etc. Additionally there are numerous established parking areas, where freedom campers may legitimately park. If they are sleeping in a car then under the Parks & Reserves 2008 bylaw definition of 'camping' (camp - means to reside in or sleep in a structure, tent, caravan, or campervan) there would not be a breach. However, under the proposed new Parks and Reserves Bylaw, this definition has been extended to also include any "vehicle" which includes cars.
- 5.6 Road: The Traffic and Parking Bylaw 2008 may be applied. This bylaw restricts the parking of some vehicles: clause 21 prohibits leaving a motor-home (defined as "any motorised vehicle designed to be used for human habitation") on a road for more than seven days. The Bylaw also allows the Council to set aside any road, part of a road or area under the control of Council as a restricted parking area. The Council can impose standing or stopping restrictions by way of a time restriction, a restriction to a specific class, classes or description of vehicle, a total prohibition or any combination of these. The restrictions in Akaroa provide an example of the use of such restrictions.

The Land Transport Road User Rules (the Rules) also include a prohibition on vehicles parking parallel in an angled parking zone. This prevents campervans and caravans in Akaroa, for example, from parking on the east side of Beach Road from Rue Benoit to Smith Street, and from Rue Jolie to Bruce Terrace. The Council can issue infringement notices (instant fines) for breaches of this bylaw or the Rules.

- 5.7 Public Place: If the land is a public place, the Public Places Bylaw 2008 may be applied. There is no clause in the Bylaw itself prohibiting camping/residing in a public place under this bylaw although the Council may resolve an area is a Special Use Area under Clause 13 as was done for Cranmer Square in February 2010. However in general this situation applies to roads or other Council owned parking spaces in urban and residential areas, excluding those located on Council owned or managed land and land covered by the Parks and Reserves Bylaw. It is also important to note that people are not allowed to obstruct traffic or other parking spaces under the Public Places Bylaw, for instance through setting up camp or picnicking in an adjacent parking space in any place around the City. Infringement notices cannot be issued for breaches of this Bylaw so monitoring, providing information and education are the most effective methods for managing inappropriate freedom camping in this context.

## COUNCIL 12. 03. 2015

## 27 Cont'd

- 5.8 Other legislative tools: Disposal of any waste (including rubbish and human waste) is prohibited under the Freedom Camping Act and infringement notices can be issued by the Council, irrespective of whether or not the Council has a freedom camping bylaw under the Act. It should be noted that direct evidence of the camper being responsible for that offence is required. In addition to this tool under the Freedom Camping Act there are a range of nuisance behaviours covered by other legislation; littering is an offence under the Litter Act 1979, toileting (under the Summary Offences Act 1981) and excessive noise (under the Resource Management Act 1991).
- 5.9 Crown Land: If land is owned by the Crown and is not under the control of the Council, the Council's bylaws do not apply. However the Department of Conservation also has powers it can exercise in relation to conservation land under the Freedom Camping Act.

*Option 2 – investigate a bylaw under the Freedom Camping Act 2011*

- 5.10 Between August 2012 and December 2014 eight other territorial authorities have created Freedom Camping Bylaws while Dunedin City Council has a Camping Control Bylaw. The experience of these Councils would be explored as part of the development of a bylaw.
- 5.11 The Council can address freedom camping issues on a City-wide basis. The measures outlined in paragraphs 5.3 to 5.7 above have effectively addressed the immediate problems in Akaroa and in parts of the city. However there is the broader question of freedom camping across the city and Banks Peninsula and the Council may wish to investigate a bylaw to address this.

*The Freedom Camping Act 2011*

- 5.10 Section 10 of the Freedom Camping Act 2011 states freedom camping is permitted in any local authority area<sup>2</sup> unless it is restricted or prohibited in an area in accordance with a bylaw made under section 11, or under any other enactment. Thus the Freedom Camping Act enables the Council to make a bylaw to restrict freedom camping within its area, although it may not absolutely prohibit it or prohibit it too restrictively (section 12 prevents an absolute prohibition).
- 5.11 If the Council wishes to make a bylaw it must be satisfied that:
- (a) the bylaw is necessary for 1 or more of the following purposes:
    - (i) to protect the area;
    - (ii) to protect the health and safety of people who may visit the area;
    - (iii) to protect access to the area; and
  - (b) the bylaw is the most appropriate and proportionate way of addressing the perceived problem in relation to that area; and
  - (c) the bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990.
- 5.12 Any bylaw must define a restricted or prohibited area by a map or by a description of its locality (other than just its legal description), or both. When making a bylaw the Council must use the special consultative procedure set out in the Local Government Act 2002.
- 5.13 If the Council was to make a bylaw under the Freedom Camping Act, outlining areas where freedom camping is prohibited or restricted, it would need to ensure that such a bylaw in conjunction with the Parks and Reserves Bylaw did not prohibit freedom camping absolutely.
- 5.14 For example, a bylaw made under the Freedom Camping Act could delineate areas around the Akaroa Boat Park (and elsewhere on Banks Peninsula or the city) where freedom camping was restricted, either by numbers or times of the day or both; or not allowed at all e.g. no camping in vehicles without toilet facilities. Council would require evidence of a problem or previous problem so a Freedom Camping Bylaw is not a very flexible tool to deal with new areas of freedom camping e.g. there had been no evidence of a problem at the Beresford Street site until very recently. If people committed an offence under the bylaw (or under s20(1)(d) or (e) – offence applying without a bylaw) an enforcement officer may serve infringement notices on them.

---

<sup>2</sup> Defined in the Act as "land controlled or managed by a Council under any enactment"

**COUNCIL 12. 03. 2015**

**27 Cont'd**

- 5.15 If the Council introduced a bylaw, enforcement of freedom camping may still be problematic for a number of reasons:
- Evidential problems: By their nature, freedom campers tend not to stay in a given area for any length of time, and could argue that they were parking not camping, until quite late at night (unless there is sufficient evidence they had stayed overnight or were making "preparations" to freedom camp);
  - Although rental companies may have the ability to recover infringement costs from the hirer, not all freedom campers (especially those in non-self-contained vans) rent their vehicles. These campers are often overseas visitors who purchase a vehicle, keep it for the time they are in the country and then sell it. They may leave the country before paying the fine.
- 5.16 As the visitor industry is important to the local and regional economy if the Council did wish to develop a freedom camping bylaw it may be useful to consult its Urban Development Strategy partners, in particular the Selwyn and Waimakariri District Councils to ensure that:
- We are able to educate, inform and reduce any confusion for visitors about what and where regulations apply (as visitors may not be aware of TA boundaries);
  - Ensure a bylaw did not reduce the attractiveness of greater Christchurch and Banks Peninsula as a visitor destination.
- 5.17 Should the Council resolve to investigate a Freedom Camping bylaw under the Freedom Camping Act a timeline for the development of a bylaw by the end of this year, in time for the next summer season, is Attachment 2 to this report. If so resolved staff will report back to the Council by May 2015 with the s11 Freedom Camping Act/ s155 Local Government Act analysis and draft supporting documents for the bylaw consultation.

**6. FINANCIAL IMPLICATIONS**

*Option 1*

- 6.1 There will be ongoing costs involved in investigating and applying/enforcing existing tools whenever problems arise, including the employment of Freedom Camping Officers and the costs involved in the design, production, erection and maintenance of appropriate signs. In the majority of these specific cases these costs can be managed through existing budgets. While exploring non-regulatory opportunities can be managed within existing budgets the delivery of these such as enabling freedom camping on Council-owned facilities will not be. The report back to the Council in May will include financial implications of this option.

*Option 2*

- 6.2 There will be medium costs incurred by staff and Hearings Panel members time, in developing a Freedom Camping Bylaw given the requirement to undertake a special consultative procedure. This cost can be managed as part of the existing City and Community Long-Term Policy and Planning Activity work programme in 2015-16 and could begin in February/March 2015.

**7. legal implications**

- 7.1 The statutory provisions relating to the introduction of a bylaw under the Freedom Camping Act 2011 are discussed above, as well as discussion on the use of other regulatory tools.
- 7.2 It is relevant to mention there is guidance for local authorities published by Local Government New Zealand in December 2012 on the Act and making a bylaw, and since that guidance there has also been a High Court decision that provides further guidance.

**COUNCIL 12. 03. 2015****27 Cont'd**

7.3 The decision in *NZMCA v Thames-Coromandel District Council* (August 2014) is helpful in making it clear that freedom camping bylaws have a high policy content, and Council's have some discretion in the decisions required under section 11 of the Act. Establishing "necessity" under section 11(2)(a) requires a consideration of the proposed terms of the bylaw, as well as the likely consequences of not making a bylaw, and consideration of what other means are available to a council of dealing with freedom camping issues. Necessity need not be established with regard to specific sites, and the fact the Thames Coromandel District Council Bylaw prohibited freedom camping in the most sought-after destinations within the district was held to be a matter of policy, and had no bearing on the question of necessity under section 11(2).

**8. STAFF RECOMMENDATION**

It is recommended that the Council resolve that:

- 8.1 Issues related to freedom camping continue to be addressed on a case by case basis using existing regulatory tools (and other means) as and when required.
- 8.2 Staff further investigate the range of non-regulatory measures outlined in Option 1 and report back to the Council in May 2015.



## COMPLIANCE & MONITORING SUMMARY 2014/15 SEASON

### Introduction

The Freedom Camping monitoring programme commenced in early October 2014 and, to date, has involved weekly monitoring of key sites traditionally associated with Freedom Camping across the Christchurch district inclusive of Banks Peninsula. This monitoring programme will continue through until the end of March 2015.

Monitoring has been provided by dedicated freedom camping officers for 20 hours per week. Christchurch sites are generally monitored two - three times per week and Akaroa at least once a week. Monitoring involves evening and early morning observations.

### Key Summary

Freedom Camping activity has been present at all of the high use sites for the duration of the monitoring period, though the general trend has been for use to increase in December, January and February.

### Sites Monitored

The list of sites monitored for freedom camping is based on historical observations over previous seasons and complaints received. New sites are added to the list when freedom camping issues are indentified.

The complete list of sites which have been monitored during the 2014/15 season is as follows:

*City General:* Peterborough Street Library area, Fendalton Library area, Burwood Park, Burnside Park, Nunweek Park.

*New Brighton & Surrounds:* Travis Road between Burwood Road and Anzac Drive, Board Park, Waimairi Surf Club, Whole of Marine Parade (including 13 roadside laybys), North Beach Surf Club, North New Brighton War Memorial, Thompson Park, Brighton North Carpark (north of whale park), Brighton South Carpark (south of library), South Brighton Surf Club, Estuary Road (in car park area near corner with Caspian), South Brighton Park (Beatty Street estuary side).

*Ferrymead & Eastern Bays:* Windsurfers Area on Humphries Drive, Tidal View at Ferrymead, Mount Pleasant Bowling Club, Scott Park Ferrymead (Mt Pleasant Yacht Club area), The Brae, Redcliffs Park, McCormacks Bay, Beachville Road, Barnett Park, Christchurch Yacht Club, Sumner Beach Park, Sumner Surf Club, Sumner Life Boat

Station, Sumner Esplanade and Heberden Avenue (seaward side of road), Taylors Mistake.

*Lyttelton & Bays:* Inner Harbour, Lyttelton recreational grounds near Hexon Tank Farm, Lyttelton Marina, Gollins Point, Naval Point, Corsair Bay and Corsair Bay Reserve area, Cass Bay including Park Terrace

*Banks Peninsula:* Duvauchelle Boat Huts, Duvauchelle Golf Club, Duvauchelle School, Childrens Bay, Akaroa Wharf, Akaroa Boat Ramp, L'Aube Hill Reserve, Rue Balguerie Jetty, Settlers Hill area, Akaroa Sports Club, End of Beach Road (Akaroa), Beach Road (Akaroa) Lighthouse, Akaroa main jetty, Beach Road, (Akaroa) laybys, Windsurfers Area, Robinsons Bay Jetty area, Akaroa Township including Fire Station carpark, Gaiety Hall and Library, Wainui/French Farm

***With Recent additions at:*** Spreydon Domain and Beresford Street car park

### **Monitoring Purpose**

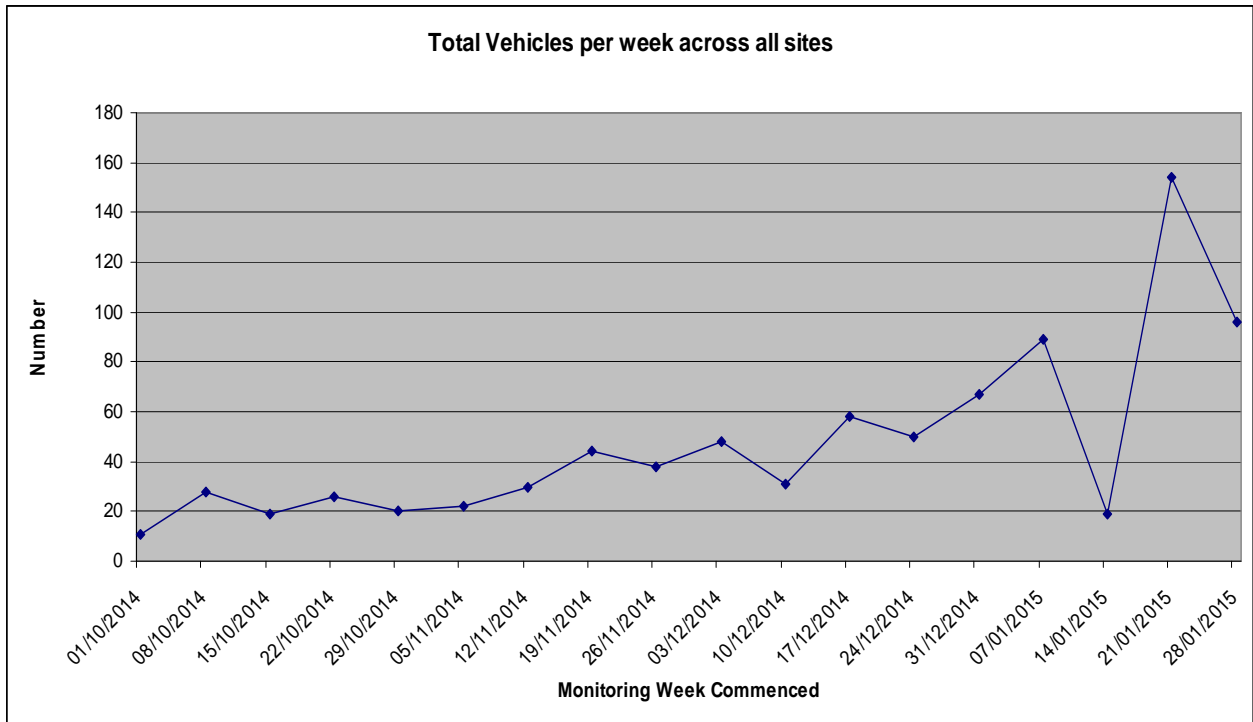
The primary objective of the monitoring programme is to gather information on patterns of Freedom Camping activity in the Christchurch and Banks Peninsula area and to educate campers on appropriate locations and acceptable behaviour when freedom camping. This has been carried out by visual as well as interactive monitoring where officers have spoken to campers and provided them with a pamphlet and information on considerate camping.

### **Monitoring and Compliance findings to date**

Results to date show a total of 850 Freedom Camper vehicles have been observed at sites around Christchurch and Banks Peninsula.

A general increase in the numbers of Freedom Campers at high use sites over the busy summer period of December, January and February has been noted (See Figure 1.).





**Figure 1: Freedom Camping Observations per week**  
 (N.B. Monitoring Officer sick week commencing 14 January 2015)

Other than in the sites identified there have been few public complaints about freedom camping per se. Beresford Street has been the source of the most complaints after concerns were raised by local residents in January 2015. Council exercised its right as the owner of the carpark in question to erect "No Camping" signs which resulted in a quick resolution to the problem at this site – albeit expected displacement occurred to other locations.

Some of these Freedom Campers began to utilise Waimari Surf Club carpark as an alternative location. At present up to 20 Freedom Camping vehicles are making use of this location on a nightly basis leading to concerns around rubbish disposal, overflowing public toilets and noise.

**CSR complaint volume relating to Freedom Camping**

Since 30 January 2015 11 complaints were received by the Compliance/Enforcement Team about Freedom Camping. Most were forwarded on from other units, particularly parking. The complaints were geographically dispersed throughout the city. Although the majority of complaints about Freedom Camping received this summer season related to Beresford Street and to a lesser extent Waimairi Surf Club.

Park Rangers report that a lower level of Freedom Camping (usually around 3 to 4 campers overnight) has taken place in Waimairi Surf Club Carpark for a number of years.

Complaints attributed to freedom camping may be directed to one of three areas within Council: Park Rangers, Parking Compliance and the Compliance Enforcement Team.

### Freedom Camping Observations

#### i. Types of Freedom Campers

The Christchurch City sites (Marine Parade, Ferrymead, Sumner, Taylors Mistake, McCormacks Bay and Lyttelton) have shown a mixture of tourists and private owners such as homeless people and foreign/domestic rebuild workers, the exception being Ferrymead which has shown a significant amount of private owners (See Figure 2). French Farm, Duvauchelle and Akaroa are almost exclusively being used by tourists.

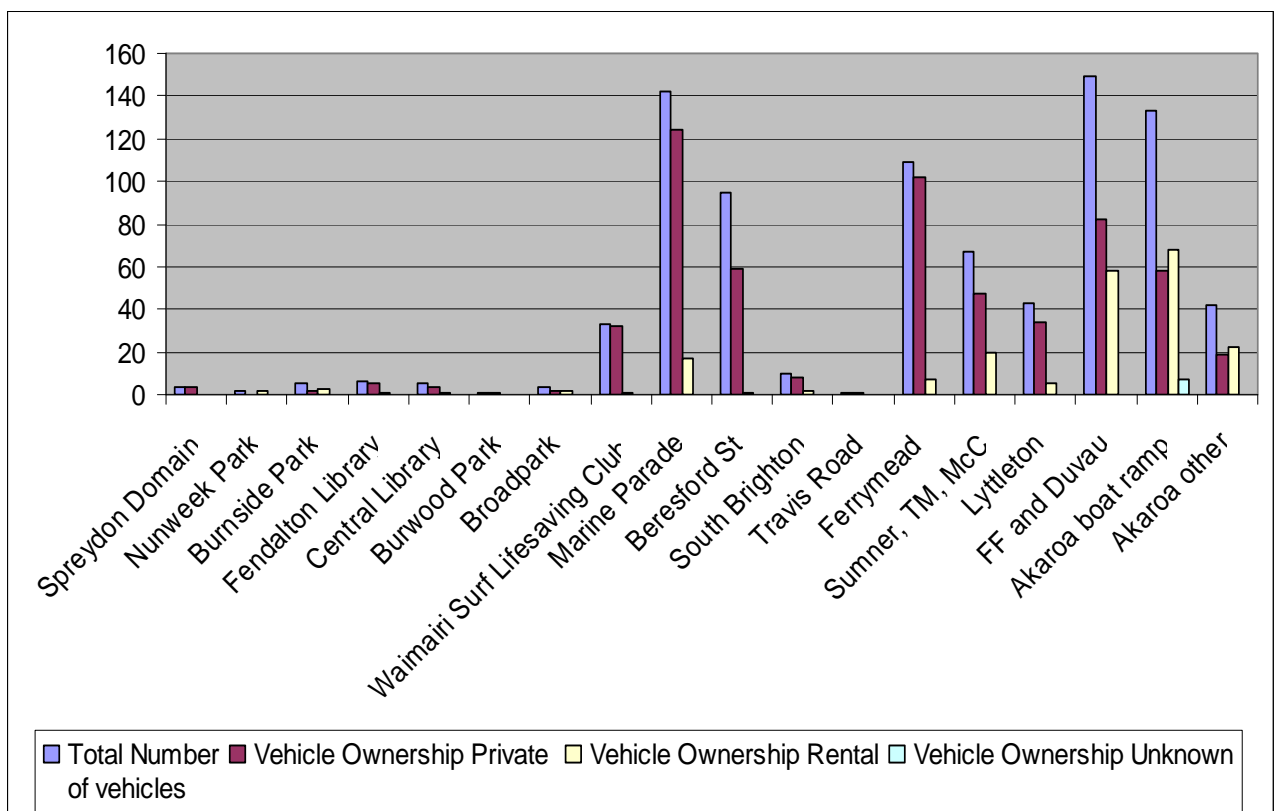


Figure 2

Beresford Street and Waimari Surf Club car park have almost exclusively been used by foreign tourists undertaking working holidays in New Zealand.

ii. Contained vs. non-contained vehicles

A mixture of self contained (28%) and non self contained (72%)<sup>1</sup> vehicles are being utilised by Freedom Campers (See Figure 3.). Marine Parade, Ferrymead, Sumner, Taylors Mistake, McCormacks Bay and Lyttelton have all attracted more non self contained vehicles, while French Farm, Duvauchelle and Akaroa tend to have a more even distribution. Beresford Street and Waimari Surf Club have almost exclusively been used by non self contained Freedom Campers.

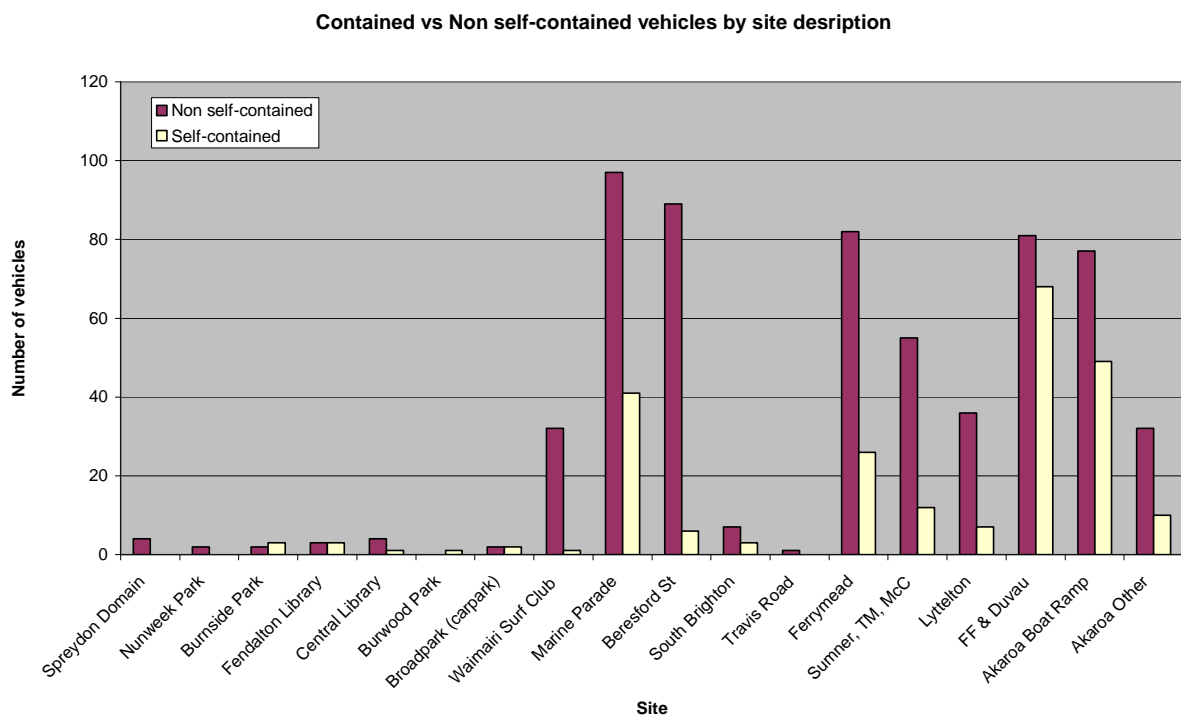


Figure 3

**Piloted Initiatives over 14/15 season**

Council staff have also undertaken steps to mitigate issues that arose in 2013/2014 at Akaroa boat ramp piloting the erection of no camping signs on the waterfront and clearly marking out parks for boat trailers in addition to providing an area for Freedom Camping – both self contained and non selfcontained areas - to legitimately take place. There have been very few complaints relating to Freedom Camping from Akaroa residents this season.

<sup>1</sup> Represents 99% of all vehicles observed with 1% of vehicles unable to be ascertained.

## **Costs**

Projected costs for a 26 week Freedom Camping monitoring programme of 20 hours per week are in the order of \$31,000. This includes staff and vehicle costs, but does not account for the recruitment of any extra resource that may be required.

Other potential costs include signage for areas where camping is to be prohibited. The cost of nine permanent signs for the three Beresford Street car parks was in the order of \$2000 or approximately \$220 per sign.

**Proposed Freedom Camping Bylaw development timetable**

**Proposed Freedom Camping Bylaw Timetable 2015**

<b>Tasks</b>	<b>Due</b>
<i>Bylaw development preparation</i>	<i>starting February 2015</i>
<i>Bylaw completed and adopted</i>	<i>by end November 2015</i>
Gathering information, researching the Freedom Camping Act and other TA bylaws, and develop stakeholder lists etc.	February to early March 2015
Consultation meetings with Community Boards and other key stakeholders	over March 2015
Preparation of reports for Regulation and Consents Committee	over April 2015
<ul style="list-style-type: none"> <li>• Staff Recommending report</li> <li>• S11 FCA and s155 LGA analysis report</li> <li>• Draft statement of proposal for FC Bylaw</li> </ul>	
Recommending report SOP etc to the Regulation and Consents Committee meeting	by end May 2015
Amend SOP etc to reflect committee recommendation	May 2015
Committee report to Council	May 2015
Council decision to notify	by early June 2015
SCP consultation - submission period	Mid –June to Mid -July 2015
Analysis of submissions report prepared	By end of July 2015
Submissions heard by Hearings Panel (HP)	August 2015
Review of final draft bylaw	September 2015
HP recommendation and completion of HP report.	By end of September 2015
HP report and Final Draft bylaw to 'DS Services'.	By end of October 2015
Council Meeting	November 2015
Freedom Camping Bylaw adopted	by end November 2015, at earliest
Communications Plan implemented (website updated etc)	Start implementing by beginning of December 2015
Bylaw comes into effect	December 2015



**COUNCIL 12. 03. 2015**

**28. MAJOR CYCLEWAY ROUTES NETWORK BUSINESS CASE**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Chief Operations Officer, Operations Group	N	
<b>Officer responsible:</b>	Unit Manager, Assets and Networks	N	
<b>Author:</b>	Michael Ferigo, Transport Planner – Sustainable Transport	Y	DDI 941 8925

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 At the Council's 29 January 2015 meeting under item 13. Major Cycleway Routes (MCR) Programme – Delivery Programme and Design Guides - it resolved;
- 1.2 7.10 "Request the Chief Executive to provide a report to Council on the current estimates for each route of the cycle route programme along with any potential contributions from New Zealand Transport Agency (NZTA) and Ministry of Transport (MOT). This report is to contain a regulatory impact analysis to support the business case to assist Council's consideration of the 2015-25 LTP."

**2. EXECUTIVE SUMMARY**

- 2.1 This report summarises the programme business case for the delivery of the thirteen Major Cycleway Routes – along with their programme costs and the overall forecast benefits, based on the current predicted scenario for the future developments in Christchurch.
- 2.2 The amount of the contributions from the NZTA and MOT is difficult to pre-determine prior to applications being lodged for individual routes. However, this report gives evidence of a high level of benefit/cost ratios for the programme within its economic assessment. This will give Councils future funding applications a high degree of confidence in securing significant funding assistance.
- 2.3 On Friday 13 February, staff and some Councillors received a briefing from the NZTA National Cycling Manager who indicated that approximately \$15-25 million had been 'earmarked' for the Christchurch programme from the Urban Cycleway Fund (UCF) over the next three years. The balance of funding would then be assessed for funding from the National Land Transport Fund (NLTF) through NZTA. Eligible projects would be funded through NZTA at our assistance rate of approximately 50 percent. It is likely that \$20M – \$40M could be expected to be secured from this fund.
- 2.4 Funding from the UCF beyond three years is uncertain as it is a new fund introduced by Government that covers three years. There would still be ongoing opportunities for funding assistance from the NLTF.
- 2.5 The regulatory impact analysis intention is covered within the content of this report notably being consistent with the Christchurch Transport Strategy Plan and the public consultation - there is no expectation that any regulations will need amendment or change.

**3. THE THIRTEEN MAJOR CYCLEWAY ROUTES - BUSINESS CASE**

**Transport Vision and Goals**

- 3.1 The Christchurch Transport Strategic Plan, adopted in 2012, covers all transport modes with Council's overriding vision being to; 'Keep Christchurch moving forward by providing transport choices to connect people and places.'
- 3.2 To achieve the vision the Plan focuses on four goals; to improve access and choice; create safe, healthy and liveable communities; support economic vitality; and create opportunities for environmental enhancements. Cycling is identified as a key component in achieving the Plan's goals. The actions identified in the Plan make a strong statement about the importance of cycling for the city's recovery and future prospects.

## COUNCIL 12. 03. 2015

## 28 Cont'd

- 3.3 The Council has resolved that a connected cycleway network around the city will be developed (made up of major, local and recreational cycleways). This will offer a safer cycling experience that encourages more people to cycle more often.
- 3.4 Research shows that almost a third of people in Christchurch not currently cycling would seriously consider doing so if they could travel safely. Research and case studies also show the main safety issues can be addressed by providing effective separation from motor vehicles. Cycling numbers will increase significantly if improvements in cycling infrastructure are implemented to address safety, with dedicated cycling routes, separate from other road users, and safe intersection crossings, along with convenience and connectivity with key origins and destinations. By creating a connected cycle network that makes cycling a more attractive transport option the Council is supporting health and wellbeing benefits for the community as well as recognising that a safer system contributes to network transport efficiency. These factors are what support the business case.

**Forecasting use and establishing the Benefit/Cost Ratio**

- 3.5 This programme business case is an assessment of the overall MCR programme prepared by QTP to support a strategic business case to support funding applications to the UCF and NZTA. As the design for each route is finalised a project business case will be prepared based upon the detailed cost estimates and project benefits. This project business case will be used to support funding applications for the project and to inform Council in its approval process through the Infrastructure, Transport and Environment committee.
- 3.6 The following report sections give a summary from the economic assessment undertaken by QTP and peer reviewed by Flow Transportation (refer **Attachment 1**). Forecasting use and establishing the Benefit Cost Ratio is described below.
- 3.7 Modelling work was undertaken to forecast the quantified additional use of the network with the delivery of the MCR programme. This work was focussed primarily to support applications for potential funding assistance from NZTA and provide robust, nationally recognised methods to establish the benefit / cost assessments.
- 3.8 The Christchurch Strategic Cycle Model (2012), in combination with the Christchurch Assignment and Simulation Traffic Model (CAST) was used as a basis for this assessment. The Cycle Model, developed to forecast average daily utility-purpose cycle use, was modified to reflect planned MCR routes. The latest Urban Development Strategy UDS and the Land Use Recovery Plan LURP along with agreed land use and future transport assumptions were incorporated, as were plans for An Accessible City, the Coastal Pathway and other expected significant developments.
- 3.9 As a result of the current MCR and cycleways programme for Christchurch, in 2031 the overall cycling levels are projected to increase by 138 percent from the 2006 levels. In actual trip numbers the predicted increase will take the 18 million trips per year in 2006 to 31 million trips per year in 2031. Added to this the length of average cycle trip is also predicted to rise from its 2006 average distance of 3.1 kilometres to 4.4 kilometres as more people cycle more often and further.
- 3.10 Recreational cycling trips have longer average distances than commuting and thus will increase the above average distances cycled when considered along with any trending to electric assisted cycling in the market to a wider participation.
- 3.11 Several investment package scenarios were investigated to predict usage and identify relative benefits for the forecast years 2021, 2031 and 2041. Examples are shown in the figures below of comparative city demand maps for the planned MCR 'Full Network' and for the 'Do minimum' in the years 2021 and 2041.

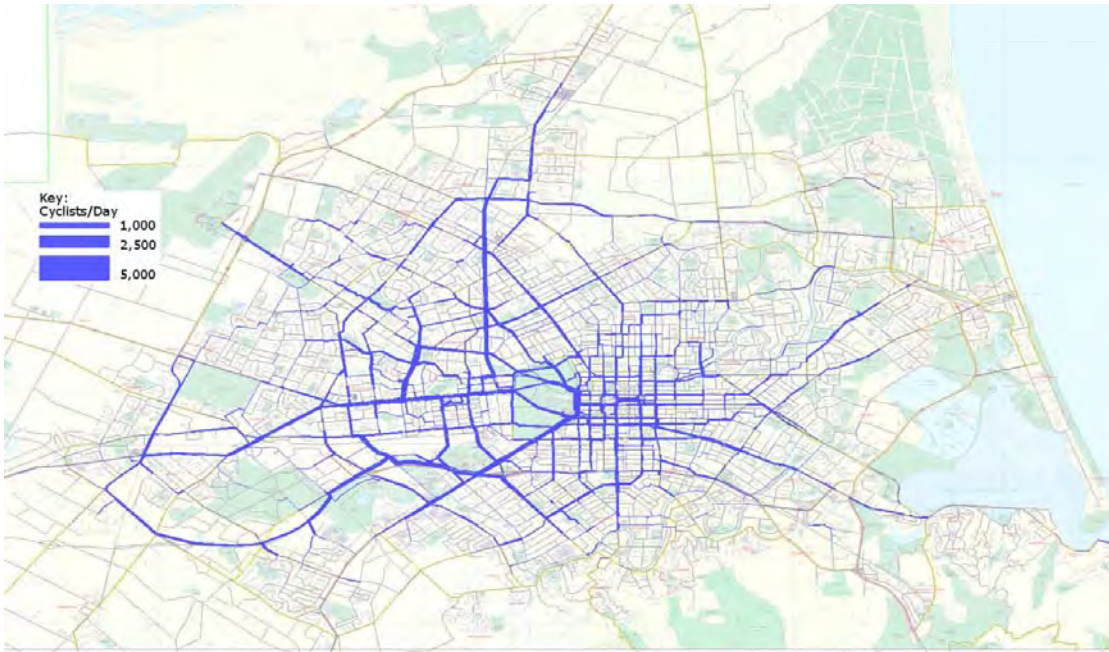


28 Cont'd

3.12 The 'Full Package' covers the 13 MCRs including significant current proposed plans such as the "An Accessible City"(AAC), Christchurch Coastal Pathway (CCP) (per Appendix A in attachment 1). The "Do Minimum Package" (Pages 5 - 7 of Attachment 1) uses no new MCRs but includes many current planned cycle improvements provided by other projects. Both include an assumed 40% increase in fuel costs and a 30% "trader factor" along with the same demographic predictions.

The line widths in the maps below represent (to scale) the numbers of people cycling on the network and detail the assessed variation between "Do Minimum" and "Full MCR Network". For example if a line width in Map 1A increases in Map 1B to twice as thick then this represents a doubling in the number of people cycling on that route.

**Figure 1A: Daily Cycle Demand for 'Do-Minimum' – 2021**

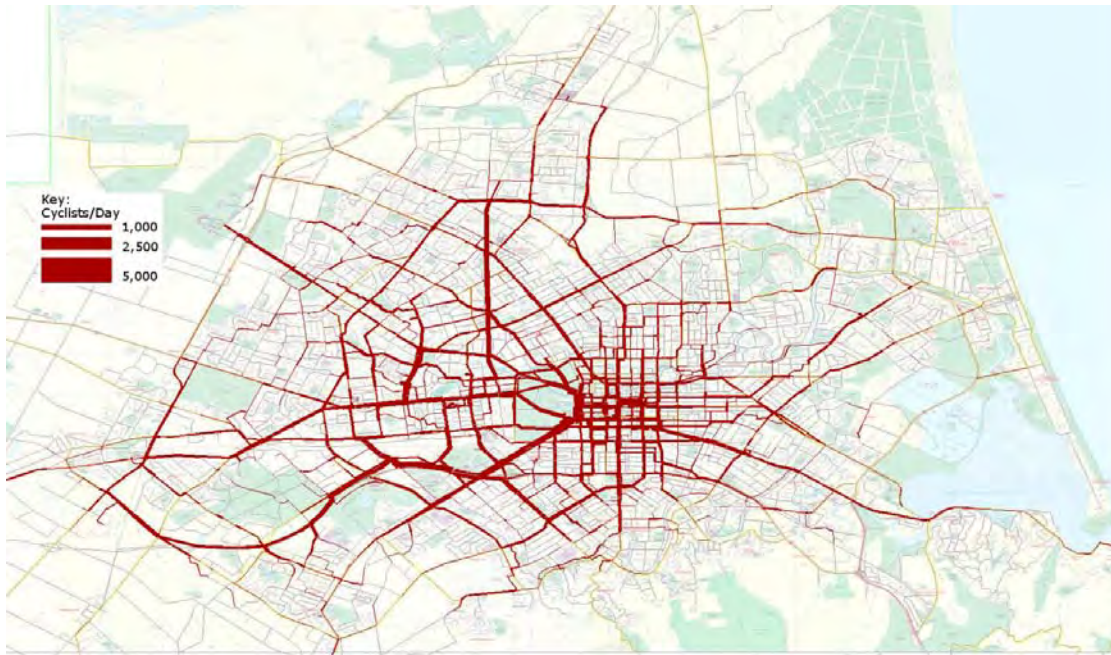


**Figure 1B: Daily Cycle Demand for Full MCR Network - 2021**



28 Cont'd

**Figure 2A: Daily Cycle Demand for 'Do-Minimum' -2041**



**Figure 2B: Daily Cycle Demand for 'Full MCR Network' - 2041**



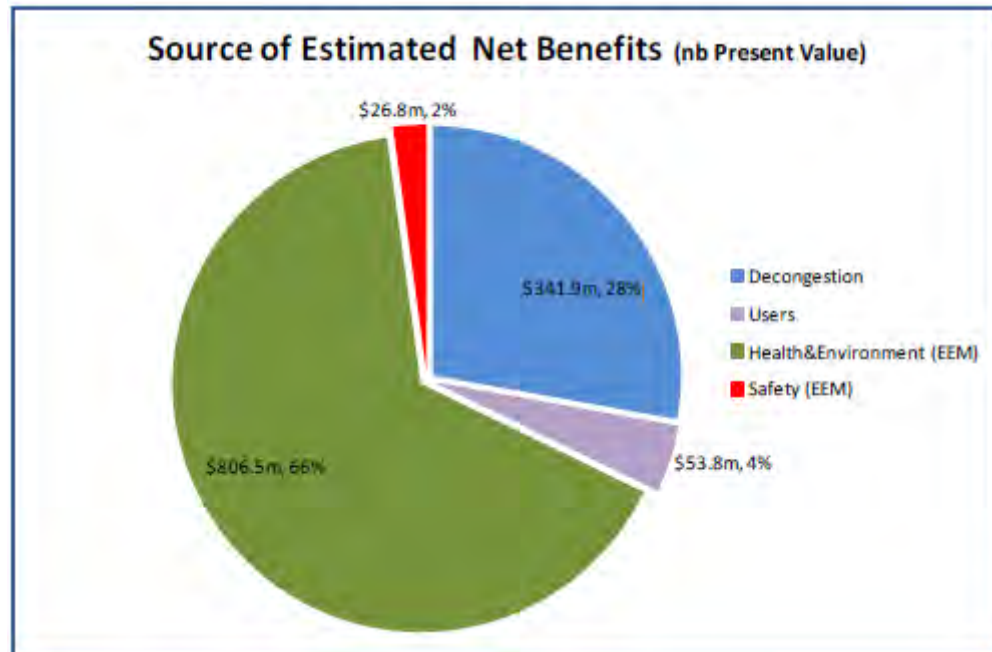
3.14 The comparative demand maps illustrate that the proposed cycleway network delivers (and continues to deliver) usage outcomes significantly higher than the Do Minimum scenario.

## 28 Cont'd

**Predicted benefits to cyclists and non cyclists**

3.15 In broad terms, the combined present value of benefits of the proposed MCR package (in combination with AAC and CCP projects) is estimated to be very substantial, totalling over **\$1,200 million over a period of 40 years**, as summarised below:

**Figure 3 Source of estimated net benefits**



3.16 It should be noted that this \$1200 million estimate of benefits derived is conservative. The process and purpose of the benefit capture is aligned with the NZTA funding assistance programme. This evaluation excludes recreational purpose cycling trips and therefore the potential total benefits to the community are, in practice, likely to be higher than the results from the assessment and its peer review.

3.17 Health and Environment contributes the major proportion of benefits. The rise in participation is expected to be the principal contributor to the Health and Environment benefits predicted. This prediction represents New Zealand Transport Agency's recognised process and standards. This relates to benefits accruing, principally to users through use of separated cycleways, such as improved health from reduced morbidity and mortality.

3.18 The second largest and still substantial contributor is predicted to be benefits to non-users i.e. non-cyclists, through decongestion on the transport network. Essentially this package of planned works is predicted to free up and avoid further congestion on the transport network for motorists, freight and public transport to have reduced delays on their journeys.

**Benefit Costs Ratio**

3.19 Due to the significance of the proposed programme a detailed assessment process was considered appropriate and has been applied to determine the potential benefits. The Christchurch Major Cycleway Route – Updated Funding Assessment 2015 (refer **Attachment 1**) provides the detail of the assessment process and the peer review.

## COUNCIL 12. 03. 2015

## 28 Cont'd

- 3.20 The proposed investment programme potentially has very wide-ranging benefits along with costs for the Council, however there is opportunity for significant potential funding assistance. The period of the investment (delivery) being considered for the purposes of the economic assessment is a 7½ year programme.
- 3.21 The NZTA categorises both Strategic Fit and Effectiveness into Low, Medium and High. Those projects that achieve a high categorisation levels must provide a Cost/Benefit ratio of 5 or more – in other words for every dollar invested in the project it must return five dollars or more in benefits.
- 3.22 Benefit/Cost Sensitivity Testing was conducted over the current Major Cycleway Routes programme and the Benefit Cost Ratio has been estimated to be in the order of 8. The independent peer review of the current Cycleway programme concurred that the assessment was sound in it's prediction of a ratio of over five being achieved – placing the programme within the High categorisation threshold for NZTA.
- 3.23 This Benefit/Cost ratio is high compared to many other transport projects that have received funding assistance from NZTA. This assessment provides a high level of confidence in reinforcing the expectation that the cycleways programme will contribute significant improvements to the transport needs and well being of the community. It also obviously bodes well for the 13 MCR projects funding assistance applications to NZTA over the course of the programme.

**Preliminary Scheme Design Costs**

- 3.24 The estimated programme costs have been calculated by using the estimates from the sections of the routes that have undergone preliminary scheme design to date. This includes sections from five routes. The averaged costs determined for these sections have been used to establish a Typical Link Treatment Cost and Intersection Cost that has been applied to similar sections of the remaining routes to derive an overall estimate.
- 3.25 The Link Treatments required for each of the thirteen routes has been identified based upon assessment of the likely route (refer **Attachment 2**). The confidence in this process is linked to the level of planning development on each route, some routes are nearing final draft stages with identified treatment types nearing consultation; through to a few routes where confirmation of the route alignment is required to confirm treatment types.
- 3.26 Table 1 below shows examples of the Typical Link Treatment costs that have been applied to the routes that have yet to be designed. Collectively this process has resulted in the total costs for the programme of Major Cycleway Routes summarised in Table 2 below.

**TABLE 1 TYPICAL COSTED LINK TREATMENTS**

	<b>\$Cost/m</b>
3.0 metre bike path with 2 metre footpath	621
3 metre Path no K+C one side of road - semi rural	500
3 metre shared path	500
4 metre shared Path	779
3 metre Shared Path - Greenspace	455
4 metre Shared Path - Greenspace	495
Neighbourhood Greenway – existing narrow road (slow street)	469
Neighbourhood Greenway – existing wide road (slow street)	3,500
No Kerb Changes but traffic calming	113
Separated Cycle Path Typical Section – existing 14 metre Kerb to Kerb	666
Separated 2 way Cycle Path Typical Section – existing 14 metre Kerb to Kerb	2,775
Separated Cycle Path Typical Section - existing 14 metre Kerb to Kerb - painted lines only	150
Separated Cycle Path Typical Section – existing 14 metre Kerb to Kerb – widened to 15m	1,159

## COUNCIL 12. 03. 2015

28 Cont'd

TABLE 2 MAJOR CYCLEWAY ROUTES -TOTAL COST SUMMARY

Route	Rough Order Cost	Latest Estimate
Avon Otakaro Route	\$ 4,200,000	\$ 20,682,681
Heathcote Expressway	\$ 7,800,000	\$ 12,032,568
Little River Link	\$ 2,400,000	\$ 4,696,637
Northern Line Cycleway	\$ 6,700,000	\$ 7,474,282
Nor'West Arc	\$ 8,600,000	\$ 19,340,573
Opawaho River Route	\$ 3,000,000	\$ 15,913,495
Papanui Parallel	\$ 3,000,000	\$ 10,010,292
Quarryman's Trail	\$ 4,200,000	\$ 16,684,658
Rapanui Shag Rock Cycleway	\$ 6,700,000	\$ 19,330,914
South Express	\$ 12,600,000	\$ 7,082,555
Southern Lights	\$ 2,900,000	\$ 2,122,489
Uni-Cycle	\$ 1,900,000	\$ 9,292,796
Wheels to Wings	\$ 4,300,000	\$ 11,336,060
<b>Total</b>	<b>\$ 68,300,000</b>	<b>\$ 156,000,000</b>

## 4. CONCLUSION

- 4.1 The Major Cycleway Routes Programme for Christchurch has been subject to a rational and robust economic assessment. The assessment has considered and compared a number of delivery scenarios alongside the current MCR programme of works and has been peer reviewed. The assessed Benefit/Cost ratio for investment is calculated as 8.
- 4.2 A detailed, thorough and open process has been followed in developing the forecasting for the higher level of cycle provision envisaged by the Christchurch Transport Strategic Plan. Such a process has been enabled by the development and application of the Christchurch Strategic Cycle Model in combination with the Christchurch Assignment and Simulation Traffic (CAST) Model and the CAST Safety Interface. The process to reach the results via the economic assessment has been supported through an independent peer review.
- 4.3 The benefits from the \$156 million investment have been calculated as \$1229 million. A significant proportion of the benefits are spread not only to the people cycling but also to non cyclists primarily through general traffic decongestion benefits. The health and environmental benefits are the largest proportion (66 percent) followed by decongestion at 28 percent. The benefits gained by an increase in people taking up more recreational cycling on the network have not been included in the economic assessment as the assessment is focussed on the NZTA prime interests in commuting and utility transport.
- 4.4 Collectively the benefits alongside the costs show a high return on investment for the community. The Benefit Cost ratio also ensures a high rating within the New Zealand Transport Agency funding assistance programme giving confidence of assistance along with a high probability of accessing the Urban Cycleways Programme funding.
- 4.5 For every dollar invested in the programme the returns are calculated to be between \$5 and \$8 – this compares very favourably against many other transport projects and indeed provides an opportunity to the Council following the Earthquakes to transform the way the transport system is balanced to move into the future. Prudent planning and investment into this area of the transport system will ensure the long term value and benefits of a sustainable and well performed city transport network for all the community.

**COUNCIL 12. 03. 2015****28 Cont'd****5. FINANCIAL IMPLICATIONS**

5.1 The financial implications are to be considered as part of the draft 2015-25 Long Term Plan.

**6. STAFF RECOMMENDATION**

That the Council receive the report.

**7. INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE RECOMMENDATION**

That the Council:

7.1 Receive the report.

7.2 Note the significant cost benefit ratio is between five and eight which means that for every one dollar invested there is a benefit of between five and eight dollars to the community.

7.3 Note that given the Government assistance that is now available and the likely subsidies that will be achieved, the cost benefit is likely to be higher.

7.4 Note the business case presented supports the inclusion of the Major Cycleways network in the draft Long Term Plan.



# Christchurch Major Cycleway Routes

---

## Updated Funding Assessment

(Final Issue)

**February 2015**

This page is intentionally blank for double-sided printing.



## Document Issue Record

Version No	Prepared By	Description	Date
00a	Paul Roberts	First draft.	16 June 2014
01a	Paul Roberts	Draft issue, for Client comment	17 June 2014
01b	Paul Roberts	Final issue, incorporating Client comment	4 July 2014
02a	Paul Roberts	Draft Update incorporating revised Cost estimates and recommendations from Peer Review of Preliminary Assessment (June 2014)	12 January 2015
02b	Paul Roberts	Final issue, incorporating Updated Peer Review	4 <sup>th</sup> February 2015

## Document Verification

Role	Name	Signature	Date
Preparation	Paul Roberts		17 June 2014
Reviewer	John Falconer		26 June 2014
Approval	Paul Roberts		4 July 2014

This page is intentionally blank for double-sided printing.



## Contents

1	Introduction .....	1
2	The Christchurch Strategic Cycle Model (CSCM).....	3
3	Improvement Scenarios Assessed.....	5
4	Forecast Cycle Demands .....	15
5	Benefit Assessment .....	23
6	Benefit-Cost Summary (including Sensitivity Testing).....	35
7	Conclusions.....	41

## Appendices

- Appendix A – Network Alignment Development from April 2013 Priority Cycleway Project Plan
- Appendix B – Cycle Model Forecast Demands
- Appendix C – Cyclist Demand Summary by Purpose
- Appendix D – Model Result Summary for Road Networks (Decongestion calculations)
- Appendix E – Calculation of Annual Benefits
- Appendix F – Summary of Cost and Benefit Streams
- Appendix G – Incremental Analysis Summary (*updated*)
- Appendix H – Potential Alternative Benefit Capture Profiles (*new to Update*)
- Appendix I – Back-Calculation of Required Benefits (*new to Update*)
- Appendix J – Collated Responses to Preliminary Assessment Peer Review Comments (*new to Update*)
- Appendix K – Preliminary Peer Review (Flow Transportation Consultants)
- Appendix L – Updated Peer Review (Flow Transportation Consultants)

## Abbreviations and Acronyms

AAC	An Accessible City (chapter of CCRP)
AUD	Australian Dollars
BC(R)	Benefit Cost (Ratio)
CAST	Christchurch Assignment and Simulation Model
CCC	Christchurch City Council
CCP	Christchurch Coastal Pathway
CCRP	Central City Recovery Plan
CERA	Canterbury Earthquake Recovery Authority
CSCM	Christchurch Strategic Cycle Model
CTM	Christchurch Transport Model
EEM	Economic Evaluation Manual
HBE	Home-based Education purpose
HBR	Home-based Remainder purpose
HBW	Home-based Work purpose
HIS	Household Interview Survey
hr	hour
HTS	Household Travel Survey
km	kilometres
kph	kilometres per hour
LURP	Land Use Recovery Plan
m	million
MCR	Major Cycle Route(s)
MoE	Ministry of Education
NHB	Non Home-based purpose
NZD	New Zealand Dollars
NZTA	New Zealand Transport Agency
OD	Origin-Destination
PA	Production-Attraction
PV	Present Value
RA	Relative Attractiveness
RR	Research Report (NZTA)
Sc	Scenario
SP	Simplified Procedures (per NZTA EEM)
SPPWF	Single Payment Present Worth Factor
UDS	Urban Development Strategy
VOC	Vehicle Operating Cost
vpd	Vehicles Per Day

## Pre-amble to Updated Assessment

In June 2014 QTP Ltd prepared a Preliminary Funding Assessment on behalf of Christchurch City Council (CCC) which quantified the potential use and benefits of CCC's proposed Major Cycleway Route (MCR) programme. This Assessment was subject to an independent Peer Review, prepared by Flow Transportation Specialists Ltd.

Since preparation of the above reports, CCC has continued to progress investigation of the proposed MCR's, including more detailed scheme design, cost estimation and programming. This Update has therefore been prepared at the request of CCC and in essence incorporates:

- Updated Scheme Cost estimates; and
- Suggestions made by the Peer Review of the Preliminary Assessment; and
- A response to other comments made by the Peer Review of the Preliminary Assessment, where this is considered helpful.

Given a substantial rise in the estimate of anticipated total MCR capital costs from a total of around \$70m adopted for our June 2014 assessment, to around \$156m following the more refined design and cost estimation conducted by CCC in the interim (and incorporation of estimated net maintenance costs), the Benefit-Cost Ratio of the Base Scenario test has now been assessed at around 8. This compares with an estimated Ratio of around 15 in the Preliminary Assessment reported in June 2014. While much reduced compared with that Preliminary Assessment, clearly this ratio of benefits to costs remains very high compared to many other transport projects - given that around \$8 of benefits can be expected for each dollar of investment required to achieve those benefits.

This Updated Assessment incorporates the following principal changes:

- (i) All tests incorporate updated capital cost estimates, that are also based on a revised anticipated investigation, design and construction programme. Note that, conservatively for the MCR projects, the anticipated programme is based upon a potential 'delayed' completion date that for each stage is some 2 months beyond that currently anticipated.
- (ii) Two sensitivity tests are provided which assume a slower uptake of benefits or rate of increase in cycling arising from the proposed projects (ie a lag in achieving full benefits).
- (iii) (Net) maintenance costs have now been included for each scenario;
- (iv) Back calculations have been provided to indicate the potential reduction in assessed benefits that could be accommodated at differing levels of purely-economic justification - noting that they are still likely to be justified under other funding criteria. These calculations (along with the sensitivity tests noted at (ii) above) provide an indication of the potential effects of various impediments to cycling, beyond the major cycleway routes, which might dampen down the predicted increases in the demand for cycling.
- (v) While the Peer Reviewer also suggested that consideration should be given to using a more conservative assumption to derive annual average daily demands from weekday demands during school term times, having done so we are satisfied that the approach adopted is appropriate.

A summary of the Preliminary Assessment Peer Review and our responses have been collated for ease of reference, in Appendix J. The Preliminary Assessment Peer Review itself has now also been provided in full here for completeness as Appendix K.

Finally, the draft Updated Assessment (version 02a) was subject to an updated independent Peer Review by Flow Transportation Specialists Ltd., which has also been attached herein for completeness, as Appendix L.

The analyst has accepted this Updated Peer Review, except insofar as there is one area where the we do 'agree to disagree' with the updated Review. This is where the respective parties disagree on the precise methodology for calculation of decongestion benefits. However, as the Peer Reviewer (correctly) points out, this difference of opinion is not (or rather "may not be overly critical"). This is because of the relatively high efficiency of the proposed project and the relative lack of sensitivity to potential variability in the contribution of these benefits to this efficiency (rating).

The principal finding of the updated Peer Review is that the Benefit-Cost Ratio (BCR) of the proposed MCR project can "reasonably be assessed as 5 or more, which would justify a High priority ranking" (under NZTA's current investment criteria).

We also note the recent change in Investment Profile criteria (requiring a BC of 5 rather than the previous 4<sup>1</sup> to justify a High Priority under 'Benefit and Cost Appraisal' (formerly 'Efficiency' criteria) in NZTA's 2015-18 NLTP Investment Assessment Framework.

We finally note that the proposed MCR project still exceeds this revised NZTA threshold - and thus, in combination with the MCR Strategic Fit and Effectiveness priority ratings of 'HH', suggests that the MCR project can be justified for inclusion in the 'Priority 1' band for the 2015-18 NLTP.

---

<sup>1</sup> Several references to the former NZTA criteria ('High' Efficiency=BC>4) at the time of preparation of this initial draft report have however been retained to avoid confusion with the appended Review.

## Executive Summary

QTP Ltd has been commissioned by Christchurch City Council (CCC) to quantify, where possible, the potential benefits of CCC's proposed Major Cycleway Route (MCR) programme.

CCC required a rational and robust assessment to support their discussions for potential funding assistance with the New Zealand Transport Agency NZTA. Specifically, this study therefore reports QTP's preliminary estimate of the economic Efficiency made to help inform Strategic Fit and Effectiveness assessments (by Council), in compliance with NZTA's investment assessment framework.

Given the potential wide-ranging impacts of the proposed project package, the level of investment being countenanced (around \$156m over a package of potentially up to 13 potential major project elements) and the NZTA limits for application of 'Simplified Procedures' (being an undiscounted capital cost  $\leq$  \$5 million), a (more) detailed assessment process was considered appropriate and has been applied to determine these potential benefits.

Such a process has been enabled by the application of the Christchurch Strategic Cycle Model (CSCM), in combination with the Christchurch Assignment and Simulation Traffic (CAST) model and the CAST Safety interface.

For the purposes of this assessment, the CSCM model has been updated since its conception in 2012, to reflect current planned routes in the proposed MCR programme and align these within a modelling framework which reflects the latest UDS/LURP agreed land use and future transport network assumptions ('v6' CTM/CAST transport models, October 2013).

The basis for the future Do-Minimum and Option cycle networks is the anticipated road network adopted by the UDS partners for each of this study's assessment years (2021, 2031 and 2041) - along with other links not available to motor vehicles (e.g. the MCR projects).

CCC's proposed Major Cycleway Route (MCR), in combination with the proposed Central City Recovery Plan cycle projects and the Christchurch Coastal Pathway represent the main package of improvements assessed ('Scenario 1'). This has been compared to a 'do-minimum' level of improvement (Scenario 0').

This package of potential investment has been estimated by this study to have a Benefit-Cost Ratio (BCR) of around 8 (using base assumptions). Overall therefore, the benefits of the proposed improved cycle infrastructure investment are clearly potentially substantial.

To determine this estimate, the CSCM has been used to forecast the future demand and user travel benefits on the cycle network for each forecast year, with differentiation within these as required to reflect key potential variables and therefore benefits.

For example, the CSCM forecasts demand for different cycle trip purposes, because the cycling trip generation, distribution, assignment – and resulting potential benefits of particular cycling infrastructure projects - will vary between each.

Use of either matrix or assignment-based methods has also been utilised as appropriate; This has enabled, for example, benefits to either 'existing' and 'new' cycle users to be identified, as well as disaggregation to specifically identify cycle use on proposed Major Cycleways compared to other elements of the available network – Both being required to allow economic assessment per NZTA's requirements.

Daily cycle demand forecasts have also been disaggregated to peak periods in each forecast year. This enables consistent modelling of the performance of motorised vehicles using the road network and thus estimates of potential decongestion ('non-user') benefits of attracting more cycling trips through investment in improved cycling infrastructure - via application and assessment using the relevant CAST road network models.

Health and environmental benefits have been assessed and quantified, at this stage adopting rates in the Economic Evaluation Manual (EEM) Simplified Procedures. Estimates have been made of the potential change in road crash costs using both the CAST Safety Interface and additional research-based assumptions regarding the potential for 'safety-in-numbers' improvements in crash rates.

Simple extrapolation and interpolation of demand forecasts and resulting benefits is considered appropriate at this stage and has been applied for intermediate years, and where facilities are operational and considered within the economic efficiency evaluation before 2021 and up to 2041. After this year (given the required 40 year evaluation period), we have taken a conservative approach and 'capped' projected benefits to the levels projected for 2041.

Whilst it will be appreciated that our best efforts have been made to ensure the likely accuracy of the demand forecasting (and resulting benefit assessment), it must also be acknowledged that cycle modelling is inherently subject to (considerably) more difficulty than traditional vehicle-based transport modelling. This arises not only by virtue of the relatively low availability and high potential variability in data on existing use (compared to that available for vehicle models) but also some uncertainty over the disparate potential motivators for use between individuals – and their response in practice (locally) to the availability of the significant-improvements in transport infrastructure that the proposals undoubtedly represent.

These levels of uncertainty will naturally be reflected in the level of confidence in trip-making scale and assignment predictions and resulting benefits. For this reason therefore, appropriate sensitivity testing is of particularly high importance, to inform the potential variation in projected benefits (or costs) to potentially critical parameters and assumptions.

What we can conclude with some confidence from the sensitivity tests conducted, is that while there is a potential range in parameters that could be expected to affect projected usage and therefore benefits, the overall economic Efficiency case for the MCR programme appears to be relatively insensitive - with a 'High' Efficiency rating being likely justified in almost all conceivable circumstances.



## 1 Introduction

- 1.1.1 QTP Ltd has been commissioned by Christchurch City Council (CCC) to quantify, where possible, the potential use and benefits of CCC's proposed Major Cycleway Route (MCR) programme.
- 1.1.2 The brief called for a rational and robust assessment to support CCC's discussions for potential funding assistance with the New Zealand Transport Agency NZTA, assist option selection and potentially optimise the funded package.
- 1.1.3 Specifically, this study is required to provide Council with the necessary information to make a preliminary estimate of the economic efficiency inputs and help inform Strategic Fit and Effectiveness assessments (by Council), in compliance with NZTA's investment assessment framework.
- 1.1.4 Given the potential wide-ranging impacts of the proposed project package, the level of investment being countenanced (now assessed as being around \$156m for a package of potentially up to 13 potential major project elements) and the NZTA limits for application of 'Simplified Procedures' (being an undiscounted capital cost  $\leq$  \$5 million), a (more) detailed assessment process is appropriate and has been applied to determine potential benefits.
- 1.1.5 Such a process has been enabled by the application of the Christchurch Strategic Cycle Model (CSCM), in combination with the Christchurch Assignment and Simulation Traffic (CAST) model.
- 1.1.6 For the purposes of this assessment, the CSCM model has been updated since its original conception in 2012, to reflect current planned routes in the proposed MCR programme and align these within a modelling framework which, apart from the exception described below, reflects the latest UDS/LURP agreed land use and future transport network assumptions ('v6' CTM/CAST transport models, October 2013).
- 1.1.7 The single exception to complete consistency with the land use (and road network assumptions) in CTM/CAST 'v6' (October 2013) is that school rolls adopted for this 'v6' Cycle Model now also reflect the latest Ministry of Education (MoE) announcements on future school merges and closures - including those made in December 2013.
- 1.1.8 This departure was considered warranted, as one of the key desired objectives of the MCR programme is to offer facilities that will attract less-confident potential cyclists (including school children): Education trips are known to have a very different pattern of cycling to other trips (and this varies too by age). To enable the most accurate estimation we can currently make of future potential use of cycle networks (Do-minimum or Do-Something), the adoption of the MoE's latest proposals was necessary to ensure any future potential use of any particular cycle network package reflects the scale and distribution of potential education-purpose cycle trips to existing (and future) schools - accounting for location, school type, roll, any prevailing catchments and anticipated population/age cohort shifts of contributing households and their relationship to proposed package projects.
- 1.1.9 The basis for the future Do-Minimum and Option cycle networks examined is the

anticipated road network currently adopted by the UDS partners, for each of this study's main assessment years (2021, 2031 and 2041) - along with other links available not available to motor vehicles.

1.1.10 The updated CSCM has been used to forecast the future cycle demand and user travel benefits on these cycle networks for each forecast year, with differentiation within these as required to reflect key potential variables (and therefore benefits). Our assessment of benefits has been informed not only by these projections of user statistics, but also through associated and consistent application of the CAST traffic model, to inform potential non-user benefits.

1.1.11 Following this Introduction, subsequent sections of this report in turn:

- summarise the main tool used for assessment (CSCM), including updates made for this study;
- identify the Option(s) assessed, including costs;
- forecast cycle demand, outlining relevant key assumptions;
- describe our assessment of benefits;
- summarise Benefit-Cost Ratio estimates (BCR)/Incremental BCRs;
- test potential Sensitivity (and any implications for rating); and finally
- present our Conclusions.

1.1.12 Lay readers should note that we have not attempted to explain all the terms and processes used in 'non-technical' language within this report: Its purpose is to summarise and supplement our technical work (including model data and calculation spreadsheets), and to support and facilitate technical peer review of the principal findings.

## 2 The Christchurch Strategic Cycle Model (CSCM)

2.1.1 The principal tool used as the basis for this investigation is the Christchurch Strategic Cycle Model (CSCM). This model was first developed by QTP for CCC in 2012 and is described more fully in two reports, which are available on request to CCC:

- Strategic Cycle Model - Non-Technical Summary (QTP, August 2012); and
- Christchurch Strategic Cycle Model Background report (QTP, August 2012).

2.1.2 The application of the model for this study essentially follows similar processes as described in detail within the above technical Background Report. These processes have therefore not repeated in full here, except where the original processes have been extended or modified to cater for the specific needs of this investigation. However, to ensure context, the key features have been summarised below:

2.1.3 The CSCM was set up to make forecasts of daily<sup>2</sup> utility-purpose cycle use, by trip purpose. The model includes stages which account for cycle trip generation, distribution, mode-split and assignment.

2.1.4 The cycle demand forecasts made by the model depend (mainly) upon:

- Demographic land use scale and distribution (e.g. population, jobs, school places);
- Accessibility and Attractiveness (via the available cycle network); and
- Relative (changes in) attractiveness of travel via cycle and private vehicle over time.

2.1.5 It should be emphasised that the CSCM is an entirely 'synthetic' transport model, by design: It does not rely upon matrix estimation at any stage. The rationale for this design choice is covered in more depth in the above Background Report, but essentially revolves around the potential reliability and variability of available cycle count information, coupled with a requirement to develop a model suitably responsive to potential future 'sea-changes' (including the infrastructure under assessment).

2.1.6 The CSCM is based upon the CAST (Christchurch Assignment and Simulation Traffic) model, with additional enhancement to reflect the cycle network - and cyclist choices.

2.1.7 The CAST model is a fine-grained network traffic model that could be readily adapted to enable relevant information for cycle modelling, such as inclusion of existing or potential cycle-only links, the ability to apply alternative assignment methods for different target cycle users and of course to incorporate accurate information on traffic volumes and delays, where this might affect potential cycle use.

2.1.8 Both CAST and thus the CSCM model divide the greater Christchurch ('UDS') area up in to around 1,400 discrete smaller areas (model zones). The CSCM estimates the potential cycle demand between each pair of these zones – as well as the likely route(s)

---

<sup>2</sup> Note that unless specified, the term 'Daily' is used within this report to described estimates adjusted to reflect use over an average weekday (Monday-Friday) within an (average) term-time. Flows can be expected to be higher or lower at times, e.g. due to seasonal variation, on wet days or in school holidays. Where quoted, AADT or annual estimates reflect adjustment for such variations, totalled over 365 days (ie 7 days a week accounting for all terms and holidays).

taken between each pair - by different types of user.

2.1.9 The fine division offered by this zone system (compared to, say, Census Area Units or the parent strategic CTM) was necessary to capture potential cycle effects because:

- Whilst Census Journey to Work data is highly useful, (home-based) commuting trips are estimated to (currently) account for 'only' around 30% of all term-time weekday utility trip-making by cycle; In other words, 70% of (existing) cycling is likely to have different drivers of scale (trip generation) and patterns.
- Indeed, a range of sources<sup>3</sup> confirm that trip-making generation and distribution for other cycle trip purposes differ markedly from for commuting (cycling) – e.g. different trip length profiles compared to commuting cycling trips.<sup>4</sup>
- CAU and CTM areas (on the whole) were determined to be too large to reflect a significant portion of potential cycle use - particularly for some purposes and at an assignment level appropriate for determining potential benefits.

2.1.10 The CSCM takes account of key forecast demographic demand variables in each area when making projections of a 'base' level of potential cycle trip-making, and therefore ensures that the potential impacts (over time) of anticipated (post-earthquake) changes in population, employment and school locations and rolls on potential cycle demands are incorporated.

2.1.11 The model also takes account of planned future transport network changes (e.g. the Central City Recovery Plan 'AAC'<sup>5</sup> roading network and new roading schemes elsewhere - as well as potential rise in future congestion, fuel prices etc.

2.1.12 Projections of cycling demand take account of perceived *utility* of cycling for different trip purposes<sup>6</sup> (commuting, education level (5 types), other home-based and non-home based cycling). The perceived utility for travel (by cycle) between a particular pair of zones takes account, (weighted by purpose) of the proportions using different routes and therefore different 'types' (standards) of cycle links – ranging from the high-standard segregated facilities, to on-street cycle lanes – to streets with no specific cycle facilities. The (change in) potential utility for a cycle trip is compared to the alternative of a trip by car to determine the potential change in future mode-split.

2.1.13 The ability for different potential cycle network improvement packages to attract more or less demand is therefore reflected by this mode-split adjustment element of the model.

2.1.14 The original model has been further developed for this study to disaggregate daily forecasts for each of the main travel hours (AM peak hour = 0800-0900, an average Interpeak hour (0900-1600) and the PM Peak hour = 1630-1730). This has been done to facilitate an accurate estimate of potential non-user (decongestion) benefits.

<sup>3</sup> E.g. CTM Household Interview Surveys and National Travel Survey data.

<sup>4</sup> E.g. for 'Education' purposes, the trip length profile depends not only on the level of education (student age) but also on the location and catchment policies of individual schools. The CSCM takes account of such factors.

<sup>5</sup> An Accessible City Chapter of the Central City Recovery Plan, CERA, October 2013

<sup>6</sup> As noted above, the estimates of use for purely-recreational cycling are NOT included.

### 3 Improvement Scenarios Assessed

3.1.1 The analysis presented within this report considers several alternative cycle network improvement strategies including:

- Scenario 0 – A Do Minimum Cycle Network improvement strategy;
- Scenario 1 – The principal ‘Option’ or ‘Do-something’ Strategy. On completion this would represent a package including additional potential major cycle network improvements:
  - b) The MCR programme (13 projects as currently envisaged), and
  - c) The Central City Recovery Plan (AAC) Cycle projects; and
  - d) The Christchurch Coastal Pathway (CCP);
- Scenario 2– As Scenario 1 above, but with approximately 25% less (by length) of the currently proposed MCR project (sections).

3.1.2 The term ‘scenario’ has been deliberately adopted throughout this report to describe what are, in effect, alternative investment package options. This is because the benefits of each are likely to **also** be dependent upon a range of other factors, beyond assumed cycle infrastructure. Such factors are described more fully in Section 4.1.

3.1.3 Each Scenario has been investigated to predict usage and identify consequential potential relative benefits, in 2021, 2031 and 2041. The basis for each of the cycle networks reflected in the above scenarios is therefore the road network anticipated for each of these assessment years - plus of course any cycle-only links enabled (in that relevant assessment year) within the package under consideration.

#### 3.2 Do-Minimum Cycle Networks (‘Scenario 0’)

3.2.1 It may be noted that several significant updates have been made to the single (2026) do-minimum scenario network prepared for the *original* (2012) cycle model-build, as described in the original Background Report. For each of the 3 future modelled years we have prepared updated Do-Minimum cycle networks for this study which:

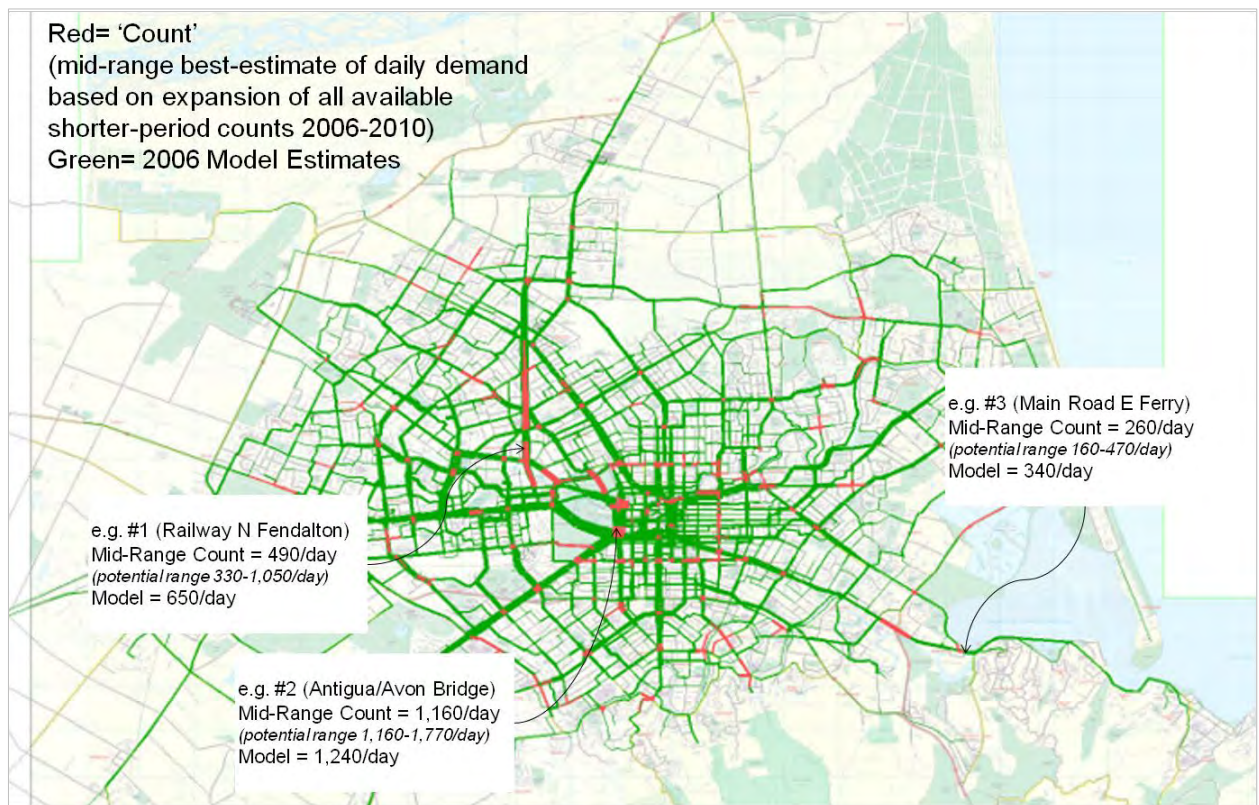
- Update the overall v5 road-based cycle networks to reflect the current (‘v6’) CAST vehicle networks, for each of the new assessment years of 2021, 2031 & 2041;
- Updates do-minimum improvements to reflect the detail of fully-or partially completed cycle projects (e.g. Southern Motorway Cycleway, Tuckers extension of Northern Railway cycleway, as well as several additional cycle-only river crossings not incorporated previously); and
- Now incorporates consideration of the principal on-road cycle lanes (to account for perceived utility differences between no facilities, segregated cycle paths **and** on-road cycle lanes in both Do-Minimum and Do-Something network assessments).

3.2.2 The ‘parent’ transport model changes - including both assumed land use and ‘road network’ supply (including public transport), are described in the following two reports:

- CTM V06 Update Report V01b.pdf (QTP Ltd., October 2013); and
- CAST v06 Model Update Report v02a.pdf (QTP Ltd., October 2013).

3.2.3 Given that we wished to enhance the CSCM to incorporate relative consideration of the proposed segregated cycle path projects to a network also incorporating many (existing) on-road cycle lanes, this has also necessitated updating the (2006) v5-based CSCM, to incorporate the latter<sup>7</sup>. The updated v6-based 2006 CSCM model estimates of daily cycle demand patterns are illustrated (and compared to available ‘actual’ count estimates<sup>8</sup>) below:

**Figure 3-1: v6 CSCM 2006 Estimated Daily Cycle Demand**



3.2.4 Each of the revised future v6 Do-Minimum cycle networks therefore have also been updated to ensure consistency, where relevant, with the physical and operational management assumptions within the v6 *vehicle* models (e.g. new subdivision roads, updated AAC schemes, revised traffic signal timings, etc.).

3.2.5 For the purposes of this assessment, the future assumed ‘Do-Minimum’ networks (one for each of the 3 future assessment years of 2021, 2031 and 2041) therefore include:

- The current road and cycle-specific network (restored per pre-quake);

<sup>7</sup> The original CSCM was developed on a very constrained budget that precluded inclusion of all desirable features: It therefore only sought to illustrate the potential difference between segregated paths and ‘existing’ cycle infrastructure (on-road lanes and no facilities not being differentiated).

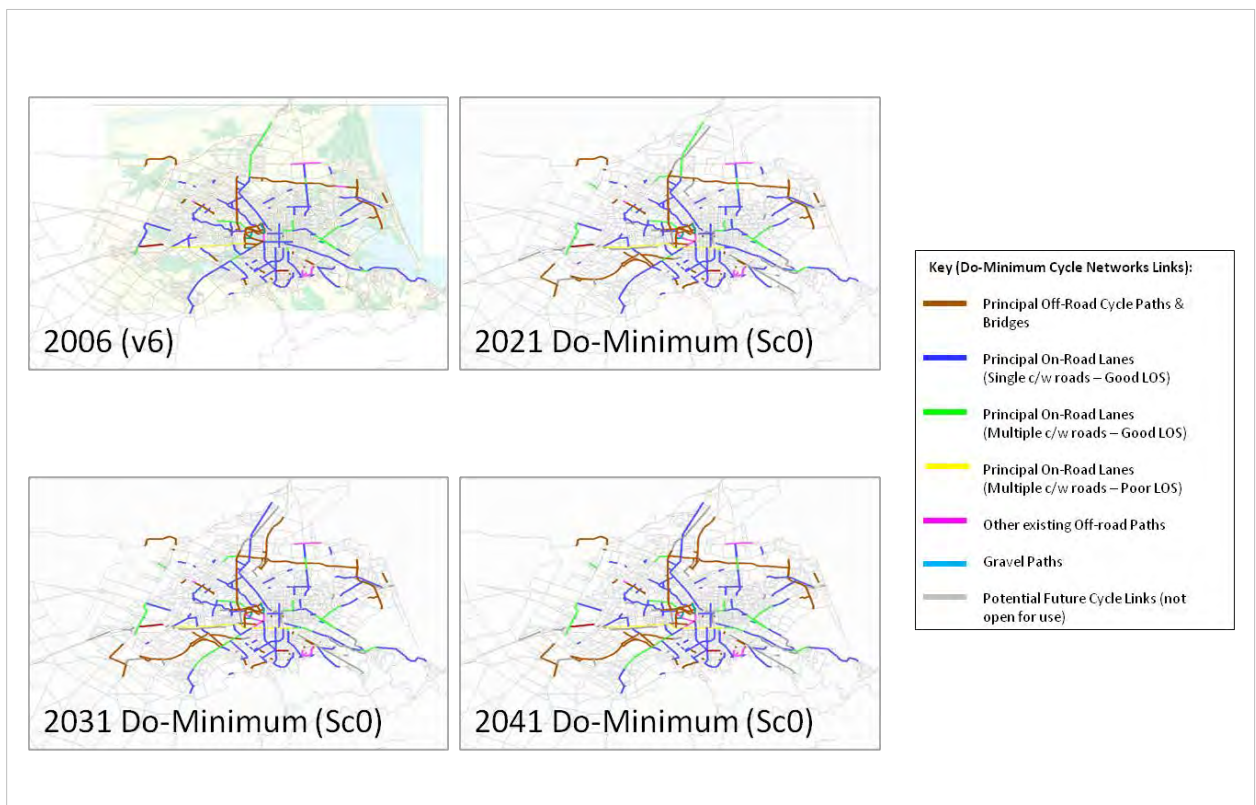
<sup>8</sup> It is accurate to describe these ‘counts’ as ‘estimates’ too: They reflect the expansion of (all) shorter-period observed counts (typically gathered over 1.5hr periods) using expansion factors detailed in NZTAs National Cycle and Route Planning Guide to thus provide an *estimate* of daily ‘actual’ demand.

- Road improvements and additions anticipated to be added by the appropriate time e.g. through anticipated growth area sub-division.
- Specific off-road cycle paths (currently) proposed to be provided in association with approved or publicly-notified major transport projects (e.g. the Northern Arterial (NZTA), and Wigram-Magdala Link, Northcote Road 4-Laning and Northern Arterial Extension (CCC).
- The following major potential cycle infrastructure improvement projects have not been included in the assumed Do-Minimum networks, given potential funding uncertainty - but have instead been incorporated as part of (all) assumed integrated 'Do-Something' (Option) cycle network packages:
  - a) The CCRP (An Accessible City - AAC) cycle path projects; and
  - b) The Christchurch Coastal Pathway (CCP), which runs between the Ferrymead Bridge and Sumner

3.2.6 In addition, all v6 cycle networks (including the Do-minimums) also reflect, where required, the predicted *performance* or the v6 vehicle networks, requiring interrogation of vehicle networks to extract and update the relevant updated (cycle) turning penalties for the appropriate year/period – as some of these depend upon (revised) traffic movements and delays.

3.2.7 The Do-Minimum network assumptions are broadly summarised on Figure 3-2 below:

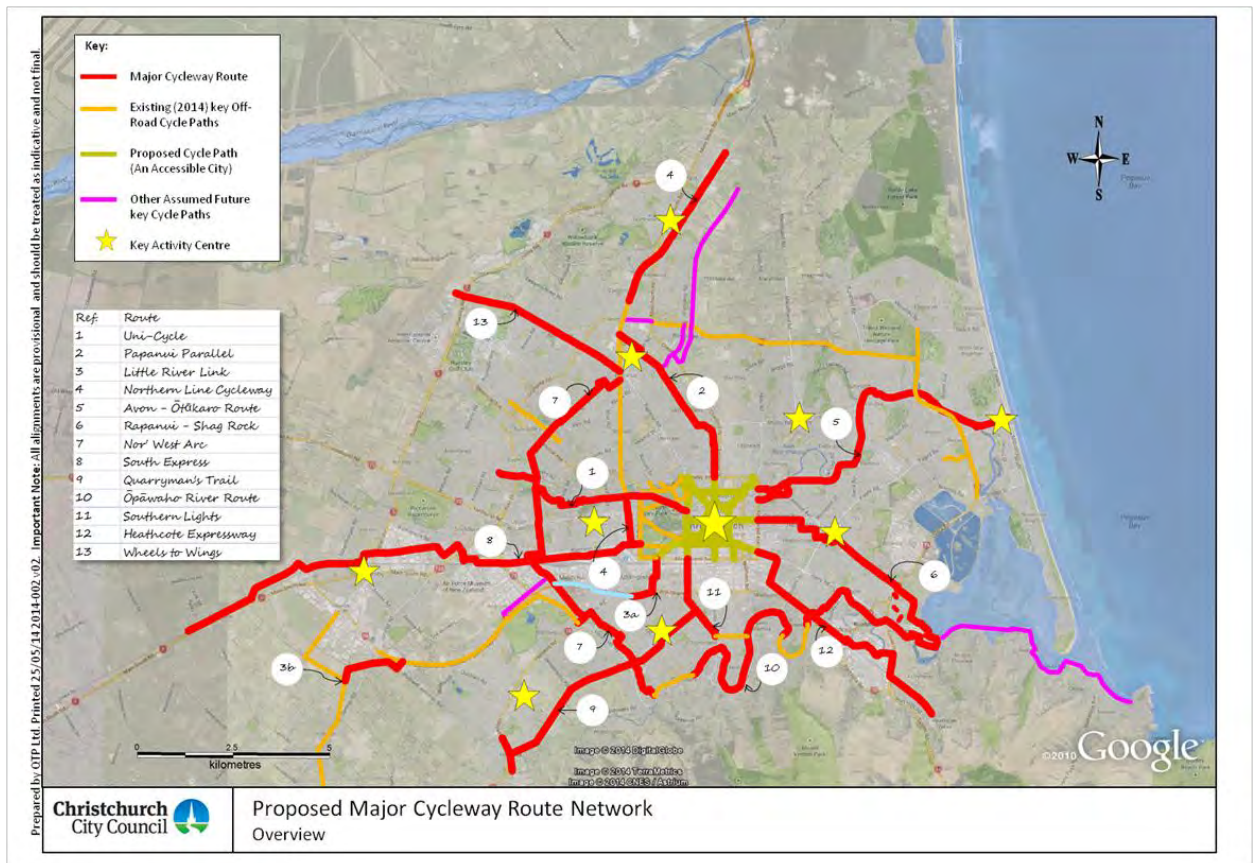
**Figure 3-2: Revised Do-Minimum Cycle Networks (CSCMv6)**



### 3.3 Scenario 1 Cycle Network

3.3.1 The key Option network scenario adopted for the purposes of this assessment is the current assumed MCR programme for segregated off-road cycle paths, as shown below in Figure 3-3.

**Figure 3-3: MCR Assumed Future Cycle Network<sup>9</sup>**



3.3.2 The above MCR alignments represent, in some cases, slight amendment to the provisional alignments shown in CCC's April 2013 Priority Cycleway Project plan and follow further investigation by the Council's project team since that time. Appendix 1 identifies and describes the principal differences from this earlier plan.

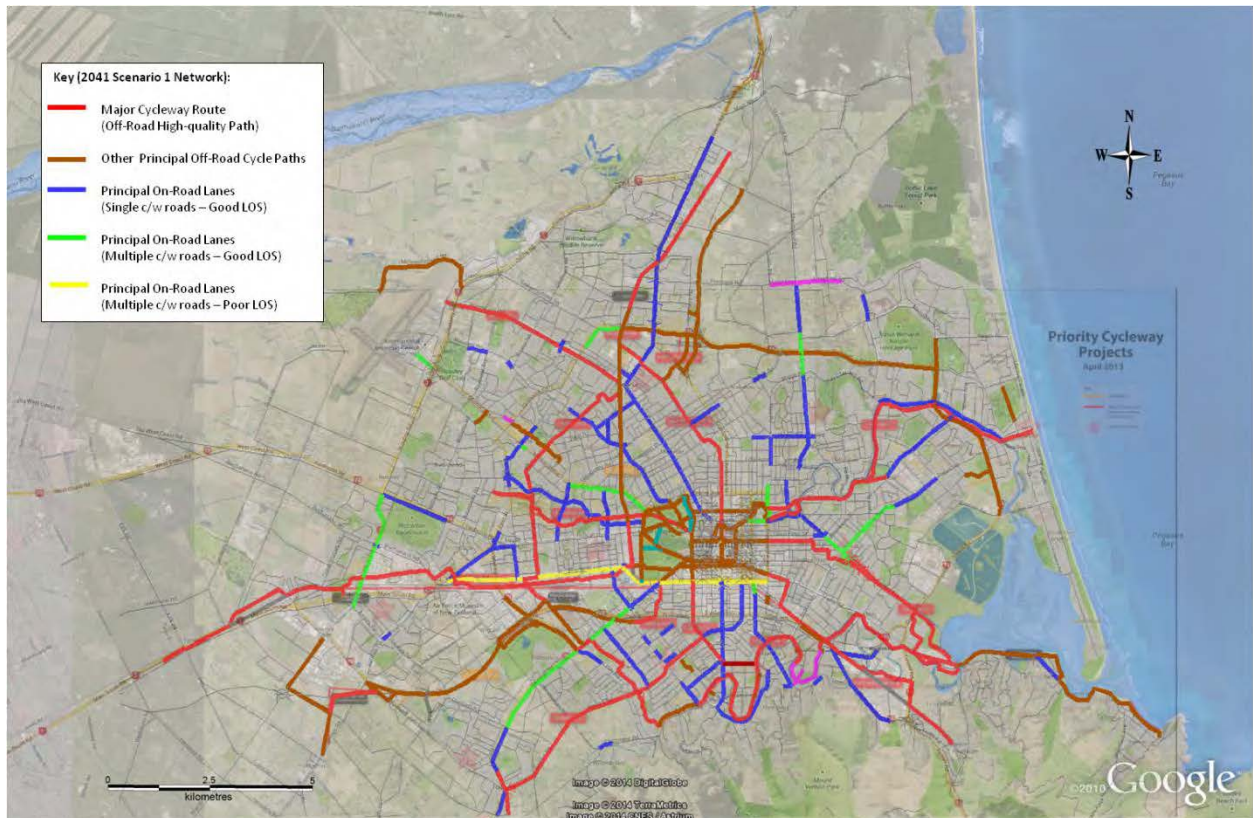
3.3.3 It is important to note however that detailed design for project alignments shown above will continue to be progressed and therefore the alignments shown should still not be taken as definitive until such time as they are approved as such by the Council and other relevant agencies.

<sup>9</sup> The network shown here is for 'Scenario 1' (Full implementation of MCR)



3.3.4 In terms of representation of the infrastructure capacity of this package within the CSCM, this may be summarised by showing the assumed model ‘link’ coding assumptions, shown in Figure 3-4 and Figure 3-5.

**Figure 3-4: Model Coding<sup>10</sup> Example: 2041 Scenario 1 Future Cycle Model Network**

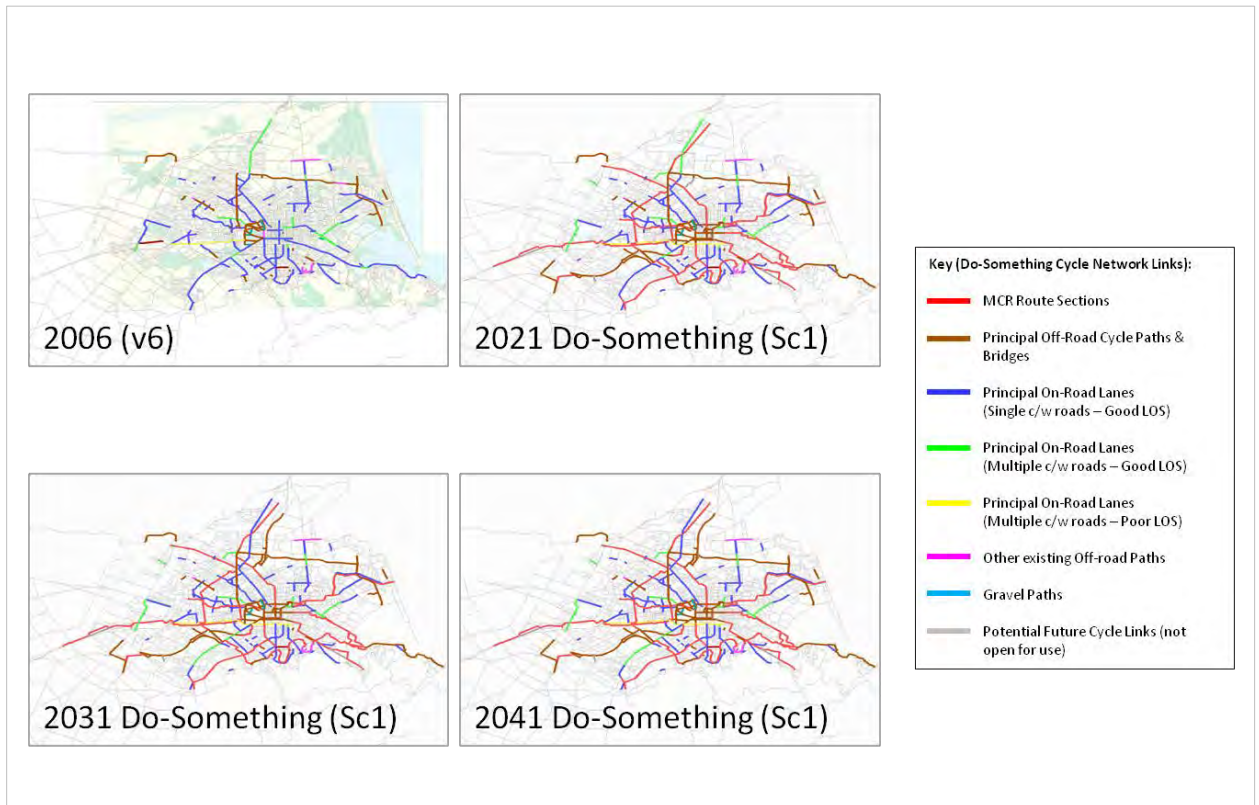


3.3.5 Essentially (for mode-split) purposes, the ‘utility’ of each potential cycle link within the network is allocated into one of only 3 categories, being:

- a) On-Street (no facilities)
- b) On-Street (with Cycle lanes); or
- c) Off-Street Cycle Paths

<sup>10</sup> Several residual minor *model* differences may be noted in detail, when compared to Figure 3-3:– e.g. final AAC cycleway omissions on original April 2013 CCC plan are still omitted in the above networks (i.e. as modelled) e.g. Colombo & Barbadoes (Moorhouse-St Asaph); Minor routing change near Eastgate etc. None are considered likely to be significant in terms of the strategic modelling.

**Figure 3-5: Model Coding Summary<sup>11</sup> of all Scenario 1 Cycle Model Networks**



- 3.3.6 It can be seen from the above figure that, for all future year scenarios the MCR routes are assumed to have all been completed by 2021.
- 3.3.7 The current assumptions regarding a potential construction profile for this package are shown overleaf. These are necessary to determine the present value of costs for economic assessment purposes.
- 3.3.8 This capital cost profile, will of course be subject to potential change – both as designs and cost-estimation are progressed to a greater level of detail, and decisions are developed and made by Council and partner agencies over funding and optimum sequencing.

<sup>11</sup> This Summary cannot possibly show all coded differences (e.g. at the intersection level, the assumed form of traffic control may differ, signal timings are anticipated to change etc. etc.)

**Table 3-1: Draft Major Cycleway Route Programme - Funding Cash flow (Updated)**

Draft Major Cycleway Route Programme - Current Assumed Funding Cashflow

Route	Name	Previous Working Name	Approx. Route Length (km) - As model defn.	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	Total \$	Approx. \$/km
1	Uni-Cycle	University	5.6	\$318,000	\$1,593,000	\$2,706,000	\$3,900,000						\$8,517,000	\$1,521,000
2	Papanui Parallel	Grassmere	4.9	\$515,000	\$986,000	\$4,074,000	\$1,678,000	\$2,206,000					\$9,459,000	\$1,941,000
3	Little River Link	Little River	3.0	\$42,000	\$446,000	\$3,194,000							\$3,682,000	\$1,244,000
4	Northern Line Cycleway	Northern Railway	5.6				\$634,000	\$314,000	\$4,792,000				\$5,740,000	\$1,018,000
5	Avon - Ōtākaro Route	Avon River	10.4					\$2,006,000	\$371,000	\$12,990,000	\$4,179,000		\$19,546,000	\$1,873,000
6	Rapanui - Shag Rock Cycleway	Ferrymead	8.9		\$1,035,000	\$710,000	\$1,412,000	\$13,977,000	\$1,134,000				\$18,268,000	\$2,055,000
7	Nor' West Arc	Western Orbital	10.5				\$175,000	\$1,968,000	\$6,778,000	\$9,355,000			\$18,276,000	\$1,734,000
8	South Express	Hornby	13.3				\$1,955,000	\$1,017,000	\$14,958,000	\$570,000			\$18,500,000	\$1,390,000
9	Quarryman's Trail	Halswell	8.6		\$1,227,000	\$740,000	\$8,026,000	\$5,773,000					\$15,766,000	\$1,837,000
10	Ōpāwaho River Route	Heathcote River	10.8						\$1,562,000	\$456,000	\$11,092,000	\$1,664,000	\$14,774,000	\$1,365,000
11	Southern Lights	South-City	0.9					\$59,000	\$221,000	\$1,347,000			\$1,627,000	\$1,898,000
12	Heathcote Expressway	Heathcote Rail	7.1			\$884,000	\$868,000	\$9,619,000					\$11,371,000	\$1,595,000
13	Wheels to Wings	Airport-City	4.6					\$1,209,000	\$740,000	\$8,764,000			\$10,713,000	\$2,348,000
<b>Total Draft MCR Programme (Capital)</b>			<b>94.2</b>	<b>\$875,000</b>	<b>\$5,287,000</b>	<b>\$12,308,000</b>	<b>\$18,648,000</b>	<b>\$38,148,000</b>	<b>\$30,556,000</b>	<b>\$33,482,000</b>	<b>\$15,271,000</b>	<b>\$1,664,000</b>	<b>\$156,239,000</b>	<b>\$1,659,000</b>

(Data provided by CCC and current 08/1/2015 . Note lengths of Routes 9 and 11 have changed since Preliminary Assessment - with a portion of Route 11 now being incorporated into Route 9.

3.3.9 We consider that much of the anticipated MCR programme expenditure shown for the financial year 2013/14 are likely represent sunk costs for design and investigation. These costs have non-saleable value and would normally be omitted from economic assessment (and thereby reducing the net expenditure of the proposed package, compared to the assumed Do-Minimum). However, to realise a conservative assessment, the full current (capital) cost estimates provided above by CCC have been allowed for, at this stage.

3.3.10 As noted above, two other potential major projects have been assumed as additional (to the MCR programme) in an integrated 'Do-Something' (Option) cycle network package:

- An Accessible City cycle path projects; and
- The Coastal Pathway, which runs between the Ferrymead Bridge and Sumner.

3.3.11 For the purposes of this assessment, revised estimates for these projects have been adopted, being a total of \$15m now being allowed for An Accessible City (AAC) cycle projects (down from \$18m adopted in the Preliminary Assessment) and \$17.75m now allowed for the Christchurch Coastal Pathway (up from \$10m).

3.3.12 Note that capital costs of cycle improvements associated with future major roading schemes, eg Wigram-Madala, Northern Arterial) have *not* been included – These costs will be incurred in Do-Minimum and the net cost (c.f. Do-Something) is therefore zero.

3.3.13 Detailed discounting calculations for costs (and benefits) are provided within the spreadsheets that accompany and support this report –and these are summarised in Appendices F and G.

3.3.14 The assumed capital cost profile has however been summarised graphically, as shown in Figure 3-6 overleaf - while Table 3-2 supplies the key figures relevant to the central Benefit-Cost assessment scenario.

Figure 3-6: Assumed Capital Expenditure Profile for Scenario 1 (updated)

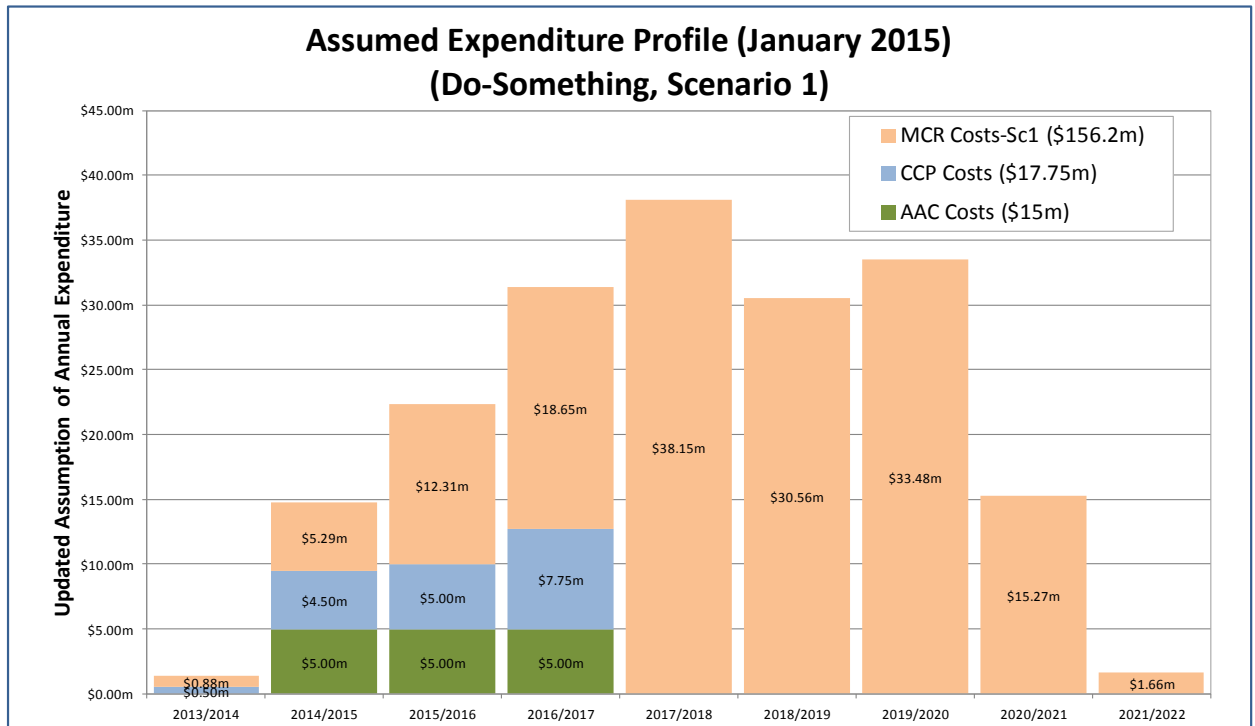


Table 3-2: Scenario 1 Capital Cost Assumptions – Summary (updated)

Package Element	Undiscounted Total Cost	Present Value of Costs (6% Discount Rate)
13 MCR Routes	\$156.2m	\$120.3m
An Accessible City Routes	\$15.0m	\$13.4m
Christchurch Coastal Pathway	\$17.75m	\$15.7m
Scenario 1 Total	\$189.0m	\$149.4m

3.3.15 This Update also now makes allowance for the (net) maintenance of the improved cycleway network infrastructure: This was not known when the Preliminary Assessment was made but has since been assessed by CCC (for the MCR network), allowing for the particular type of cycle facilities now proposed and their anticipated recurrent and periodic maintenance<sup>12</sup> requirements. We have applied average net rates from these projects to also estimate a net maintenance allowance for the AAC and CCP projects.

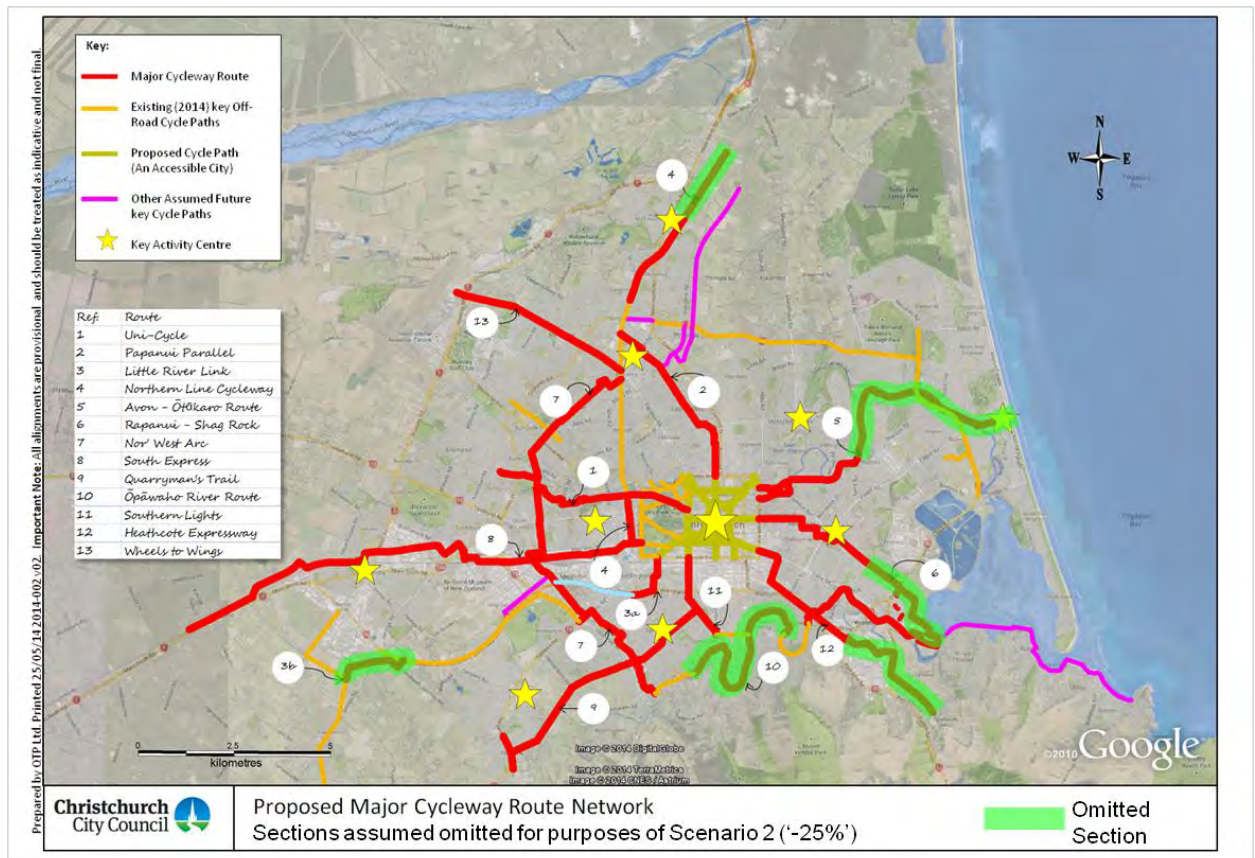
3.3.16 Overall the net maintenance on completion of all projects is expected to be +\$240,000 annually (compared to the Do-Minimum), amounting to an undiscounted net total of around \$9m over the assessment period and a discounted total (Present Value) of \$3m. The latter amounts to around 2% of the Updated Capital Costs.

<sup>12</sup> Periodic maintenance has however been incorporated by CCC on a % basis i.e. as a recurrent (annual) maintenance allowance. While this is not strictly correct when discounting, we have retained these values for simplicity.

### 3.4 Scenario 2 Cycle Network

3.4.1 To examine the potential for cost savings (and resulting reduction in benefits) a second scenario is described here, which reflects the assumed omission (or 'indefinite deferment') of some sections of the full (Scenario 1) MCR network. The sections selected to omit for this illustrative scenario represent a total of approximately 25% (by length) of the full MCR network and are highlighted in Figure 3-7.

**Figure 3-7: MCR Sections assumed to be omitted/deferred for Scenario 2**



**Table 3-3: Scenario 2 Capital Cost Summary (updated)**

Package Element	Undiscounted Total Cost	Present Value of Costs (6% Discount Rate)
13 MCR Routes	\$117.3m	\$91.1m
An Accessible City Routes	\$15.0m	\$13.4m
Christchurch Coastal Pathway	\$17.75m	\$15.7m
<b>Scenario 2 Total</b>	<b>\$150.1m</b>	<b>\$120.1m</b>

3.4.2 Given these assumptions, when net maintenance is also included, the **present value of total Scenario 2 costs** might be reduced by -20%, compared with the cost estimates adopted for Scenario 1.

3.4.4 Note that total of MCR element costs does not reduce in direct proportion to the length reduction (-25%), because of the particular route sections omitted.: Costs for each route are reduced pro-rata in the absence of more detailed information and the PV is determined according to the profile in Table 3-1.

**Table 3-4: Scenario 2: Undiscounted Cost Assumptions (updated)**

Route	Name	Full Length (Sc1) km	Reduced Length (Sc2) km	Assumed Sc2 \$
1	Uni-Cycle	5.60	5.60	\$8,517,000
2	Papanui Parallel	4.87	4.87	\$9,459,000
3	Little River Link	2.96	1.49	\$1,858,415
4	Northern Line Cycleway	5.64	3.54	\$3,600,092
5	Avon - Ōtākaro Route	10.44	4.37	\$8,179,912
6	Rapanui - Shag Rock Cycleway	8.89	3.74	\$7,684,974
7	Nor' West Arc	10.54	10.54	\$18,276,000
8	South Express	13.31	13.31	\$18,500,000
9	Quarryman's Trail	8.58	8.58	\$15,766,000
10	Ōpāwaho River Route	10.83	5.30	\$7,231,441
11	Southern Lights	0.86	0.86	\$1,627,000
12	Heathcote Expressway	7.13	3.70	\$5,907,241
13	Wheels to Wings	4.56	4.56	\$10,713,000
<b>All MCRs</b>		<b>94.21</b>	<b>70.47</b>	<b>\$117,320,075</b>

Routes with sections omitted for illustrative Scenario 2

## 4 Forecast Cycle Demands

### 4.1 Key Assumptions

- 4.1.1 For our base forecasts a consistent assumption (applied within both the Do-Minimum and Do-Something Scenarios) is that by 2041, a rise in the real-terms price of fuel of some 40% (over 2006 values) *might* occur – allowing for potential peak-oil effects<sup>13</sup>. Such an increase can, naturally, be anticipated to make alternatives to private car use (including cycling) somewhat more attractive by comparison, for some travellers. Given the uncertainty around the potential scale and timing of any such rise however, a sensitivity test has however also been conducted *without* this increase - i.e. fuel costs being assumed to remain at 2006 values in real terms, for all 3 assessment years.
- 4.1.2 One of the other key assumptions relating to potential future year cycle demand, is how many car users (drivers or passengers) actually *would* choose cycling as a viable alternative, given suitable improvements. Existing research suggests significantly differing figures for this ‘trader-factor’, depending on the context and method of research. Figures range from up to about 80% (applied in a recent study into potential cycle use within the Inner Sydney area<sup>14</sup>) down to 9% (from a hierarchical elimination study undertaken in 1992 in Brisbane<sup>15</sup>).
- 4.1.3 One of the key cautions when transferring relationships, particularly those derived from ‘Stated-Preference’ studies, is not only the potentially different context and the detail of original survey method – but also the difference between what people say they might do (in a hypothetical situation) and what they actually *would* do, in reality. There may be a significant gap between the subset of the population that say they are prepared to consider cycling as an alternative mode or might be considered potential cyclists – illustrated by very significant cycle ownership levels – and those that actually would realistically choose to cycle (on a regular basis).
- 4.1.4 For our base forecasts however, we have adopted an estimated figure of 30% as this (maximum) ‘trader-factor’ (from car). Whilst this is based on a dated hierarchical elimination study, undertaken in 1982 in Germany<sup>16</sup>, which itself was based on commuting trips only and also may not reflect the attractiveness of more modern designs of segregated facilities, in the absence of more detailed local investigation, in our opinion this is likely to provide a more realistic (and still aspirational) figure for Christchurch, compared with the figure of 80% recently adopted for Inner Sydney<sup>17</sup>.

<sup>13</sup> 2021 and 2031 values (per vehicle-km) have been applied, through simple interpolation between 2006 and 2041.

<sup>14</sup> Aecom Australia Pty Ltd. (2010) Inner Sydney Regional Bike Network: Demand Assessment and Economic Appraisal.

<sup>15</sup> Morgan-Thomas, E. (1992). Why Don't You Commute by Bicycle? Ausbike 92-Cyclist Behaviour and Planning, Melbourne.

<sup>16</sup> Brög, W. (1982). The acceptance of policies to encourage cycling. Transportation Research Board, Washington, Socialdata, Muenchen, Germany.

<sup>17</sup> It is perhaps also worth noting that surveys and analysis by Parkman et al. estimated a maximum

- 4.1.5 Put another way, respecting local factors, for the purposes of our base estimates on average around 70% of car users are assumed to consider themselves – and be considered - to be ‘captive’ to the car.
- 4.1.6 How this is reflected in our (base) estimates is that whilst the CSCM mode-split module might predict a rise of say x% in the proportion of person trips made by cycle (based on relative changes in utility of both cycle and car travel), for a particular zone pair, the proportional (difference) that is actually taken forward as the estimate of travel by cycle is factored by the assumed ‘trader’ proportion – in the base case this being a factor of 0.3x.
- 4.1.7 However a sensitivity test has *also* been conducted to examine ‘what-if’ this ‘trader’ proportion might conceivably be even lower? –The assumption being made for the purposes of this test that the proportion might be around 15%, compared to the 30% of car users assumed for the base tests.
- 4.1.8 Naturally, the figure may perhaps equally be argued as potentially higher – and people’s propensity to change modes can naturally be expected vary over time as the relative attractiveness changes – e.g. people stating they would be in the “no-way, no-how” category currently may have a different stated preference, were their circumstances to change substantially.
- 4.1.9 Notwithstanding this uncertainty, we note that NZTA RR449 (Kingham, Koorey et al.) cites a 2005 survey by Opinions Market Research that “27% of (Christchurch) non-cyclists were keen to cycle”<sup>18</sup>. This may suggest that about 30% is likely to represent a realistic, if possibly conservative, value – unless, for example, parking availability and costs and /or real-terms fuel costs were to change by an order or magnitude in the future.
- 4.1.10 The other thing perhaps worth noting here is that the relative utility discussed above (between no facilities, on-street facilities and segregated paths) is only applied within the mode-choice module of the CSCM (i.e. to determine the relative probability of using a cycle for a trip for a particular purpose between a particular origin and destination). When it comes to assignment, the relativity between facility types is based on a different perceived value (i.e. that segregated facility (links) may allow travel perceived to be around 25kph rather than 20kph assumed as an average with no of on-road facilities (note intersections delays are calculated in addition – also note that for the purpose of modelling the relative valuation of time and distance is also assumed to vary by cycle travel by trip purpose).

---

trader factor of 60% based on a large RP/SP study in the UK, and in another UK SP study estimated a ‘saturation level’ or maximum possible uptake of 43% See John Parkin & Mark Wardman & Matthew Page, 2008: "Estimation of the determinants of bicycle mode share for the journey to work using census data," Transportation, Springer, vol. 35(1), pages 93-109, January.

<sup>18</sup>

Reference may also be made to LTNZ RR294 (Sullivan & O’Fallon)



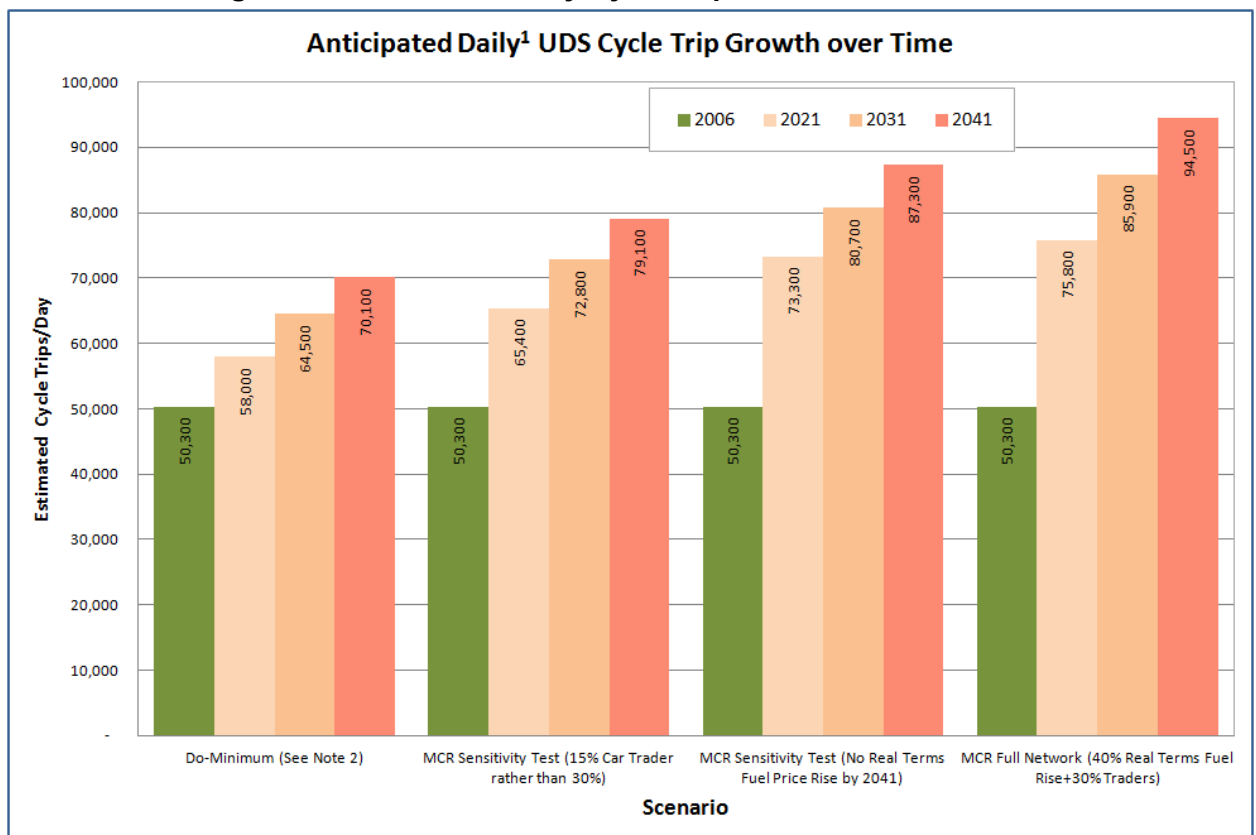
## 4.2 Forecast Growth in Daily Cycle Trips

4.2.1 Application of the v6 CSCM to the Do-Minimum and Do-Something networks (and the principal sensitivity tests noted above) yield the daily cycle trips summarised in Table 4-1 and shown in Figure 4-1 below.

**Table 4-1: UDS-wide Total Daily Cycle Trips (Average weekday in term-time)**

Year	Do-Minimum	Full Network test 1-3 (15% traders not 30%)	Full Network test 1-2 (0% fuel price rise not 40%)	Scenario 1 (MCR+ACC+CCP)	Scenario 2 (Scenario 1 -25%) <i>(not shown on graph)</i>
2006	50,339	50,339	50,339	50,339	50,339
2021	57,994	65,362	73,324	75,757	74,365
2031	64,513	72,838	80,686	85,939	84,455
2041	70,052	79,145	87,295	94,541	92,827

**Figure 4-1: Estimated Daily Cycle Trip Demand over time**

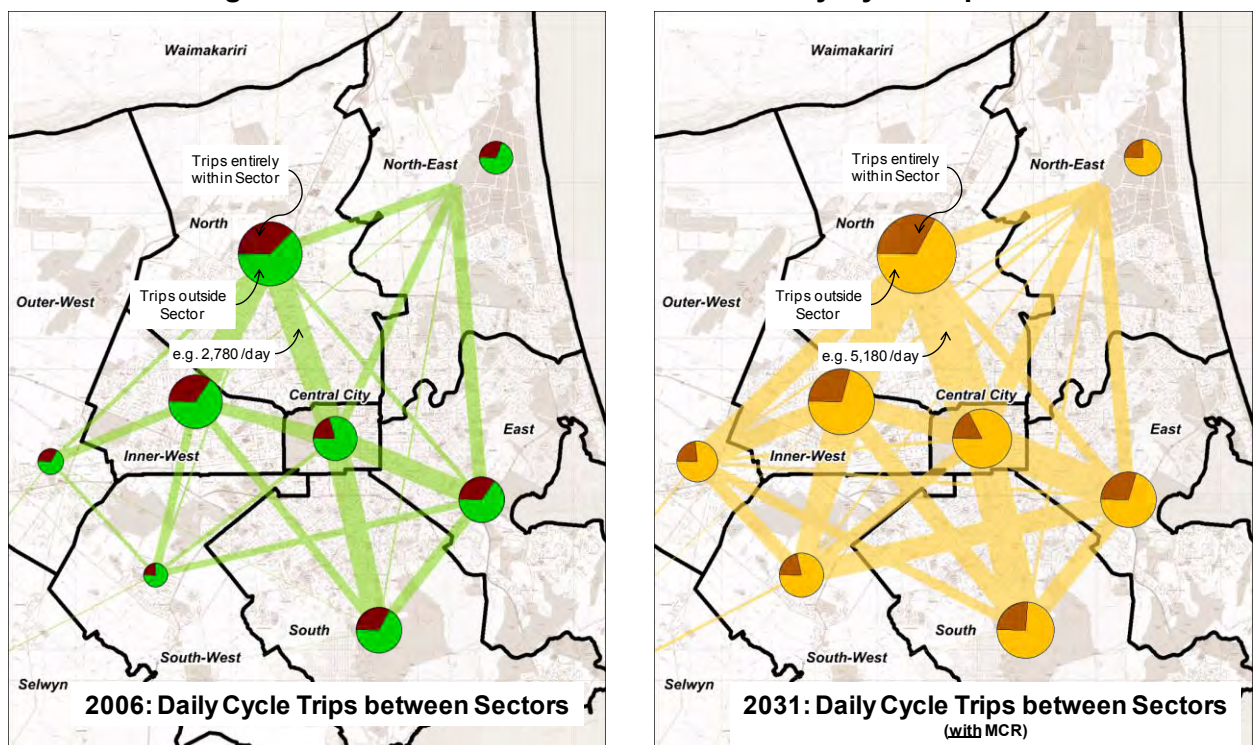


4.2.2 The above analysis confirms that the principal Do-Something option (Scenario 1) is predicted to generate around 71% more cycle trips by 2031, compared to 2006 – and nearly 90% more at 2041.

### 4.3 Predicted Changes in Daily Cycle Travel Patterns

- 4.3.1 This growth is not predicted to be consistent across the whole greater Christchurch area: Rather, the number of cycle trips between particular areas is predicted to be affected by anticipated population shifts, employment opportunities and relationships between pupils and schools, not only at an absolute level but also as these changes may influence travel distances.
- 4.3.2 Furthermore (and perhaps obviously) the level of cycle trip growth between particular areas is predicted to be affected by the relationship to the major infrastructure improvements proposed, with demand between origins and destinations well-served by the improvements predicted to grow to a greater degree than in areas less well-served.
- 4.3.3 As an indicator of this, the overall growth (to 2031) in Cycle travel predicted between and within the UDS partners' "Improvement Sectors" is presented and compared to pre-quake patterns in n Figure 4-2 below.
- 4.3.4 This comparison, for example, shows that a high level of growth is anticipated within the "South-West" sector - but almost negligible growth in the "North-East". The latter is partially because the sectors represent an aggregation of many individual smaller zones that make up each sector: The "North-East". sector not only includes areas where growth in cycle trips is certainly anticipated (e.g. Prestons) but also areas where cycle trips are predicted to reduce (e.g. a reasonable proportion of residential red-zoned areas).
- 4.3.5 It also demonstrates that a slight rise in the proportion of *inter*-sector trips is anticipated – i.e. longer distance cycle trips, facilitated not only by more dispersed origins and destinations but also a proposed cycle network that better serves these more dispersed generators.

**Figure 4-2: Inter-Sector and Intra-Sector Daily Cycle Trips**

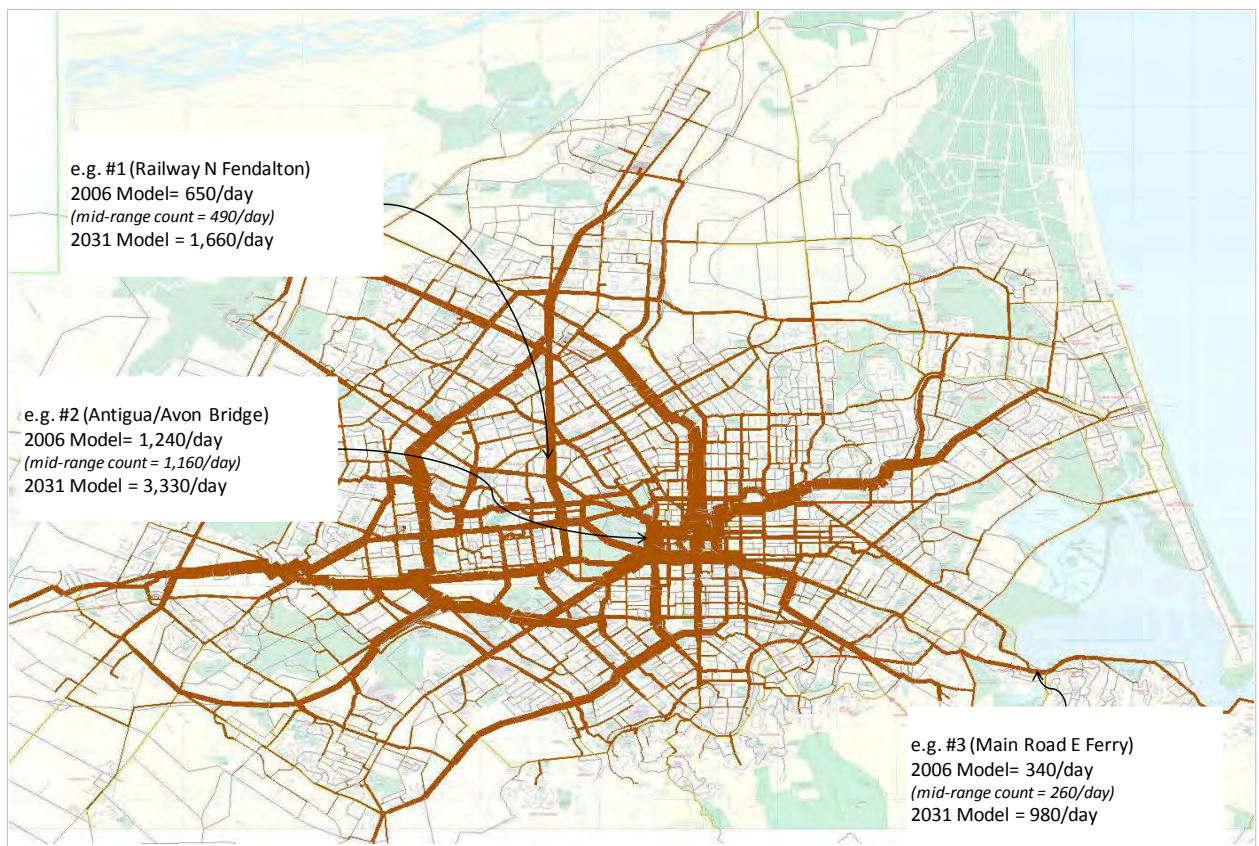


#### 4.4 Daily Cycle Travel Assignments

4.4.1 The predicted cycle demand (matrices) have been assigned, individually for each of the 4 main cycle trip purposes, to the relevant cycle scenario networks. This is because each purpose is assumed to have different assignment parameters e.g. a greater emphasis on directness for commuters, compared to all other cycle trips. Each purpose assignment is then added together to enable an illustration of predicted **total** daily volumes on each link of the cycle network for a particular scenario/ year.

4.4.2 Figure 4-3 shows, as an example, the anticipated use in 2031, under Scenario 1 (where the cycle network represents that proposed)

**Figure 4-3: Predicted Daily Cycle Assignment Example (Scenario 1 network, 2031)**



4.4.3 The relationship to the proposed MCR network will be apparent, as may be the significant predicted level of growth, compared to 2006 (as shown by Figure 3-1). The ratio of growth in 'assigned' trips is predicted to be so substantial – and exceeds the proportional change in the number of trips - because 'observed' trips are a product of both the *number* **and** the *distance* of each trip.

4.4.4 In the future the improved network (along with demographic shifts) can be expected to facilitate & encourage longer trips by cycle – the overall average (weighted by purpose) being predicted to rise from 3.1km (2006) to 3.4km (2031 Do-Min) but 4.4km with Scenario 1 (ie +40%). 'Observed' trips (as reflected by cycle-km) are therefore projected to increase by **138%** from 2006 levels by 2031 (+70% more trips averaging +40% longer [as 1.7.x1.4=2.38])

#### 4.5 Use of Cycle Network

- 4.5.1 In order to make many of the calculations required for the assessment of benefits, the amount of travel being conducted on particular parts of the network was required to be estimated. This was not only to disaggregate by standard for overall benefit assessment (e.g. no facilities, on-road cycle lanes or segregated paths), but also determine the 'average' use<sup>19</sup> along individual MCR projects to assist prioritisation. Statistics for these purposes have been extracted from the cycle model(s) by using the ability to identify and sum demand, time (including intersection delays) and distance by 'link-type'.
- 4.5.2 For example, 'x' cycle trips/day (x varying for *each* of the 4 main cycle trip purposes!) might be predicted by between zones 'a' and 'b'. However each of these trips may be predicted (by the assignment module) to take different routes between 'a' and 'b'<sup>20</sup>. Obviously the cycle trips observed on the network reflect the sum (assigned) over all routes, and all purposes, between all zone pairs. However, by extracting network-wide statistics on number of cyclists on each and every element of the network, the cycle-km on each element (type) of interest could thus be predicted.
- 4.5.3 An example of this are the figures shown overleaf. Figure 4-4 summarises the approximate lengths of segregated and other cycle facilities.
- 4.5.4 This shows that only about 2.3% of the 'pre-quake' (2006) network available for cycling was formed by segregated cycle paths, with an additional 6% or so being main roads that had reasonably contiguous on-road (cycle lane) facilities. The remainder - and vast majority of this network - are roads without any explicit continuous cycle facilities.
- 4.5.5 With the proposed improvements however, this proportion would rise, such that on completion of the full MCR network (along with the AAC and CCP projects), cycle paths would form around 8.5% of the total road & cycle network.
- 4.5.6 These proportions can be compared to projected use by facility type over time, in Figure 4-5.
- 4.5.7 This demonstrates that despite comprising a relatively modest proportion of the total available network (all cycle 'paths' comprising around 8.5% of all potential cycle routes), by 2041 the 'paths' are predicted to cater for nearly half of all cycle-km travelled,. Thus, as well as providing essential inputs to enable economic assessment (e.g. use of segregated portions of the network is required to be identified for EEM processes), this also serves to confirm that, in large measure, the MCR (and other proposed cycle path routes) appear to be reasonably well-positioned to meet peoples' (future) travel needs - and fulfill a strategic objective to attract (more) use of (more of) such facilities.
- 4.5.8 Appendix C tabulates these key network-wide cycle user summary statistics, by purpose.

---

<sup>19</sup> A 'route' may consist of many individual links, each with varying use

<sup>20</sup> As a matter of further detail it might also be noted that the CSCM does not use an 'all-or-nothing' approach (i.e. assigning all cycle trips to a single route) - but rather reflects a spread of perceptions regarding what might constitute the most-attractive route(s), using a 'stochastic' assignment technique (with a lower spread assumed for commuting purposes).

Figure 4-4: Assumed Proportions of Cycle Infrastructure Provision

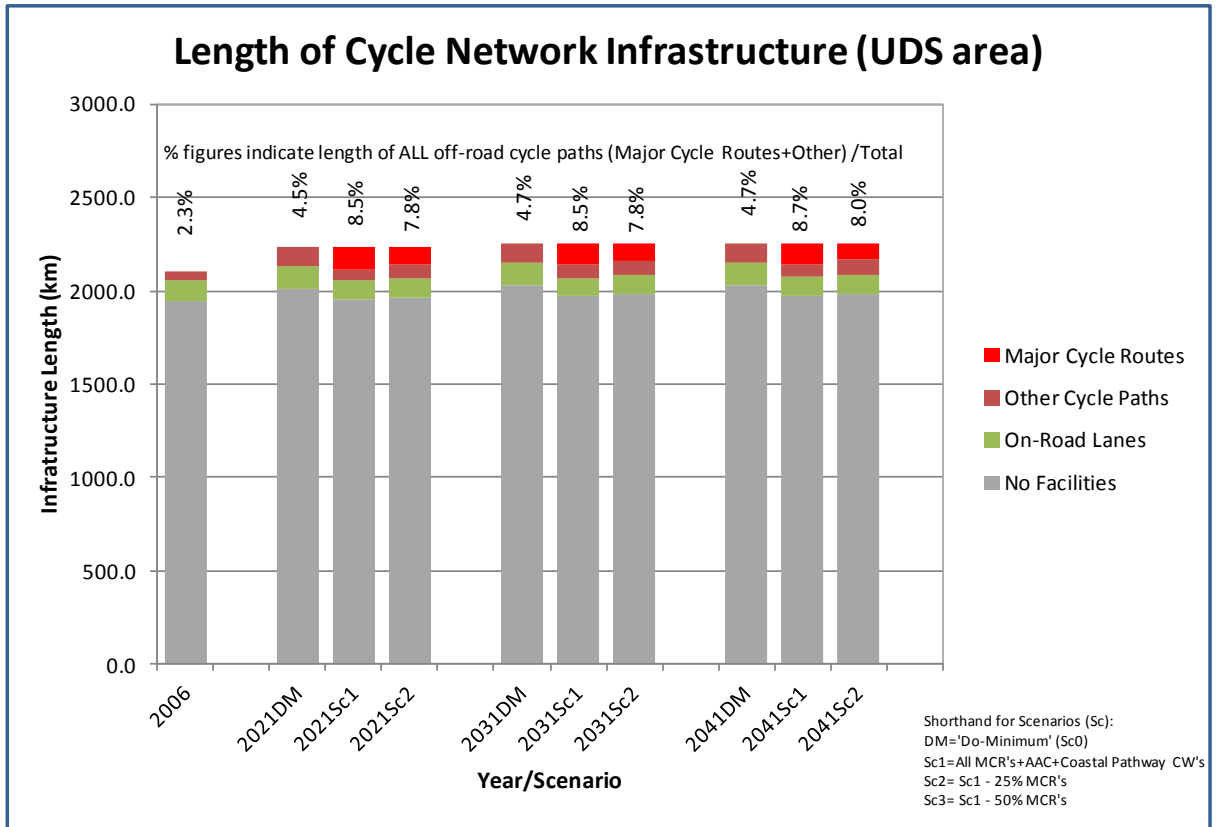
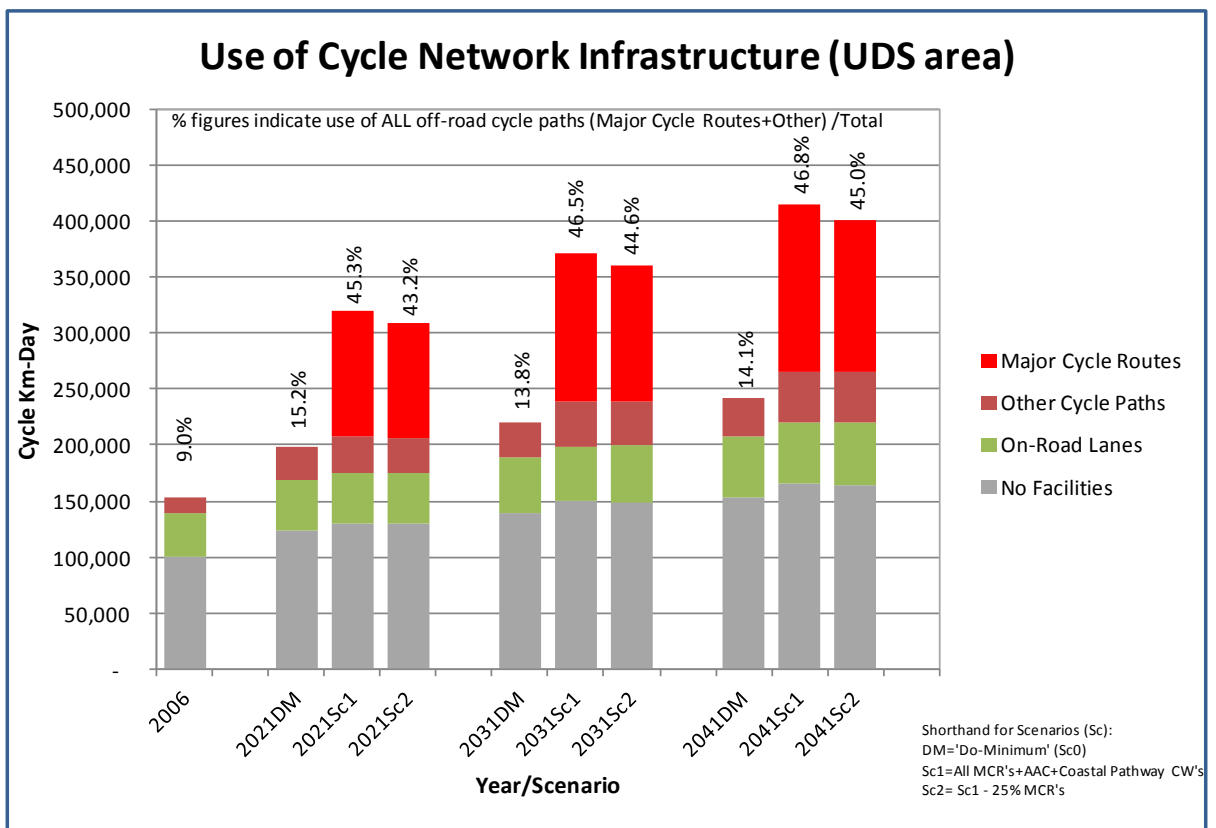


Figure 4-5: Modelled Use of Cycle Infrastructure



#### 4.6 Summary of Demand Projections

- 4.6.1 By 2031, the number of daily cycle trips is predicted *to rise by about +28%* compared to 2006 - *even without major additional cycle infrastructure investment*.
- 4.6.2 This increase arises due not only to demographic changes - e.g. a population increase of +21% is anticipated between 2006 and 2031 – but also the effects of increased congestion and the real-terms increase in fuel cost of using private cars assumed for our base scenarios.
- 4.6.3 However, the added investment of Scenario 1 (i.e. the Full MCR network along with AAC & CCP projects), is forecast to increase the number of daily cycle trips by +70% (by 2031).
- 4.6.4 If not *more* importantly, an improved network (along with demographic shifts) can be expected to facilitate & encourage longer trips by cycle – the overall average (weighted by purpose) rising from 3.1km (2006) to 3.4km (2031 Do-Min) - but to 4.4km with MCR (2031 with MCR) (ie +40%).
- 4.6.5 The combination of these factors means that ‘observed’ cycle travel (km-by-cycle) could be expected to actually increase by **138%** from 2006 levels (+70% more trips averaging +40% longer<sup>21</sup>) and this has the potential for major benefits to both users - and non-users, as identified in the following section.

---

<sup>21</sup> 1.7.x1.4=2.38

## 5 Benefit Assessment

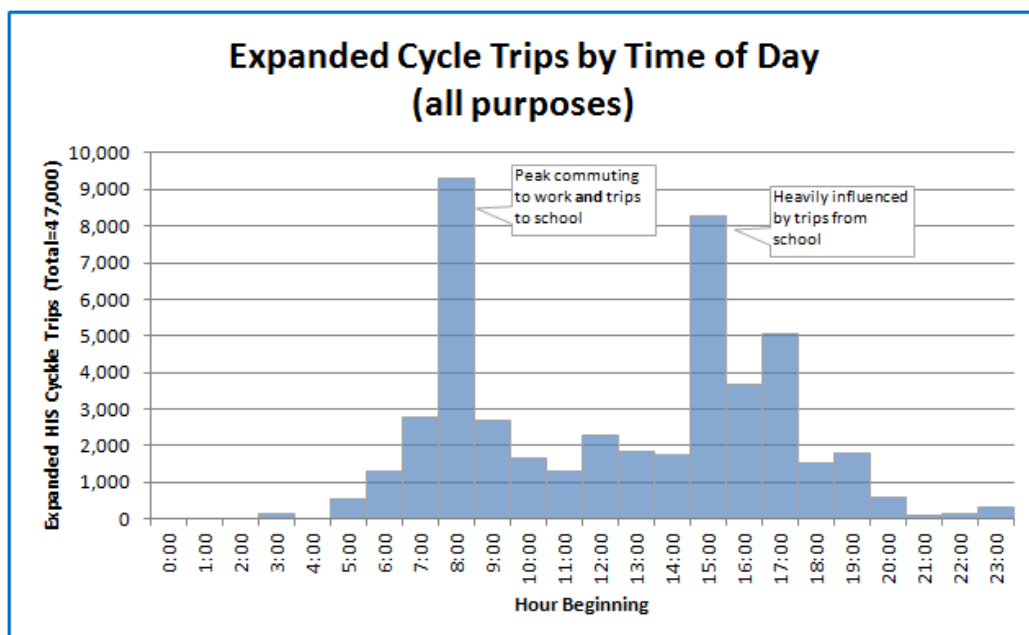
### 5.1 Introduction

- 5.1.1 Benefits for users (cyclists) and non-users (car drivers) have been determined for each scenario in each of the principal forecast years (2021, 2031 and 2041).
- 5.1.2 Benefits to society include those travel ‘cost’ benefits perceived by new users, attracted to use the new, (more) attractive facilities. They include benefits from reduced mortality and morbidity – with reduced absenteeism and improved productivity as a result of improved health. Society also benefits from reduced congestion on the roads as a result of avoided vehicle-trips, leading to relatively better travel times, reduced vehicle operating costs, lower emissions, noise and community-severance etc.
- 5.1.3 The social costs of road crashes are also potentially reduced - although in practice this is likely to be heavily dependent upon the details of scheme design: There is also the potential for some net increase.
- 5.1.4 This section explains the rationale behind the calculation of these values, with detailed results being tabulated in the Appendices and calculations provided in associated spreadsheets.

### 5.2 Decongestion

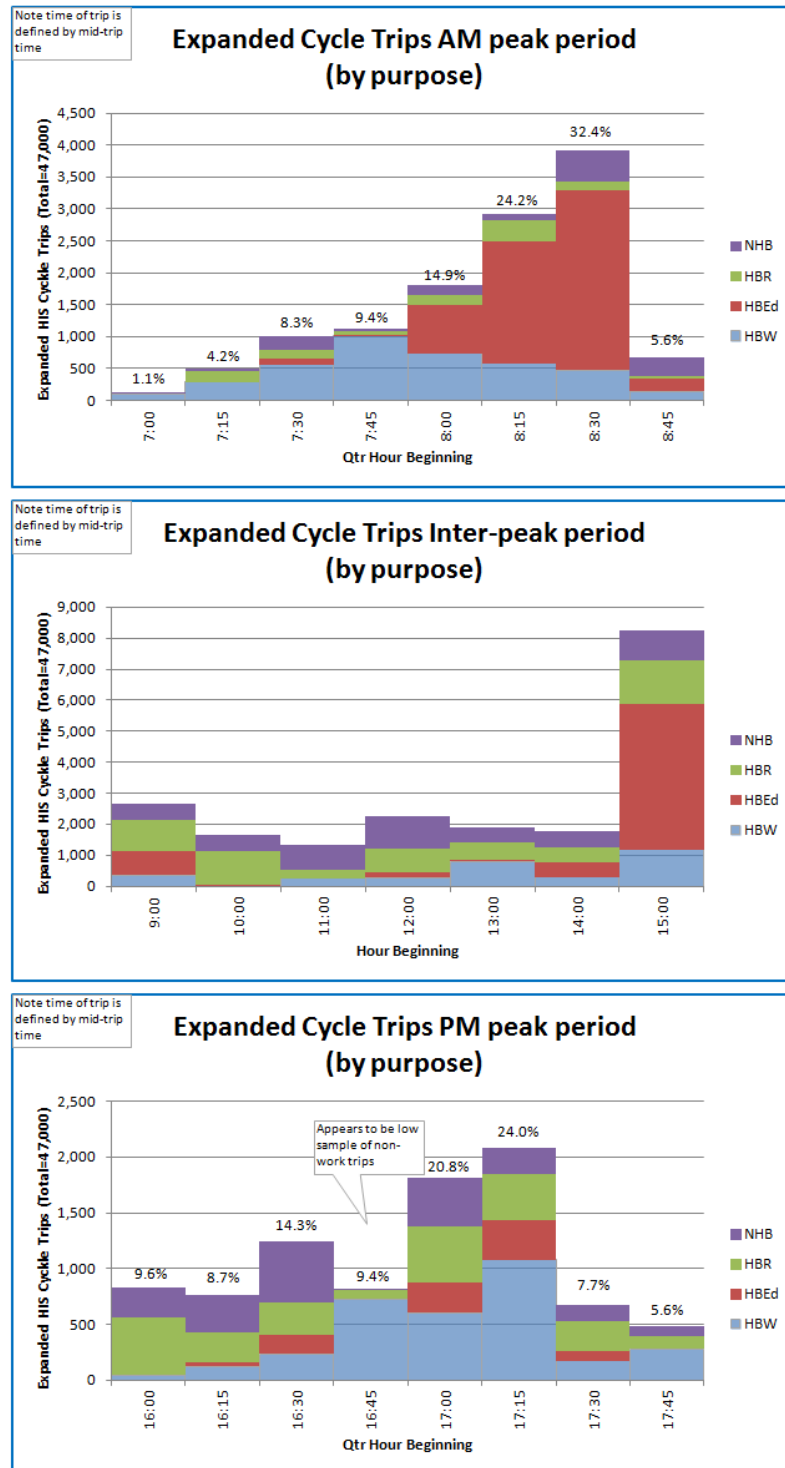
- 5.2.1 In order to determine non-user benefits through congestion-relief, the daily-based projections of cycle numbers have to be converted to the equivalent (private-vehicle) trips avoided.
- 5.2.2 This estimate has been done for specific periods (and for each trip purpose), given the differing profiles and likely vehicle occupancy, *were potential cycle users to travel* – and to use other modes to do so.

**Figure 5-1: Cycle Trip-making by Time of Day**



5.2.3 The resulting vehicle matrices (that is the vehicle demand scale and pattern *if the projected level of cycling was not undertaken*) have then been assigned to the CAST vehicle network for the relevant year. By comparison of output statistics to the ‘base’ estimate of vehicle demand, the relative benefit of cycling, in terms of congestion costs avoided (travel time and vehicle operating costs), can be estimated.

**Figure 5-2: Cycle Trip Purpose Proportions Assumed within Key Periods**





**Table 5-1: Derivation of Factors applied to Daily Production-Attractions by Purpose to obtain Modelled Hour Cycle Origin-Destination Matrices**

Expanded HIS Cycle Trips, by Period						Expanded HIS Cycle Trip Proportions, by Period							
From Home		AM	IP	PM	ON	Total	From Home		AM	IP	PM	ON	Total
HBW	a	3,763	1,288	273	1,498	6,821	HBW	a	0.552	0.189	0.040	0.220	1.000
HBE	b	5,706	982	-	27	6,715	HBE	b	0.850	0.146	-	0.004	1.000
HBR	c	976	2,864	1,168	690	5,698	HBR	c	0.171	0.503	0.205	0.121	1.000
NHB	d	683	2,428	1,127	132	4,370	NHB	d	0.156	0.556	0.258	0.030	1.000
Total		11,129	7,562	2,567	2,347	23,605	Total		0.471	0.320	0.109	0.099	1.000
Expanded HIS Cycle Trips, by Period						Expanded HIS Cycle Trip Proportions, by Period							
To Home		AM	IP	PM	ON	Total	To Home		AM	IP	PM	ON	Total
HBW	a	135	1,837	3,679	1,164	6,815	HBW	a	0.020	0.269	0.540	0.171	1.000
HBE	b	84	5,241	998	95	6,418	HBE	b	0.013	0.817	0.156	0.015	1.000
HBR	c	52	2,739	1,811	1,273	5,875	HBR	c	0.009	0.466	0.308	0.217	1.000
NHB	d	683	2,428	1,127	132	4,370	NHB	d	0.156	0.556	0.258	0.030	1.000
Total		955	12,244	7,614	2,664	23,477	Total		0.041	0.522	0.324	0.113	1.000
Expanded HIS Cycle Trips, by Period						Expanded HIS Cycle Trip Proportions, by Period							
Total		AM	IP	PM	ON	Total	Total		AM	IP	PM	ON	Total
HBW	a	3,898	3,124	3,952	2,661	13,636	HBW	a	0.286	0.229	0.290	0.195	1.000
HBE	b	5,791	6,223	998	122	13,133	HBE	b	0.441	0.474	0.076	0.009	1.000
HBR	c	1,028	5,603	2,978	1,963	11,573	HBR	c	0.089	0.484	0.257	0.170	1.000
NHB	d	1,367	4,855	2,253	264	8,740	NHB	d	0.156	0.556	0.258	0.030	1.000
Total		12,083	19,806	10,182	5,011	47,082	Total		0.257	0.421	0.216	0.106	1.000
'Observed' (Expanded HIS) Totals for Modelled Hours:						Proportions of Period for Modelled Hours:							
Expanded HIS Cycle Trips, by Hour						Expanded HIS Cycle Trips, by Hour							
Total		AM	IP	PM	ON	Total	Total		AM	IP	PM	ON	Total
HBW	a	2,890	446	2,648	205		HBW	a	0.741	0.143	0.670	0.077	
HBE	b	2,766	889	800	9		HBE	b	0.478	0.143	0.802	0.077	
HBR	c	654	800	1,280	151		HBR	c	0.636	0.143	0.430	0.077	
NHB	d	1,037	694	1,334	20		NHB	d	0.759	0.143	0.592	0.077	
Total		7,348	2,829	6,062	385		Total		0.608	0.143	0.595	0.077	
		15.6%	6.0%	12.9%	0.8%								
Expanded HIS Cycle Trip Proportions, by Hour						Expanded HIS Cycle Trip Proportions, by Hour							
From Home		AM	IP	PM			To Home		AM	IP	PM		
HBW	a	0.409	0.027	0.027			HBW	a	0.015	0.038	0.362		
HBE	b	0.406	0.021	-			HBE	b	0.006	0.117	0.125		
HBR	c	0.109	0.072	0.088			HBR	c	0.006	0.067	0.133		
NHB	d	0.119	0.079	0.153			NHB	d	0.119	0.079	0.153		
Total		0.287	0.046	0.065			Total		0.025	0.075	0.193		

Note that modelled Interpeak represents average Interpeak hour (0900-1600)

- 5.2.4 The above factors are applied to the daily cycle Production-Attraction (and Attraction-Production) demand matrices, to determine cycle use for hours that the road network is modelled.
- 5.2.5 These figures then also have had to be converted the equivalent vehicle numbers (to determine vehicle-trips potentially avoided).
- 5.2.6 In the absence of any other information, it is assumed that vehicle occupancy of cycle users, should they use a vehicle instead, would be similar to that of current CTM light vehicle trips - **but also that 'only' 75% of such trips would actually be made (by car).**
- 5.2.7 This means that, (over a whole day), on average each new cycle trip generated is assumed to avoid approximately 0.6-0.65 potential car trips.

**Table 5-2: Assumed Vehicle Occupancy of avoided Car Trips**

Period	Trip Purpose <sup>22</sup>		
	HBW	HBE	HBR/NHB
AM Peak	1.14	2.25	1.57
Interpeak	1.40	2.00	1.61
PM Peak	1.15	2.25	1.63

5.2.8 Appendix D details the results of the vehicle demand analysis, by modelled period, but the relative impact over an average weekday (in term-time) is summarised below:

**Table 5-3: Vehicle trips avoided due to cycling (average weekday)**

Scenario	2021		2031		2041	
Base Vehicles	1,539,294		1,660,354		1,762,888	
Sc0 - (Do-Min)	36,440	2.37%	41,093	2.47%	45,032	2.55%
Sc1: (Full MCR+AAC+CPW)	48,801	3.17%	56,101	3.38%	62,293	3.53%
Sc2: (Sc1 - 25% MCR)	47,817	3.11%	55,056	3.32%	61,078	3.46%
Sc1b: (As Sc1 but no Fuel Increase)	47,115	3.06%	52,427	3.16%	57,205	3.24%
Sc1c: (As Sc1 but 15% Traders)	41,599	2.70%	46,962	2.83%	51,501	2.92%

*(note totals shown are for assigned vehicles and therefore vehicles making intra-zone trips are excluded)*

(2006 cycle use was estimated to avoid 31,630 or 2.38% of 1,331,200 daily vehicle trips)

5.2.9 Appendix D also indicates the calculations that give rise to our estimate of the annual value of cycling) towards lowering the costs (travel time and VOC) for vehicles. It should be noted that this might be considered conservative – we have not actually attempted to calculate and allow for *additional* EEM rates allowing for congested flow, but rather applied only the standard EEM rate for Urban Other roads across the time and distance for road vehicles (with cycling use as appropriate), predicted by CAST.

5.2.10 Adjustment is however made using EEM Update factors accounting for the fact that usual EEM TT Update Factor is from July \$2002 (FP). Factors used are from EEM 2010 Edition (1.22 Factor for 2002-2009) and EEM 2013 Edition (1.40 Factor for 2002-2013)

5.2.11 In broad terms, the current (or actually 2006) level of cycle use is estimated to save around \$10m of cost (travel time and vehicle operating costs) to car users annually. This benefit is however expected to rise substantially in the future, totalling nearly \$50m annually by 2041 - *even were there to be no substantial additional investment in cycle infrastructure*. Virtually all these decongestion benefits are due to peak-period travel, with cycling predicted to offering minimal or limited decongestion benefits in (most) inter-peak hours. However, given the potential investment proposed in a more comprehensive cycle system, cycling can give rise to potentially even higher decongestion benefits, estimated to rise to around \$90m annually by 2041.

<sup>22</sup> HBW=Home-based Work; HBE=Home-based Education; HBR=Home-based Remainder; NHB=Non Home-based; See Background Report for more-detailed descriptions of each.

### 5.3 Safety

- 5.3.1 The potential safety impacts of a more comprehensive cycle network have to be acknowledged as (somewhat) uncertain. One of the key drivers for implementing such a network is the perception of users that they are safer – and the relative increase in attractiveness that this will yield. However, there is conflicting advice about whether indeed ‘off-road’ cycle paths are indeed actually safer (in terms of crashes per cycle-km) - with some international and local research potentially suggesting otherwise<sup>23</sup>. It appears that the frequency of driveways and the specific treatment of the cycle paths (and profile of users) may be the major factors governing performance in practice. We note that Aecom Pty., in their recent study of an Inner Sydney cycleway network, also expressed similar reservations and elected to retain existing cycle crash rates to make ‘initial’ estimates of cycle crashes. We have adopted a similar approach for this assessment
- 5.3.2 However, both Aecom Pty in Sydney, and ourselves in Christchurch subsequently modify these ‘initial assessments’ made on a pro-rata basis, because what does appear to be beyond dispute, is the potential for a ‘safety in numbers’ effect: That is, the more cyclists around, the less their crash risk. This is not to say however that there could *not* be an overall increase in total cycle crashes, given large rises in the number of cyclists - or more accurately their exposure, as expressed in terms of cycle-km.
- 5.3.3 For the purposes of our ‘base estimate’ of benefits, we have however adopted the NZTA’s EEM values for safety, which suggests an overall net safety benefit of \$0.05 per cycle-km, applicable to *both new and existing users (using new facilities)*<sup>24</sup>. This is determined by extracting the level of use, in terms of cycle-km, across all of the assumed new (segregated) facilities.
- 5.3.4 However, we have also identified additional benefits, being a combination of:
- The *potential* benefits in terms of general road crashes, from having fewer vehicles on the road; and
  - (Dis)benefits in terms of additional cycle crashes from higher cycle use - adjusted for ‘safety-in-numbers’ effects.
- 5.3.5 To estimate the first element we have used the CAST Safety Interface, which uses comprehensive and locally-calibrated crash-prediction models. We applied this interface to estimate the increase in crash-costs of current cyclists were to travel by private vehicle (and thus relative benefits if they were to cycle), applying these benefits pro-rata to other future scenarios, based on the level of anticipated vehicle-trip relief.
- 5.3.6 To estimate the second element, we have adopted the ‘existing’ cycle crash-risk in Christchurch (or to be accurate the annual average for 2006-2010), adjusted in the future for ‘safety in numbers’. Data on this analysis is given below:

<sup>23</sup> E.g. refer NZTA Research report RR359 (Genter et al, 2008)

<sup>24</sup> Economic Evaluation Manual Part 2, Simplified Procedures SP11-9. This is actually the 2008\$ value (EEM Table A20.4). Our assessment applies the specified update factor of 1.12, to reflect 2013\$.

**Table 5-4: Existing Christchurch Cycle Crash Risk/Costs (annual average 2006-10)**

	Fatal	Serious	Minor	Non-Injury	Total
No Reported Crashes	1.60	30.84	100.99	27.21	160.64
with EEM Allowance for Cycle-crash under-reporting	1.60	105.82	590.60	209.26	907.28
Value (\$m)	4.968	34.396	9.656	0.232	49.252
% of all road crash costs	8.6%	26.1%	16.5%	0.7%	17.7%
Reported Crash rate/m cycle km	0.0335	0.6449	2.1120	0.5690	3.3595
Crash Rate with Underreporting/m cycle km	0.0335	2.2130	12.3515	4.3764	18.9744
Cost/Crash	3,100,000	325,054	16,349	1,107	54,285
Initial Cost/Cycle km					\$ 1.03003
Initial Cost/Cycle km if no allowance for under-reporting					\$ 0.18

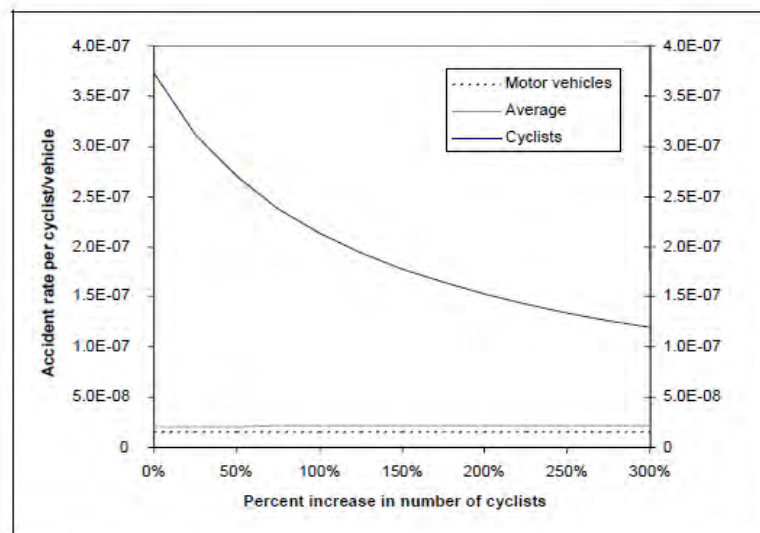
(Note crash costs are individually set, depending on crash type, vehicle involvement, speed environment etc. The above data represents totals and averages when these are summed across the UDS network)

5.3.7 It can be seen that, given the current involvement of cyclists in crashes (particularly serious crashes), the average social cost are estimated to be significant, averaging around \$49m annually – out of a total annual road crash cost which averages around \$284m across the UDS area.

5.3.8 For a conservative approach, we have however adopted this ‘current’ cycle crash-cost rate (approx \$1.04/cycle-km, in \$2008), and applied this to the forecasts of cycle-km. – but this is also subsequently adjusted, to account for the ‘safety-in-numbers’ effect.

5.3.9 The ‘safety-in-numbers’ ratio our assessment has adopted is 0.4: That is, a 100% increase in cyclist trip numbers is expected to yield (only) a 40% increase in total cycle crashes. This figure accords with research by Jacobsen<sup>25</sup> adopted in the Inner Sydney cycle network study by Aecom Pty - and also aligns closely with more local research, reported by Turner et al.<sup>26</sup>:

**Figure 5-3: Safety-in Numbers: Mid-block Crashes (extract from RR 259)**



**Figure 7.13 Cyclist and motor-vehicle accident rates along commercial mid-block sections in Christchurch.**

<sup>25</sup> Jacobsen, P. Safety in numbers: More walkers and bicyclists, safer walking and bicycling. Injury Prevention 9, no. 3: 205–209

<sup>26</sup> See NZTA Research reports RR 289 (Turner et al.), and RR 359 (Genter et al.)

- 5.3.10 It can be readily deduced from the above model that an increase from 100% to 200% (i.e. +100%) would yield an increase in *total crashes* of +44%, whilst an increase from 200% to 300% (i.e. +50%) would yield an increase in total crashes of +19%. Models developed for signalised and roundabouts intersections follow a similar pattern.
- 5.3.11 When applied to the projected cycle numbers (and cycle-km), for example, by 2041 the do-minimum cycle network is expected to accommodate 21.2m cycle trips/year (up from 15.2m in 2006), travelling 74.0m cycle-km (up from 47.3m in 2006). Using the existing cycle crash-rate therefore, we might expect the social cost of cycle crashes to rise to \$76.3m/year (from around \$49.3m). However, adjusting for cyclist numbers – applying the ‘safety-in-numbers’ correction, the rise is expected to be less, totalling some \$57.0m/year.
- 5.3.12 By 2041 the more comprehensive improved cycle network in Scenario 1 is however expected to accommodate 28.5m cycle trips/year, travelling a total of 126.2m cycle-km. Using the existing cycle crash-rate therefore, we might expect the social cost of cycle crashes to rise up to \$129.9m/year - but applying the ‘safety-in-numbers’ correction, the rise is expected to be substantially less, totalling some \$66.6m/year (i.e. a +35% rise in crash costs over 2006 for an 88% rise in trips)

#### 5.4 User Benefits

- 5.4.1 The EEM (Simplified Procedures) suggest that the value to users of new facilities may be estimated by applying standard values of time for these users, and adjusting the resulting totals that reflect a perceived relative attractiveness.
- 5.4.2 This is a rather more simple approach than using consumer-surplus methodology (with a ‘rule-of-half’ being applied for new trips), but one we have adopted for the purposes of this study.
- 5.4.3 The user benefits are thus estimated by totalling the annual cycle-km on new facilities, converting this to time (using an average cycle speed of 22.5kph), applying the ‘Urban Other’ EEM value of \$22.74/hr<sup>27</sup> to obtain total actual time value, and modifying this by dividing by the relative attractiveness<sup>28</sup>.
- 5.4.4 For a ‘conservative’ approach, we have applied the applicable EEM factors (Table SP11.1) between segregated facilities – ‘Off-street Cycle Path’ (2.0) and ‘On-street with parking, marked cycle lane’. (1.8), giving a relative attractiveness RA of  $2.0/1.8 = 1.11$ . This yields a *substantially* lower user benefit than say, moving from ‘On-street with parking, no marked cycle lane’ (1.0), where, effectively half the travel time is assumed

<sup>27</sup> 2013\$  $[19.31 * 1.4 / (((1.22 - 1) * 6/7) + 1)] = \$22.74/hr$  .Note this value is considered potentially conservative: \$19.31 is the value used in Simplified Procedures for Urban Other roads and is actually in July \$2008- Compare with Urban Arterial value at \$19.36. Adjustment shown is made using EEM Update factors accounting for the fact that usual EEM Travel Time Update Factor is from July \$2002 (FP). Factors used are from EEM 2010 Edition (1.22 Factor for 2002-2009) and EEM 2013 Edition (1.40 Factor for 2002-2013).

<sup>28</sup> In fact the calculation requires multiplying by RA-1, to obtain net benefits - the difference from the Do-Minimum. Thus, effectively 11% of total travel time value on the new facility is assumed to be the (perceived) benefit, compared with 50% for RA=2.0.

captured as a benefit (RA=2.0/1.0). Put another way, user benefits (strictly using EEM procedures) could be up to 4.5 times higher than we have assumed, if an off-road cycle path were to replace on-street cycle use with parking and no cycle lanes.

## 5.5 Health and Environmental Benefits

5.5.1 The EEM (Simplified Procedures, SP11-11 & A20.4) suggest that a value of \$1.45/ cycle-km can be applied to reflect the *total* health and environment benefits that will accrue from attracting *additional* cycle trips. Whilst somewhat crude, this is the value that we have adopted in our base analysis.

5.5.2 Aecom Pty. in their recent study for Inner Sydney adopted a more sophisticated approach, disaggregating such benefits. Whilst initially we considered following a similar line, comparison revealed that the more-simple EEM approach yielded similar total rates (when decongestion was included) and indeed our 'hybrid' approach (adopting EEM simplified procedures for combined health and environment benefits whilst conducting a more-sophisticated congestion-relief valuation) results in the use of higher benefit values, particularly when considering the relative congestion between Christchurch and Sydney. This comparison is tabulated below:

**Table 5-5: Comparison of Health and Environment Rates applied in Sydney to EEM**

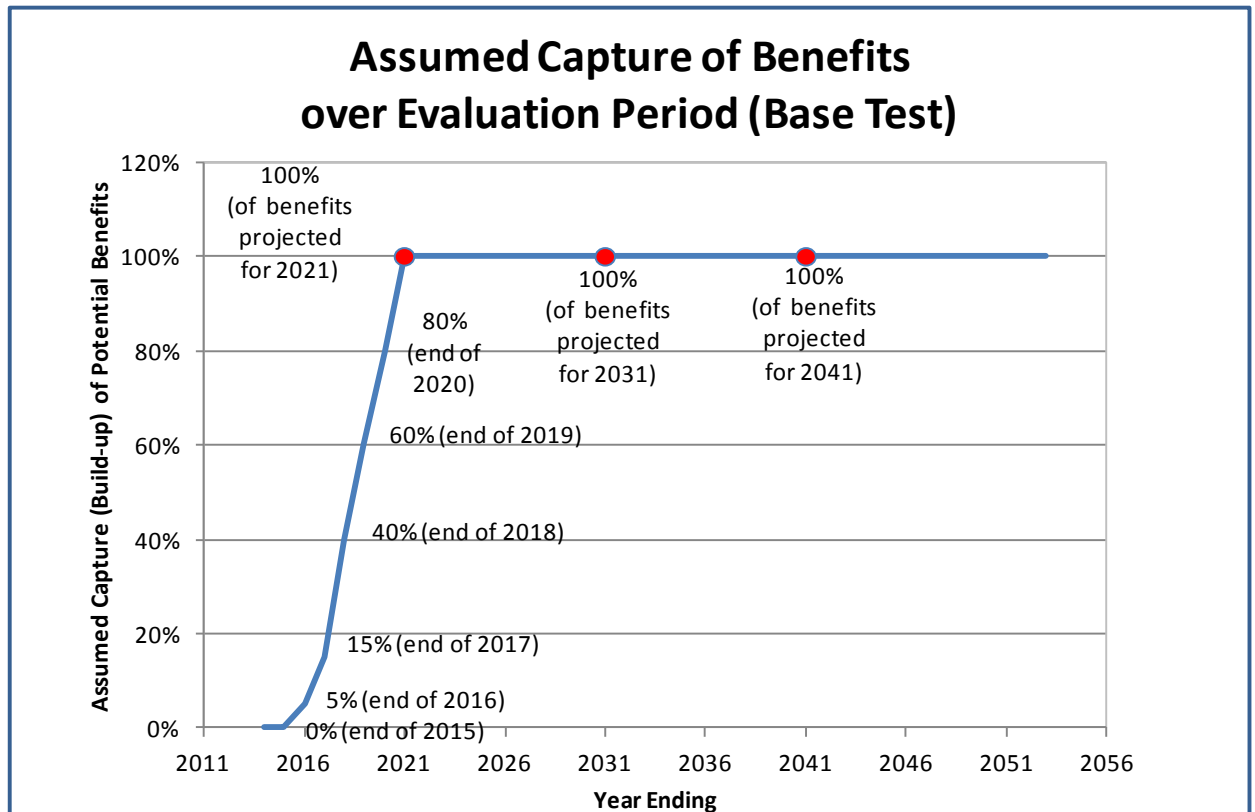
		1.2629 (Exchange rate conversion)			
<b>Aecom Study (Inner Sydney)</b>	\$AUD	\$NZ			
Reduced Mortality	\$0.060	\$0.08			
Reduced Morbidity (sensitivity test)	\$0.460	\$0.58			
Reduced Absenteeism/Improved Productivity	\$0.167	\$0.21			
Ambiance (net over cycle lane)	\$0.028	\$0.03			
Per Cycle km (on segregated network)	<b>\$0.715</b>	<b>\$0.902</b>	<b>A</b>		
Per avoided vehicle-km (cycle assumed same as car):					
Externalities:	\$AUD	\$NZ			
Air Pollution	\$0.028	\$0.03			
Greenhouse Gases	\$0.022	\$0.03			
Noise	\$0.009	\$0.01			
Water	\$0.004	\$0.01			
Urban Separation	\$0.006	\$0.01			
Infrastructure	\$0.037	\$0.05			
	<b>\$0.106</b>	<b>\$0.134</b>	<b>B</b>		
	\$0.821	\$1.037	<b>A+B</b>	vs	\$1.40 nb \$2008
Compare EEM*:					
	\$AUD	\$NZ			
Crash Costs	\$0.091	\$0.11	<b>C</b>		\$0.05 nb \$2008
					including crash costs:
	\$0.91	\$1.15	<b>A+B+C</b>	vs	\$1.45 nb \$2008
	\$AUD	\$NZ			
Decongestion (time value)	\$0.271	\$0.34			
Vehicle Operating Costs	\$0.319	\$0.40			
	<b>\$0.590</b>	<b>\$0.745</b>	<b>D</b>		Compare calculation using CAST: \$0.53-\$0.95 <b>B</b>
	\$AUD	\$NZ			min max
	\$1.50	\$1.90	<b>A+B+C+D</b>	vs	\$2.07 (2021) \$2.55 (2041)
2021-01					
Decongestion value	38.61			2041-01	91.75
mLV Trips avoided:	14.73			mLV Trips avoided:	18.80
av length (cycle)	4.26			av length (cycle)	4.42
LV m km avoided	62.71			LV m km avoided	83.10
decongestion value/km	0.62			decongestion value/km	1.10
(Note these differ from values tabulated above as the latter are adjusted to \$2010 for comparison)					
* SP11. nb \$July 2008 and includes \$1.30 for 'Health' and \$0.10 for 'Road Traffic Reduction'.					

5.6 **Totalled Benefits**

5.6.1 The calculated (net) benefits of each of the above elements (tabulated in Appendix F) has been combined and converted to a Net Present Value, using NZTA’s standard 40 year evaluation period and discount rate of 6%.

5.6.2 To determine the present value of benefits, a build-up has been assumed, to those projected (for a full completed Do-Something network) at 2021: Although an updated construction programme has been adopted for the purposes of determining the PV of costs, the precise potential capture of benefits of partial completion (over the whole network) has not been determined for each year preceding 2021. Instead the total benefits (predicted at 2021) are assumed to be captured on a proportional basis, as shown in Figure 5-4. This approach not only provides for some flexibility in element programming, but also recognises the potential for variability and lag in benefit capture, in a practical fashion.

**Figure 5-4: Assumed Capture of Benefits (updated<sup>29</sup>)**



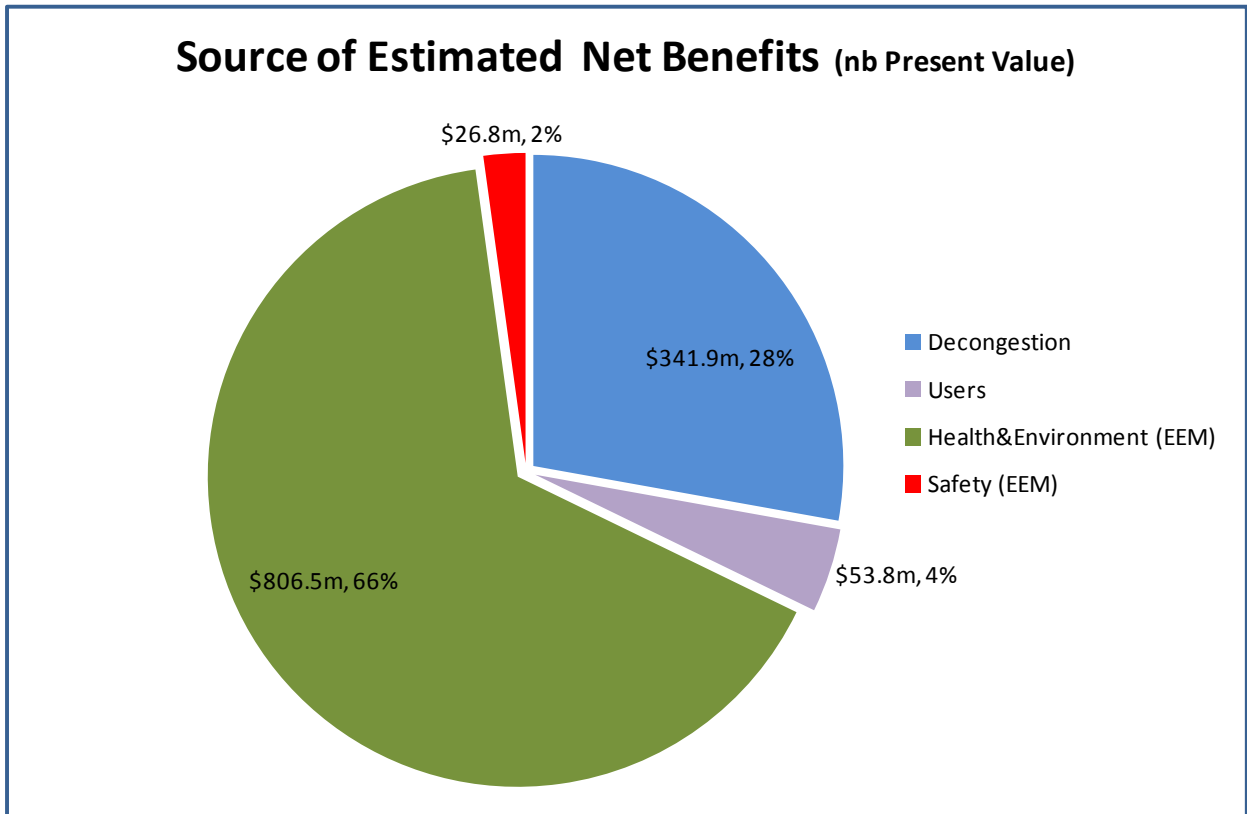
5.6.3 It may also be noted from Appendix F that we have made an assumption that benefits should be capped from 2041. This is likely to realise a (slightly) conservative assessment of the present value of benefits. The effect on PV is not large, because of discounting: With capping the resulting PV is around 2% lower than if benefits are assumed to continue to growth linearly beyond 2041 at the 2031-41 annual rate of increase.

<sup>29</sup> Please refer to (new) Appendix H, which provides both the basis for these ‘Base Case’ assumptions – being the proportional build up of MCR network km. Also shown is the basis for two sensitivity tests suggested by the Peer Reviewer (Sc1b and Sc1c) that adopt alternative assumptions regarding the potential ‘lag’ in benefits compared to investment.



5.6.4 In broad terms, the combined present value of benefits of the proposed MCR package (in combination with AAC and CCP projects) is estimated to be very substantial indeed, totalling over \$1.2b over a period of 40 years, as summarised by Figure 5-5 below:

**Figure 5-5: Scenario 1 Benefit Sources**



5.6.5 By 2041, given the proposed investment, UDS-wide participation in cycling (for utility purposes alone) is predicted to rise from an average of around 115km per person/per year (in 2006) to 230km per person/per year by 2041. This rise in participation is expected to be the principal contributor to the benefits predicted (being the component dubbed (for convenience) 'health and environment' in the diagram above). In fact this component actually represents NZTA's current 'standard' allowance of \$1.40 for a number of elements applied to each predicted additional cycle-km – and actually relates to benefits accruing (principally) to users – and thereby society - through use of segregated cycleways, such as improved health (reduced morbidity, mortality) but also health-related economic benefits such as reduced absenteeism/improved productivity.

5.6.6 It should be noted that this estimate of health benefits excludes any purely recreational cycling trips and therefore the potential health benefits to the community are, in practice, likely to be higher than assessed.

5.6.7 The second-biggest and still substantial contributor is however predicted to be benefits to non-users – i.e. non-cyclists, through decongestion. The (net) benefits from this source alone are predicted to total over \$300m. Cyclists are estimated to deliver benefits to car users that could rise from the equivalent of a relatively modest \$1 per cycle trip (do-minimum cycle improvements by 2021) to over \$3 per cycle trip (proposed package cycle

improvements by 2041)<sup>30</sup>.

- 5.6.8 By contrast, 'direct' traditional evaluation benefits to *users* (e.g. travel time) are expected to be very modest and indeed arguably negligible in the context of the wider benefit assessment.
- 5.6.9 Likewise, safety benefits are likely to form a relatively modest proportion of overall benefits (if EEM values are adopted, as assumed and shown above, for our base case). Even if potential disbenefits in absolute terms (of the scale anticipated using our more detailed analysis) were to eventuate, the scale of (negative) benefit for this component is predicted to be modest, compared to other sources of benefit. Again it is emphasised that any *absolute* rise in crash costs is likely to arise because of the significant rise in absolute numbers participating and resulting overall exposure– but that overall the safety of cycling is likely to improve dramatically: The social crash cost/cycle-km is predicted to fall by approx 50% from \$1.04/km in 2006 to \$0.52/km by 2041.

---

<sup>30</sup> It may be noted that the decongestion benefits estimated using the detailed CAST approach substantially exceed the approximate \$0.10 (\$2008) per cycle-km allowed within the EEM (Table A20.4) for 'Road Traffic Reduction'. We do not consider this to represent double-counting - the EEM allowance of 10c/km is assumed to represent environmental benefits (CO2 etc) due to decongestion, rather than travel time and VOC benefits for vehicle users.

## 6 Benefit-Cost Summary (including Sensitivity Testing)

6.1.1 The combination of net cost and benefits (expressed as present values) naturally leads to an estimated benefit-cost ratio (BCR), for a particular scenario (test). These are summarised below in Table 6-1 for the 'base' Scenarios (Do-Something Scenarios 1 and 2).

6.1.2 Under our updated assumptions, the BCR for Scenario 1 has now been estimated to be 8.0:

**Table 6-1: BCR and Sensitivity Analysis Summary (\$m, 2013)**

*(Updated January 2015 - Subject to review)*

Ref	Scenario	PV Costs	PV Benefits	BCR
<b>Base Options:</b>				
Sc1	Full MCR Network + ACC + CPW	152.3	1219.2	8.0
Sc2	Full MCR Network Less 25% + ACC + CPW	122.4	1098.8	9.0
<b>Sensitivity Tests (on Preferred Option Sc1)</b>				
Sc1b	Sc1 with delayed Capture of Benefits (Test 1)	152.3	967.4	6.4
Sc1c	Sc1 with delayed Capture of Benefits (Test 2)	152.3	745.1	4.9
Sc1-2 (Sc4)	Sc1 with No real-terms Fuel Price Increase	152.3	910.0	6.0
Sc1-3 (Sc5)	Sc1 with 15% Car Trader Assumption (compared to 30% in Base Scenario Sc1)	152.3	488.2	3.2
Sc1-4	Costs +20% (All Cycle Projects ie MCR+AAC+CCP)	182.7	1219.2	6.7
Sc1-5	Costs +20% (All Cycle Projects ie MCR+AAC+CCP) and halve ALL projected benefits	182.7	609.6	3.3
Sc1-6	Costs +20% (MCR +AAC+CCP) AND assume ONLY Decongestion (Non-User) TT/VOC benefits <sup>4</sup>	182.7	340.0	1.9
Sc1-7	Assume 4% Discount rate (cf Standard 6%) AND Increase All Costs +20%	195.6	1743.4	8.9
Sc1-8	Assume 8% Discount rate (cf Standard 6%) AND Increase All Costs +20%	169.2	885.9	5.2
Sc1-9	As Sc1-4 (Increase all Costs +20%) but assume 'True' Crash Costs <sup>5</sup> rather than adopt EEM rates	182.7	1127.9	6.2

*(Note Scenarios 1b and 1c have been added to those in Preliminary Assessment)*

### Notes:

1. A 40 year evaluation period, 6% discount rate and progressive build up to a full benefit stream from 2021 is assumed for all scenario tests - except for sensitivity test scenarios Sc1-7 (reflecting a 4% discount rate) and Sc1-8 (reflecting a 8% discount rate).
2. All tests cap projected annual benefits in post-2041 period to 2041 estimated values
3. Net maintenance costs have now been included in the assessment.
4. This particular test therefore ignores ALL potential benefits to users (including health) and the wider environment
5. This test substitutes the EEM 'safety' values for additional cycling (5c/km in \$2008 for each new user as Cycle Safety benefit - see EEM Table A20.4), adopted for all other tests, with a revised estimate that acknowledges potential for an absolute increase in cycle crash (costs) –despite an anticipated reduction in rates (cycle crashes/cycle-km). See below for more detail.

6.1.3 Scenario 2 (constructing around 25% less of the full MCR network) obviously would have lower costs and ostensibly a (marginally) higher BCR than Scenario 1. However, as detailed in Section 6.3 which follows, an incremental BCR assessment demonstrates that additional benefits of the full MCR network (Scenario 1) would easily outweigh the additional costs, compared to Scenario 2 and therefore represent the preferred option (on efficiency grounds alone), according to EEM procedures.

## 6.2 Sensitivity Tests

6.2.1 It will be noted that Table 6-1 above also summarises, for comparison, the results of a range of sensitivity tests. These are described in turn below:

### **Potential Lag in Benefit Capture (Scenarios Tests 1b and 1c)**

These tests have been added to those in our Preliminary Assessment at the suggestion of the Peer Reviewer: While the Base Scenario is based up capture of the predicted benefits as assessed in the model prediction years (2021, 2031 and 2041) as shown in Figure 5.4 (with capture before 2021 broadly in line with the km of the MCR network completed, as shown in Appendix H, Figure H-1), two alternative tests have been conducted:

- Test 1b assumes an approximate 5 year lag may occur, such that the predicted benefits for 2021 may not be fully captured until 2026, those predicted at 2031 may not be fully captured until 2036 and those predicted at 2041 may not be fully captured until 2041. With such a scenario, this could reduce the revised base BCR down from 8.0 to 6.4.
- Test 1c assumes an even longer initial lag in the potential capture of benefits, with a 10 year initial lag (following full completion of the MCR network) i.e. the predicted benefits for 2021 are assumed not to be fully captured until 2031, with a slower build up to this point (as illustrated in Appendix H, Figure H2). With these assumptions, this Sensitivity Test would reduce the revised base BCR down from 8.0 to 4.9.

### **Private Vehicle Fuel-Price Rise (Scenario 1-2)**

6.2.2 As explained in Section 4.1, our base tests, (applied to the Do-Minimum, Scenario 1 and Scenario 2) each have a consistent assumption that, by 2041, a rise in the real-terms price of fuel of some 40% over 2006 values *might* occur - allowing for peak-oil effects<sup>31</sup>. Such an increase can, naturally, be anticipated to make alternatives to private car use (including cycling) somewhat more attractive by comparison, for some travellers.

6.2.3 The timing and scale of potential real-terms price rises is uncertain – although the fact is that peak oil will occur within 10-15 years appears to be beyond dispute<sup>32</sup>.

6.2.4 Test Sc1-2 involves a full run of all model processes<sup>33</sup> (for the 3 assessment years) assuming **no real-terms fuel price increase**. This confirms that the BCR would be reduced, from 8.0 with a 40% increase to 6.0 with a 0% increase, primarily because of a reduction in decongestion benefits (e.g. these are predicted to fall from \$44m p.a. at 2041 for Scenario 1 to \$25m p.a. with Scenario 1-2)

6.2.5 In the face of the widely-accepted likelihood that peak-oil effects *will*, over time, lead to

<sup>31</sup> 2021 and 2031 values (per vehicle-km) have been applied through simple interpolation between 2006 and 2041.

<sup>32</sup> NZTA RR496. Travel adaptive capacity assessment for particular geographic, demographic and activity cohorts, Krumdieck et al., (NZTA, 2012)

<sup>33</sup> Hence it might be noted that these runs are referred to as Scenario 4 in the associated model files and spreadsheets because, this test required the same full model processes as the base scenarios to generate the required results to determine a Benefit assessment

potentially (substantial) rises in fuel prices, it might reasonably be argued that a scenario of zero (real-terms) price rise over the next 25 years is quite simply untenable. However, what the test does serve to demonstrate is that, even with this very conservative assumption, clearly the benefits of the proposed investment in cycle infrastructure are predicted to be still substantial.

### **Proportion of 'Traders' (Scenario 1-3)**

- 6.2.6 The base tests, (applied to the Do-Minimum, Scenario 1 and Scenario 2) each have a consistent assumption that 'only' 30% of car users may form the potential 'trader' market. – That is, the proportion that is assumed would actually seriously consider switching to cycling, on a regular basis. Put another way, respecting local factors, for the purposes of our base estimates on average around 70% of car users are assumed to consider themselves – and be considered - to be 'captive' to the car.
- 6.2.7 Sensitivity Test Sc1-3 however examines 'what-if' this 'trader' proportion might conceivably be even lower? The assumption for the purposes of this test is therefore that the proportion of car users as potential 'traders' to cycle use might be around 15%, rather than the 30% of car users assumed for the base tests.
- 6.2.8 Again, because these the initial and therefore final proportional mode-shares can be expected to vary by zone-zone pair, this test also required a full run of all model processes<sup>34</sup> (for the 3 assessment years).
- 6.2.9 This test does demonstrate that this (assumed) proportion does have a potentially significant impact on projected package benefits, primarily through projected lower projected demand and (car) transfer and therefore projected lower user (health) and non-user (decongestion) benefits: The BCR is estimated to fall from around 8, to just over 3.2.
- 6.2.10 It could, of course, perhaps equally be argued that the trader proportion *might* be *higher* rather than lower - which would naturally increase even further an efficiency assessment of significant cycle infrastructure investment.

### **Construction Costs**

- 6.2.11 Planning of the proposed MCR (and indeed AAC) cycle network improvements has progressed from the Preliminary Assessment prepared in June 2014. Given the more detailed design and cost estimation conducted in the interim by CCC, more confidence can now be placed in current budget allowances. The current total programme estimate of just over \$156m (for the MCR projects alone) obviously does represent a substantial increase over CCC's Preliminary Estimate – but we are advised that there is also now a commensurate increase in the level of confidence of this estimate. Thus, while our Preliminary Assessment included sensitivity tests based on a potential doubling (of MCR costs), in this Update we consider it appropriate that this now is reduced to +20%. This in

<sup>34</sup> These runs are therefore referred to as Scenario 5 in the associated model files and spreadsheets.

itself may be considered conservative, as, given the substantial cost increase and more refined cost estimation, we understand that CCC are confident that the programme will be achieved *within* their revised total estimate.

- 6.2.12 Nevertheless, for the remaining sensitivity tests (denoted as Scenario 1-4 to 1-9 in Table 6-1) each examines various 'what-if' scenarios for Scenario 1 - while assuming that the capital and maintenance costs (for all projects – i.e. MCR, AAC and CCP) might, potentially, be **+20%** on the revised base estimates (for the sake of illustration).
- 6.2.13 Even with such a substantial potential variation in costs (which effectively would represent a \$37m contingency in total), it can be seen that the BCR for Scenario 1 (which includes the full MCR network) is still predicted to exceed 4.0 (the currently-recommended threshold for a 'High' efficiency rating) - in all but extremely pessimistic scenarios.
- 6.2.14 The only case where the projected BCR falls below 2 is our test 1-6, which considers a scenario if capital and net maintenance costs were to be 20% higher than the current best-estimates in practice – but that **also** ONLY road decongestion (time) benefits are considered (i.e. NO benefits to those attracted to cycle are valued, including benefits to their health).
- 6.2.15 Whilst a consumer surplus approach might be argued that (more) people will only cycle if they consider it to their (own) benefit to do so – and that- for example, any time benefits might be negligible (or even negative), we consider it almost beyond argument (and in accordance with EEM allowances) that substantial health (and environmental) benefits would still accrue to society through improved cycle participation rates.
- 6.2.16 However, even taking such an (arguably) extreme scenario, the resulting BCR is *still* projected to be around 1.9. While this is lower than the current recommendation of 4.0 for a 'High' rating efficiency, it still clearly represents significant value for money, particularly when compared to funding other potential transport infrastructure projects.

### **Discount Rates**

- 6.2.17 Scenario Tests 1-7 and 1-8 are presented in accordance with the requirements of the EEM, demonstrating the potential impact of alternative discount rates to the current standard 6%, of 4% and 8%. Note however that these tests *also* include a potential +20% increase in all costs – so the BCRs (5.2 and 8.9 for 4% and 8% respectively) actually need to be compared to Scenario 1-4 (All costs +20% at 6% discount rate) – which projected a BCR of 6.7: It is clear that the lowest resulting BCR (5.2) still easily exceeds the current recommendation of 4.0 for a 'High' rating efficiency.

### **Safety**

- 6.2.18 This test (Sc1-9) reflects that EEM 'safety' values for additional cycling (5c/km in \$2008 for each new user as Cycle Safety *benefit* - see EEM Table A20.4), adopted for all other tests, is considered highly likely to underplay the potential for additional crashes (and costs), given many more cyclists using the network. This test therefore uses results derived by application of the CAST Safety interface - **with adjustment for 'Safety in**

**Numbers' reduction in cycle crash rates.** Even with this adjustment, overall a (relatively small) safety disbenefit is projected, given that with these assumptions (including all costs being +20% higher than the current best-estimates), the resulting BCR is still well above 4 (falling from 8.0 to 6.2), this test provides a rational basis for concluding that overall the proposed Activity is still likely to be easily beneficial overall. (i.e. any small safety disbenefit is outweighed significantly by e.g. public health benefits of increased exercise by users, along with decongestion benefits to non-users).

### **Back-Calculation of Uptake Required**

- 6.2.19 The Peer Review of the Preliminary Assessment included a suggestion that “consideration be given to the potential effects of various impediments to cycling, beyond the major cycleway routes, which could dampen down the predicted increases in the demand for cycling. This could be achieved simply by back calculating the increase in cycling needed for the cycleway routes still to be justified economically, noting that they are still likely to be justified under other funding criteria”.
- 6.2.20 The precise back-calculation of uptake required would take significant modelling resources (given for example the inter-relationship between decongestion and particular demand scale and patterns – which are affected differently around the City. However, a broad indication can be suggested by the relative benefits required to achieve alternate Benefit-Cost Ratios. This is shown in Table I-1 (Appendix I): Assuming also a potential delay in benefit capture in line with our Scenario1b (see Figure H-2). This shows that the modelled benefits (even under this lagged capture scenario) could be reduced by a further 37% and still a benefit-cost ratio of 4.0 would be achieved. Similarly a reduction of nearly 70% could be accommodated and still the benefits would outweigh the (updated) costs by a factor of 2. Finally, even if the (total) benefits are only around 15% of those actually predicted (under this lagged scenario), the benefits would still be broadly in line with the costs.
- 6.2.21 As we have noted, there is unlikely to be an absolutely direct correlation (in proportional terms) between the benefits and the absolute level of uptake – but it is likely to be close and we therefore consider this to be a reasonable indicator of the (low) level of risk of achieving a positive benefit-cost ratio for the proposed programme of investment.

### **6.3 Incremental Benefit-Cost Analysis**

- 6.3.1 As shown by Table 6-1, a package consisting of fewer elements could (obviously) reduce costs - and even generate a marginally higher BCR: For example, with consistent assumptions applied to both scenarios, for Scenario 2 (-25% of MCR routes) the BCR is predicted at 9.0, compared to a BCR of 8.0 predicted for the full MCR package Scenario 1).
- 6.3.2 The EEM however addresses whether the additional benefits of a more-expensive option generated could outweigh the additional costs, through a process known as Incremental Benefit-Cost Analysis<sup>35</sup>.

<sup>35</sup> This is a purely 'economic' assessment – There may be other non-monetised benefits, costs or considerations that might warrant an alternative preferred option.

- 6.3.3 The worksheets showing this Incremental comparison are provided in Appendix G. These demonstrate that the choice of the full package as the most<sup>36</sup> economically-efficient (i.e. that the additional benefits generated would easily outweigh the additional costs) can be supported, as the Incremental BC easily exceeds the currently-target incremental BCR threshold of 5 (given that the BC of the options is greater than 4).
- 6.3.4 This conclusion would not be affected even in the event that package costs were to increase by+20% *and* only half of the projected benefits were to be captured: The incremental BCR analysis presented in Appendix G still confirms Scenario 1 as the preferred package (on purely economic grounds) for such a sensitivity test.

---

<sup>36</sup> Of those examined – We *cannot* claim that the proposed package is the most ‘efficient’ of any potential cycle investment. However we note that the elements of this proposed package (i.e. individual routes and specific alignments of each) have been determined through a process that considers a wide range of factors beyond ‘efficiency’ as measured in simple economic terms.



## 7 Conclusions

- 7.1 This study seeks to provide a rational and robust estimate of the potential benefits of the major programme of investment proposed for cycle infrastructure in Christchurch. Its principal purpose is to help inform Strategic Fit and Effectiveness assessments (by Council), in compliance with NZTA's investment assessment framework and assist with subsequent detailed planning and prioritisation of the Council's investment.
- 7.2 Given the potential wide-ranging potential impacts of the proposed project package, and the significant level of investment being countenanced, a detailed assessment process was considered warranted and has been applied to determine these potential benefits.
- 7.3 The approach adopted relies significantly on the Christchurch Strategic Cycle Model (CSCM) as the principal tool to determine potential cycle use (and thus user benefits) - in combination with the Christchurch Assignment and Simulation Traffic (CAST) model to estimate potential non-user benefits (decongestion and safety).
- 7.4 CCC's proposed Major Cycleway Routes (MCR), in combination with the proposed Central City Recovery Plan cycle projects and the Christchurch Coastal Pathway represent the main package of improvements assessed ('Scenario 1') and this has been compared to a do-minimum level of improvement. This proposed package of investment has now been estimated to have a BCR of around 8 (using updated base assumptions).
- 7.5 A package consisting of fewer elements could (obviously) reduce costs - and even generate a marginally higher BCR. However, incremental BCR assessments support the choice of the full package as the most<sup>37</sup> economically-efficient (i.e. that the additional benefits generated would easily outweigh the additional costs).
- 7.6 Arguably the CSCM represents a world-leading tool and the state-of-the-art. However it should also be acknowledged that cycle modelling is inherently subject to (considerably) more difficulty and uncertainty than traditional vehicle-based transport modelling. These levels of uncertainty will naturally be reflected in the level of confidence in trip-making scale and assignment predictions - and resulting benefits. For this reason therefore, appropriate sensitivity testing is of particularly high importance, to inform the potential variation in projected benefits (or costs) to potentially critical parameters and assumptions.
- 7.7 What we can conclude from this sensitivity testing, with some confidence, is that while the potential variation in these parameters could be expected to affect projected usage and therefore benefits, the overall economic Efficiency case for the MCR programme appears relatively insensitive - with a 'High' Efficiency rating being likely to be justified in almost all conceivable circumstances.

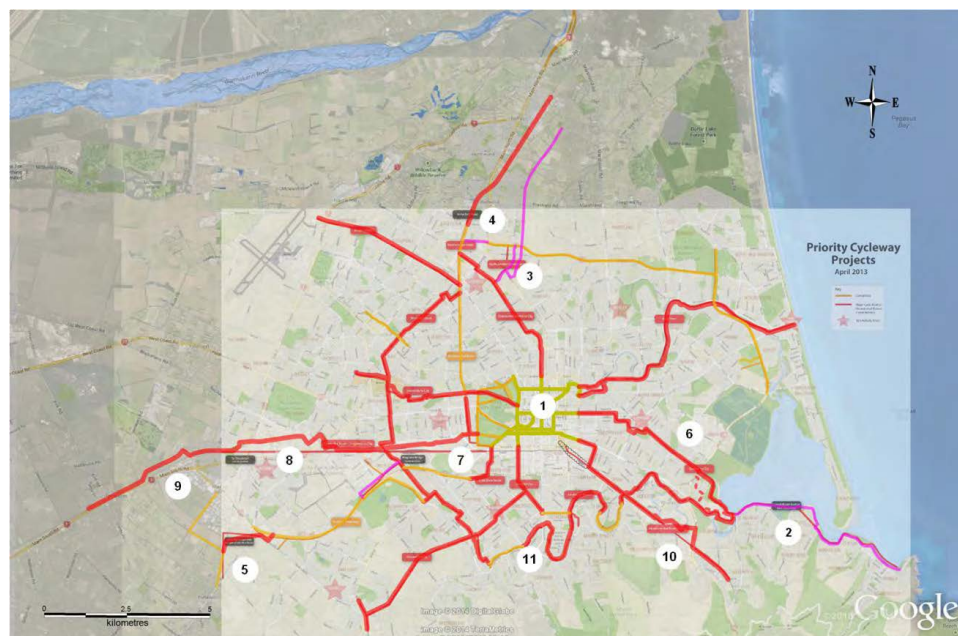
---

<sup>37</sup> Of those examined – We *cannot* claim that the proposed package is the most 'efficient' of any potential cycle investment. However we note that the elements of this proposed package (i.e. individual routes and specific alignments of each) have been determined through a process that considers a wide range of factors beyond 'efficiency' as measured in simple economic terms.

This page is intentionally blank for double-sided printing.

**Appendix A – Network  
Alignment Development  
from April 2013 Priority  
Cycleway Project Plan**

This page is intentionally blank for double-sided printing.



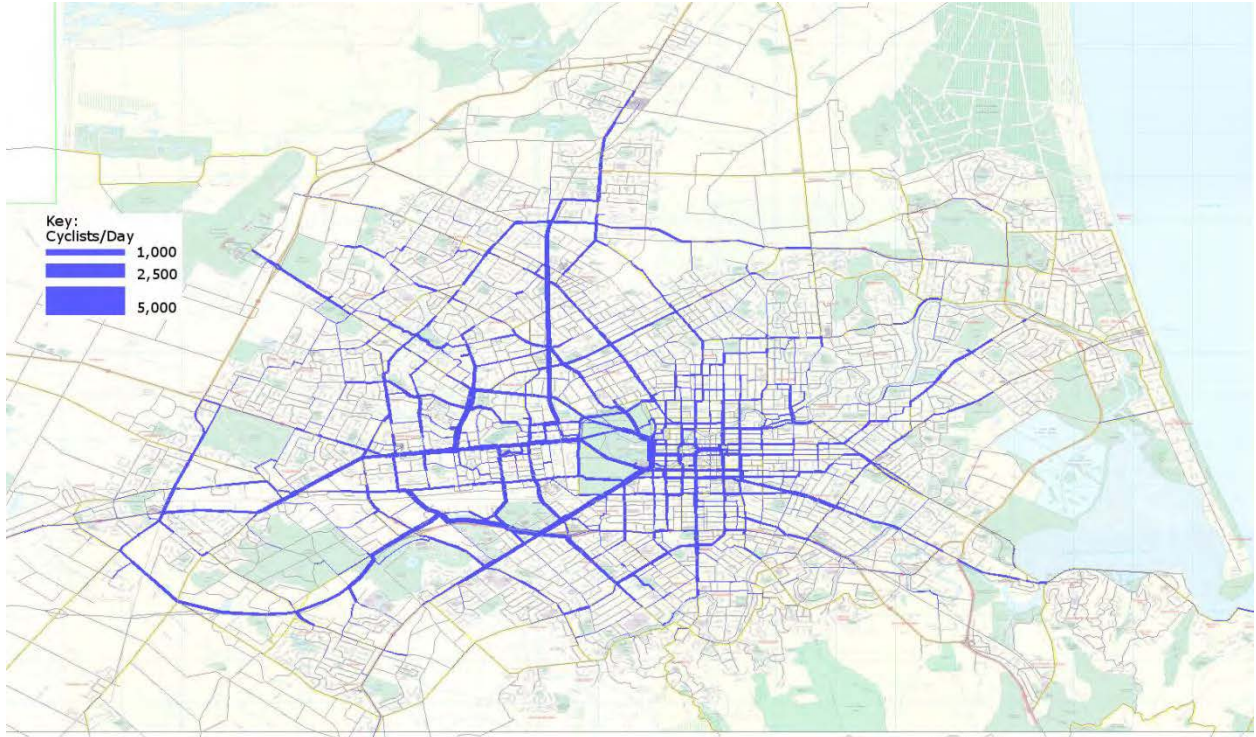
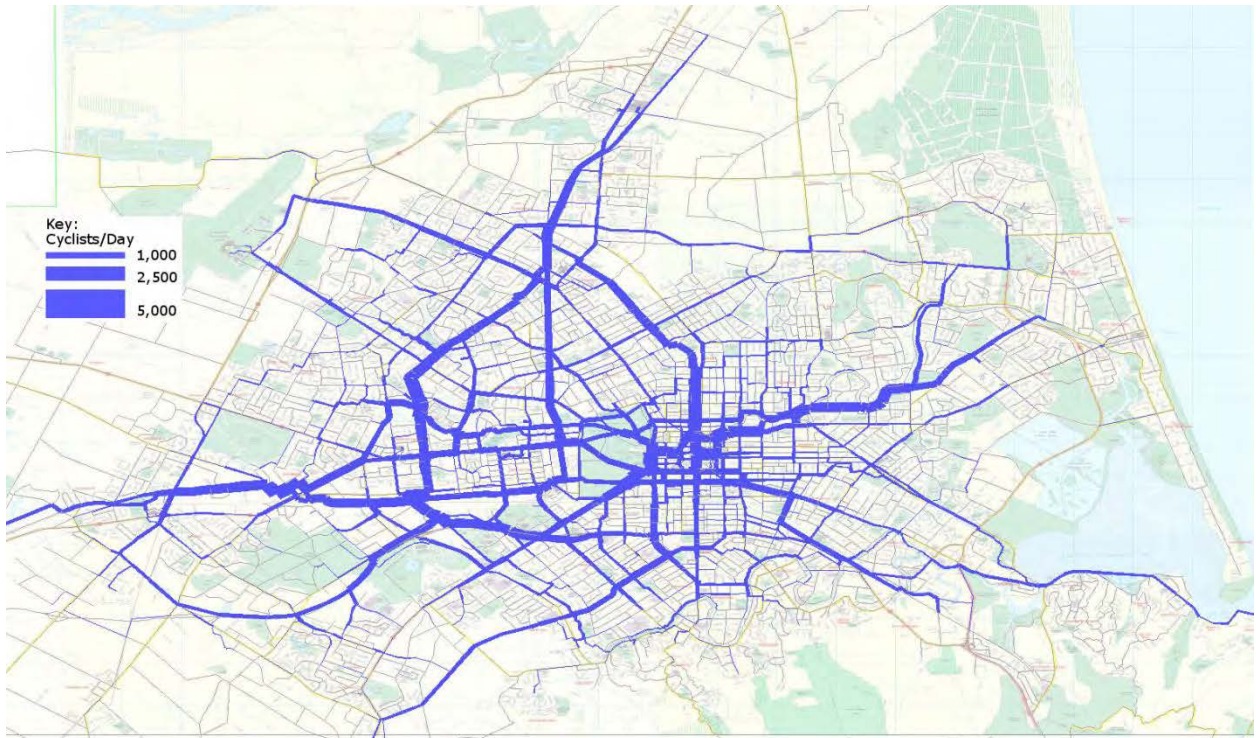
<b>Adjustments to Proposed MCR Routes from April 2013 CCC Plan</b>	
1. An Accessible City cycle routes added (Salisbury St and adjacent Avon River)	7. Realignment of Hornby Rail Route ("South Express") to use transmission corridor and Foster Street to avoid rail sidings.
2. Christchurch Coastal Pathway route modified (off-road path routed along Beachville Road rather than Main Road)	8. Realignment of Hornby Rail Route ("South Express") to cross Main Sth Road and use Greenhurst St/Waterloo Road to Kyle Park to avoid rail sidings.
3. Addition of Northern Connections in line with notified designation plans for Northern Arterial (NZTA) and Northern Arterial Extension (CCC)	9. Realignment of Hornby Rail Route ("South Express") to use proposed Collector Road through Waterloo Business Park (PC19) to avoid potential future rail sidings.
4. Assumption that Off-Road path would be provided in association with proposed Northcote 4-Laning (CCC) to ensure connectivity between existing QE2 Drive path and Northern Railway cycleway.	10. Realignment of Heathcote Rail Route to City ("Heathcote Expressway") to use Cumnor Tce to avoid potential future rail sidings between Tunnel Rd and Curries Rd. Deletion of former proposal to provide route past sidings to Waltham Rd.
5. Minor alignment adjustment for Little River Link to reflect approved CSM2 and that a cycle path now already provided along former railway between Marshs Road and Prebbleton.	11. Assumption that slightly more of existing Heathcote River path ("Ōpāwaho River Route") may require upgrade to MCR standard. Deletion of drafting error indicating route on Burnbrae St.
6. Minor adjustment for Sumner-City Route ("Rapanui-Shag Rock Cycleway") to reflect addition of nighttime route via Charlesworth St & Te Rakau Drive	12. Recognise that existing Railway Cycleway extends to Kilmarnock and remove MCR route S Blenheim to Lester Lane.

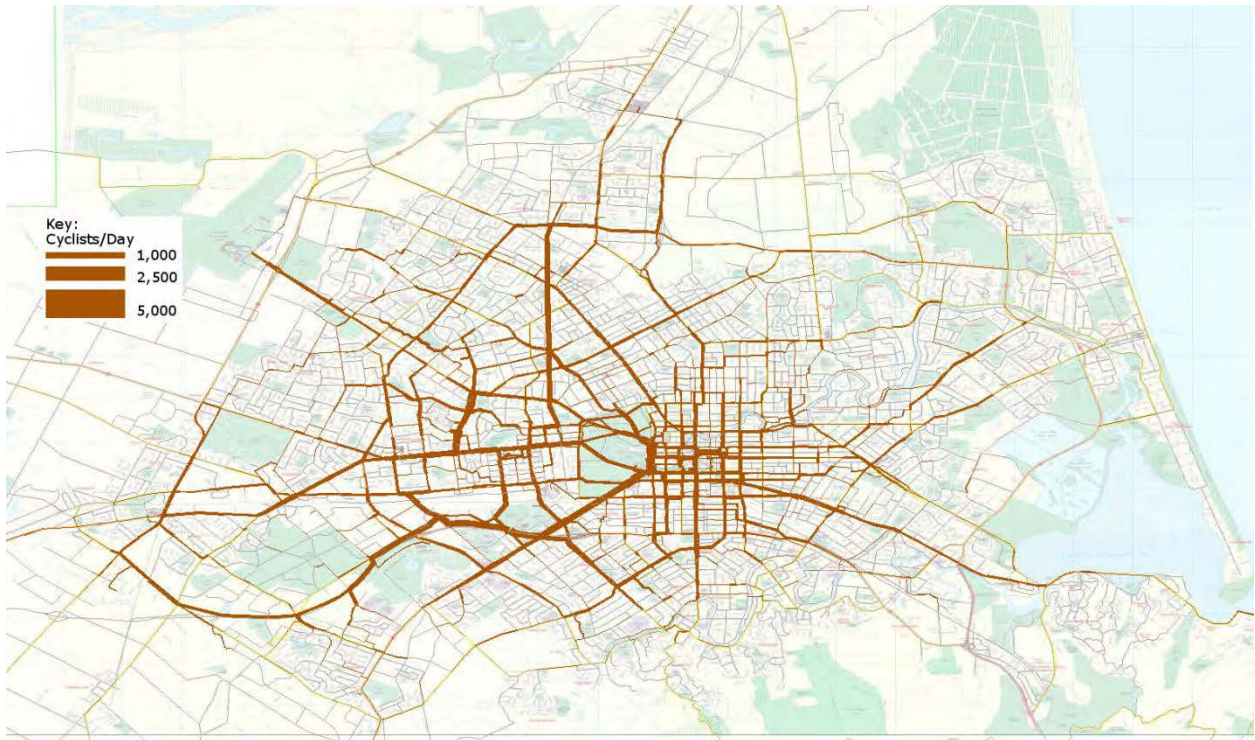
This page is intentionally blank for double-sided printing.

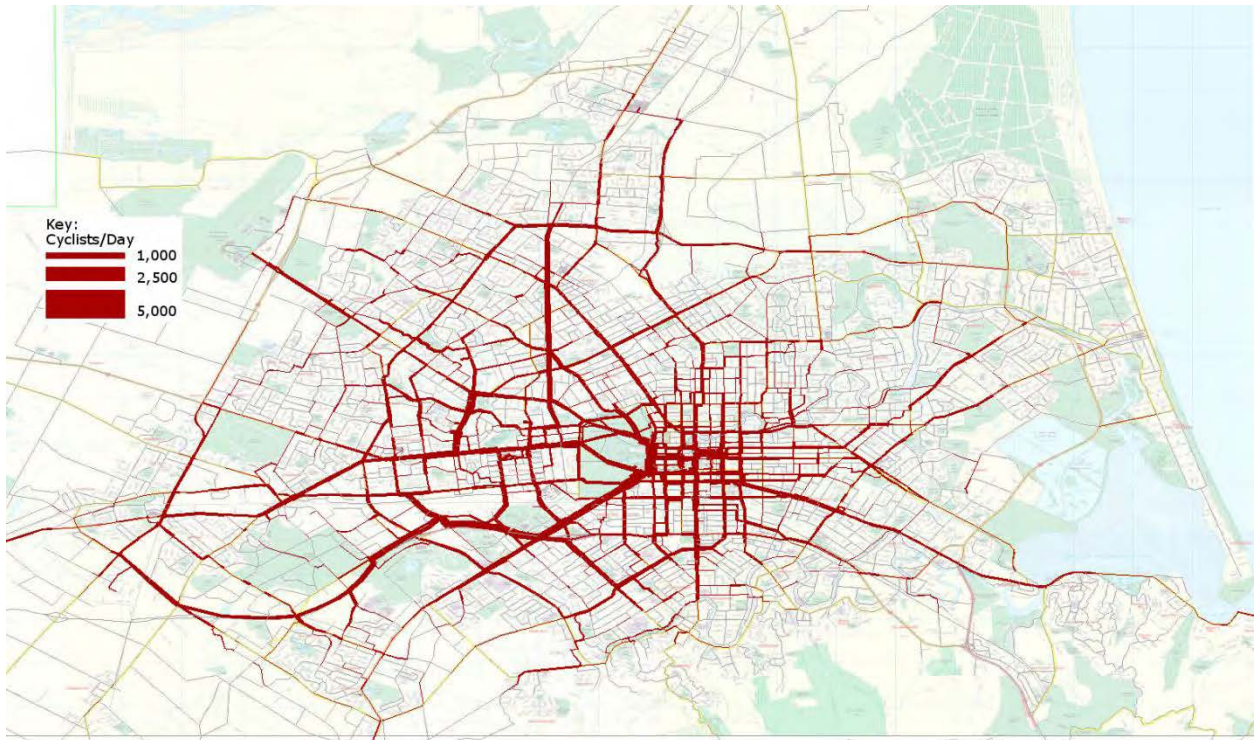
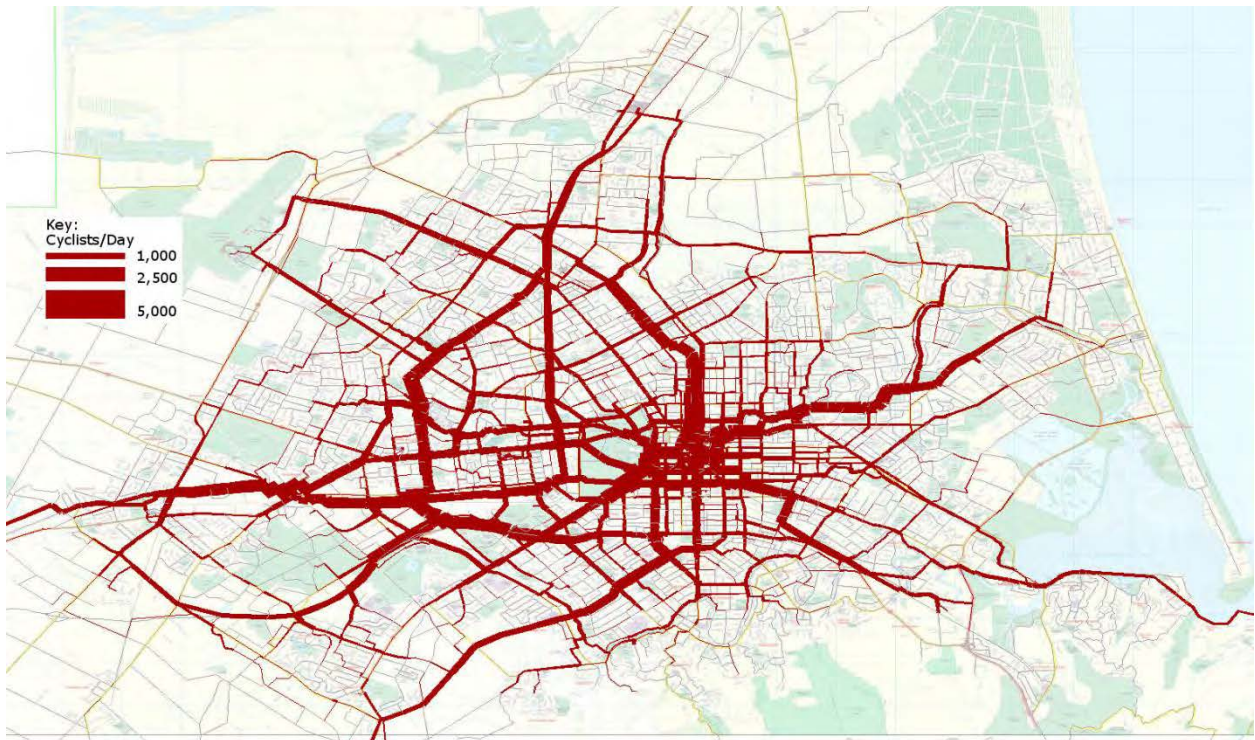
## Appendix B – Cycle Model Forecast Demands

This page is intentionally blank for double-sided printing.



**Figure B1: Daily Cycle Demand for Scenario 0 'Do-Minimum' - 2021****Figure B2: Daily Cycle Demand for Scenario 1 'Full Network' - 2021**

**Figure B3: Daily Cycle Demand for Scenario 0 'Do-Minimum' - 2031****Figure B4: Daily Cycle Demand for Scenario 1 'Full Network' - 2031**

**Figure B5: Daily Cycle Demand for Scenario 0 'Do-Minimum' -2041****Figure B6: Daily Cycle Demand for Scenario 1 'Full Network' - 2041**

This page is intentionally blank for double-sided printing.

## Appendix C – Cyclist Demand Summary by Purpose

This page is intentionally blank for double-sided printing.

**Table C1: Daily and Annual Predicted Cycle Demand, Time and Distance (by Purpose)**

0.827 Factor Average weekday in term-time to 7 day AADT  
 365 Days in year Note Factor above used to modify term-time flows  
 50.38 Base Road Safety Crash Benefit/cycle km 47816209.33  
 \$1.57 New User Health & Environmental Benefits/cycle km Based on \$1.40 at 1/07/2008 (EEM Table A20.4)  
 \$0.06 Existing and New User Safety Benefits/cycle km Based on \$0.05 at 1/07/2008 (EEM Table A20.4) 1.401249462

(Updated to July 2013 values above)

	HBW	HBE	HBR	NHB	Daily	Annual (m)	Annual (m) corrected for intras
Time (hrs)	333.3	193.0	200.1	135.8	8,627.0	2,604	2,631
Dist (km)	5,937.6	3,489.1	3,567.9	2,384.0	153,786.0	46,421	47,200
Assigned Trips	1,487.8	1,219.0	1,218.2	885.6	48,106.0	14,521	15,195
Intras	27.6	65.4	63.3	67.0	2,233.0	0.74	
	1,515.4	1,284.4	1,281.5	952.6	50,339.0		
Segregated					13,798.6	Annual (m)	4,244

	HBW	HBE	HBR	NHB	Daily	Annual (m)
2006	1,487.8	1,219.0	1,218.2	885.6	48,106.0	14.5
2031	3,571.1	1,509.0	1,855.2	1,311.1	83,364.0	25.2
	140%	31%	52%	48%	73%	
2006	4.0	2.9	2.9	2.7	3.2	Annual (m)
2031	5.6	3.6	3.8	3.4	4.5	(m-km/year)
	39%	27%	29%	27%	39%	#VALUE!

2.4  
2.42

	HBW	HBE	HBR	NHB	Daily	Annual (m)	Annual (m) corrected for intras
Time (hrs)	481.7	212.1	226.2	152.2	10,722.0	3,236	3,290
Dist (km)	8,671.9	3,847.6	4,082.8	2,708.4	193,107.0	58,290	59,260
Assigned Trips	1,085.1	1,284.4	1,330.5	953.0	55,530.0	16,762	17,508
Intras	33.2	67.6	69.0	76.8	2,464.0	0.74	
	2,018.3	1,352.0	1,399.5	1,029.6	57,994.0		
	4.4	3.0	3.1	2.8	3.5	(m-km/year)	5,036

	HBW	HBE	HBR	NHB	Daily	Annual (m)	Annual (m) corrected for intras
Time (hrs)	579.6	223.2	253.1	167.7	12,236.0	3,693	3,750
Dist (km)	10,415.5	4,038.2	4,556.5	2,972.1	219,823.0	66,355	67,868
Assigned Trips	2,366.5	1,329.4	1,459.7	1,038.2	61,938.0	18,606	19,474
Intras	35.7	68.0	72.4	80.4	2,575.0	0.77	
	2,402.2	1,397.4	1,532.1	1,118.6	64,513.0		
					30,262.1	(m-km/year)	5,030

	HBW	HBE	HBR	NHB	Daily	Annual (m)	Annual (m) corrected for intras
Time (hrs)	664.8	236.3	270.3	177.5	13,489.0	4,072	4,141
Dist (km)	11,914.6	4,273.4	4,851.5	3,134.3	241,738.0	72,970	74,030
Assigned Trips	2,698.4	1,393.2	1,546.9	1,097.2	67,357.0	20,332	21,146
Intras	38.9	71.0	75.9	83.7	2,695.0	0.813	
	2,737.3	1,464.2	1,622.8	1,180.9	70,052.0		
	4.4	3.1	3.1	2.9	3.6	(m-km/year)	6,161

3.50

	HBW	HBE	HBR	NHB	Daily	Annual	Annual (m) corrected for intras
Time (hrs)	856.4	281.9	318.5	210.0	16,668.0	5,031	5,087

	HBW	HBE	HBR	NHB	Daily	Annual	Annual (m) corrected for intras
Time (hrs)	1,038.1	302.0	364.8	236.7	19,416.0	5,861	5,924

	HBW	HBE	HBR	NHB	Daily	Annual	Annual (m) corrected for intras
Time (hrs)	1,197.3	323.5	395.2	255.4	21,714.0	6,554	6,610

	HBW	HBE	HBR	NHB	Daily	Annual	Annual (m) corrected for intras
Assigned Trips	2,880.4	1,513.7	1,630.8	1,162.1	71,900.0	21,703	22,847
Intras	33.1	67.6	69.1	76.7	2,465.0	0.74	
	2,913.5	1,581.3	1,699.9	1,238.8	74,365.0		
	5.5	3.5	3.6	3.3	4.3	(m-km/year)	36,409

	HBW	HBE	HBR	NHB	Daily	Annual	Annual (m) corrected for intras
Assigned Trips	3,485.8	1,587.4	1,823.2	1,291.7	81,881.0	24,716	25,493
Intras	35.5	68.0	72.4	80.5	2,574.0	0.77	
	3,521.3	1,655.4	1,895.6	1,372.2	84,455.0		
	19.1	19.1	19.0	18.9	19.0	(m-km/year)	44,595

	HBW	HBE	HBR	NHB	Daily	Annual	Annual (m) corrected for intras
Assigned Trips	4,005.2	1,672.8	1,954.0	1,382.2	90,132.0	27,207	28,020
Intras	38.7	71.0	75.0	83.8	2,695.0	0.813	
	4,043.9	1,743.8	2,029.0	1,466.0	92,827.0		
	5.5	3.6	3.7	3.4	4.4	(m-km/year)	50,605

2021-04 (No Fuel Price Increase Sensitivity Test)

	HBW	HBE	HBR	NHB	Daily	Annual	Annual (m) corrected for intras
Time (hrs)	799.4	271.8	303.5	200.9	15,756.0	4,756	4,807
Dist (km)	15,309.3	5,211.6	5,810.2	3,815.5	301,466.0	90,999	91,368
Assigned Trips	2,827.4	1,493.7	1,612.7	1,152.2	70,860.0	21,389	22,133
Intras	33.0	67.6	69.1	76.7	2,464.0	0.74	
	2,860.4	1,561.3	1,681.8	1,228.9	73,324.0		
					134,981.9	(m-km/year)	36,935

2031-04 (No Fuel Price Increase Sensitivity Test)

	HBW	HBE	HBR	NHB	Daily	Annual	Annual (m) corrected for intras
Time (hrs)	913.0	281.3	332.6	217.4	17,443.0	5,265	5,318
Dist (km)	17,445.0	5,390.6	6,350.0	4,116.7	333,023.0	100,525	101,338
Assigned Trips	3,276.5	1,534.8	1,754.1	1,245.6	78,110.0	23,578	24,351
Intras	36.5	68.0	72.5	80.6	2,576.0	0.778	
	3,313.0	1,602.8	1,826.6	1,326.2	80,686.0		
					151,438.4	(m-km/year)	41,929

2041-04 (No Fuel Price Increase Sensitivity Test)

	HBW	HBE	HBR	NHB	Daily	Annual	Annual (m) corrected for intras
Time (hrs)	1,023.4	295.5	351.8	229.2	18,999.0	5,735	5,791
Dist (km)	19,478.2	5,657.3	6,693.3	4,327.5	361,363.0	109,140	110,499
Assigned Trips	3,692.5	1,599.9	1,852.2	1,315.5	84,601.0	25,537	26,350
Intras	38.6	71.0	76.0	83.8	2,694.0	0.813	
	3,731.1	1,670.9	1,928.2	1,400.3	87,295.0		
					164,863.4	(m-km/year)	46,004

4.18

2021-05 (Reduction to 15% Car Trader Sensitivity Test)

	HBW	HBE	HBR	NHB	Daily	Annual	Annual (m) corrected for intras
Time (hrs)	633.4	236.4	259.2	172.9	13,019.0	3,936	3,981
Dist (km)	13,023.1	4,511.5	4,927.4	3,298.7	247,507.0	74,711	75,661
Assigned Trips	2,397.5	1,380.9	1,462.9	1,048.5	62,898.0	18,986	19,730
Intras	33.0	67.6	69.1	76.7	2,464.0	0.74	
	2,430.5	1,448.5	1,532.0	1,125.2	65,362.0		
					101,029.9	(m-km/year)	26,648

2031-05 (Reduction to 15% Car Trader Sensitivity Test)

	HBW	HBE	HBR	NHB	Daily	Annual	Annual (m) corrected for intras
Time (hrs)	754.1	248.4	290.5	191.0	14,940.0	4,480	4,531
Dist (km)	14,334.6	4,738.6	5,513.3	3,592.9	281,794.0	85,061	86,074
Assigned Trips	2,845.0	1,428.8	1,607.9	1,144.5	70,262.0	21,209	21,887
Intras	36.5	68.0	72.5	80.6	2,576.0	0.778	
	2,881.5	1,496.8	1,680.4	1,225.1	72,838.0		
					118,331.6	(m-km/year)	31,901

2041-05 (Reduction to 15% Car Trader Sensitivity Test)

	HBW	HBE	HBR	NHB	Daily	Annual	Annual (m) corrected for intras
Time (hrs)	861.4	262.5	310.3	202.9	16,371.0	4,942	4,998
Dist (km)	16,329.3	5,603.3	5,872.2	3,806.9	310,117.0	93,610	94,670
Assigned Trips	3,237.1	1,493.8	1,703.3	1,210.9	76,541.0	23,077	23,890
Intras	38.6	71.0	76.0	83.8	2,694.0	0.813	
	3,275.7	1,564.8	1,779.3	1,294.7	79,145.0		
					131,336.7	(m-km/year)	35,849

3.96

This page is intentionally blank for double-sided printing.



**Appendix D – Model  
Result Summary for  
Road Networks  
(Decongestion  
calculations)**

This page is intentionally blank for double-sided printing.

**Table D1: Decongestion Calculations for Principal Scenarios**

0.027 Factor Average weekday In term-time to 7 day AADT

365 Days in year  
 AM 2.61  
 IP 8.48  
 PM 7.61  
 5/veh-km 50.31 Based on July 2008 Values updated to July 2013  
 5/veh-hr 522.74 Based on July 2002 Values updated to July 2013

NOTE THAT THE TIME, DISTANCE AND REPORTED COST TOTALS BELOW RELATE ONLY TO THE BASE TRIPS, not the *assumed* trips for "No Cycling" Scenarios

2021-00				2021-01				2021-02			
AM peak	Base	No Cycling	% Difference	AM peak	Base	No Cycling	% Difference	AM peak	Base	No Cycling	% Difference
Dist (km)	939,990	941,105	0.1%	Dist (km)	939,990	941,993	0.2%	Dist (km)	939,990	941,922	0.2%
Time (hrs)	24,449	24,885	1.8%	Time (hrs)	24,449	25,226	3.2%	Time (hrs)	24,449	25,199	3.1%
Vehicle Trips	115,112	114,888	-4.3%	Vehicle Trips	115,112	121,570	5.6%	Vehicle Trips	115,112	122,413	5.5%
Speed	38.45	37.82	-1.6%	Speed	38.45	37.34	-2.9%	Speed	38.45	37.35	-2.8%
Interpeak	Base	No Cycling		Interpeak	Base	No Cycling		Interpeak	Base	No Cycling	
Dist (km)	756,974	757,077	0.0%	Dist (km)	756,974	757,129	0.0%	Dist (km)	756,974	757,117	0.0%
Time (hrs)	18,087	18,124	0.2%	Time (hrs)	18,087	18,149	0.3%	Time (hrs)	18,087	18,147	0.3%
Vehicle Trips	104,600	106,134	1.5%	Vehicle Trips	104,600	106,556	1.9%	Vehicle Trips	104,600	106,375	1.8%
Speed	41.85	41.77	-0.2%	Speed	41.85	41.77	-0.3%	Speed	41.85	41.77	-0.3%
PM Peak	Base	No Cycling		PM Peak	Base	No Cycling		PM Peak	Base	No Cycling	
Dist (km)	1,100,981	1,102,281	0.1%	Dist (km)	1,100,981	1,108,287	0.7%	Dist (km)	1,100,981	1,105,115	0.2%
Time (hrs)	29,718	30,177	1.5%	Time (hrs)	29,718	30,782	3.5%	Time (hrs)	29,718	30,543	2.8%
Vehicle Trips	135,088	139,272	3.2%	Vehicle Trips	135,088	140,891	4.4%	Vehicle Trips	135,088	140,850	4.3%
Speed	37.05	36.53	-1.4%	Speed	37.05	36.03	-2.8%	Speed	37.05	36.17	-2.5%
Weekday	Base	No Cycling		Weekday	Base	No Cycling		Weekday	Base	No Cycling	
Dist (km)	11,739,825	11,746,992	0.1%	Dist (km)	11,739,825	11,765,399	0.2%	Dist (km)	11,739,825	11,751,624	0.1%
Time (hrs)	294,583	297,229	0.9%	Time (hrs)	294,583	299,854	1.8%	Time (hrs)	294,583	299,195	1.6%
Vehicle Trips	1,539,294	1,575,244	2.4%	Vehicle Trips	1,539,294	1,588,095	3.2%	Vehicle Trips	1,539,294	1,582,111	3.1%
Speed	39.85	39.52	-0.8%	Speed	39.85	39.24	-1.5%	Speed	39.85	39.28	-1.4%
Annual	Base	No Cycling		Annual	Base	No Cycling		Annual	Base	No Cycling	
Dist (m.km)	3,543.7	3,545.9	0.1%	Dist (m.km)	3,543.7	3,551.4	0.2%	Dist (m.km)	3,543.7	3,547.3	0.1%
Time (m.hrs)	88.9	89.7	0.9%	Time (m.hrs)	88.9	90.5	1.8%	Time (m.hrs)	88.9	90.3	1.6%
Vehicle Trips	464.6	475.8	2.4%	Vehicle Trips	464.6	479.4	3.2%	Vehicle Trips	464.6	477.7	3.1%
Cost (\$m)	3134.39	3154.24	0.6%	Cost (\$m)	3134.39	3173.00	1.2%	Cost (\$m)	3134.39	3167.15	1.0%
Net Cost (\$m)	18.85			Net Cost (\$m)	18.85	38.61		Net Cost (\$m)	18.85	32.79	
		0.63									

This page is intentionally blank for double-sided printing.

## Appendix E – Calculation of Annual Benefits

This page is intentionally blank for double-sided printing.



Tables E1/E2: Annual benefit calculations (Scenarios 1 and 2 vs. Do-Min)

		VoT		\$22.74													
		RA		0.11													
				@140c/km		@5c/km											
				Updated to July		Updated to July											
				2103 (EEM Table		2013 (EEM Table											
				A20.4)		A20.4)											
2006	2.4%		15.20	3.11282			47.30										
Do-Minimum	UDS Residents	Cycle Mode Share	Term Weekday Cycle Trips	Annual Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Time (hrs)	Distance (m km)	Cycle hrs/Head (per year)	Cycle km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)*	New Cycle User health & environment benefits (\$m)	EEM Safety	Total		
2021	445,501	2.4%	57,994	17,506	2,311	11,960	3,290	59,260	7.39	133.02	18.847	0.566	18.753	0.28	38.448		
2031	500,715	2.5%	64,513	19,474	4,278	20,068	3,750	67,368	7.49	134.54	27.733	0.565	31.467	0.28	60.047		
2041	548,155	2.6%	70,052	21,146	5,950	26,731	4,131	74,030	7.54	135.05	47.988	0.692	41.913	0.35	90.938		
Sc1 (Full MCR + AAC + CPW)	UDS Residents	Cycle Mode Share	Term Weekday Cycle Trips	Annual Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Time (hrs)	Distance (m km)	Cycle hrs/Head (per year)	Cycle km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)	New Cycle User health & environment benefits (\$m)	EEM Safety	Total		
2021	445,501	3.2%	75,757	22,868	7,673	50,052	5,082	97,352	11.41	218.52	38.614	4.480	78.482	2.23	123.809		
2031	500,715	3.4%	85,939	25,941	10,746	65,851	5,914	113,151	11.81	225.98	58.179	5.431	103,255	2.71	169,573		
2041	548,155	3.5%	94,941	28,538	13,343	78,820	6,610	126,120	12.06	230.08	91.748	6.155	123,590	3.07	224,562		
Net Benefits	UDS Residents	Cycle Mode Share	Term Weekday Cycle Trips	Annual Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Time (hrs)	Distance (m km)	Cycle hrs/Head (per year)	Cycle km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)	New Cycle User health & environment benefits (\$m)	EEM Safety	Total		
2021		0.8%	17,763	5,362	5,362	38,092	1,792	38,092	4.022	85.50	19.77	3.91	59.729	1.95	85.361		
2031		0.9%	21,426	6,468	6,468	45,783	2,164	45,783	4.322	91.44	30.45	4.87	71.788	2.43	109,527		
2041		1.0%	24,489	7,392	7,392	52,090	2,479	52,090	4.523	95.03	43.76	5.46	81.676	2.72	133,624		

		VoT		\$22.74													
		RA		0.11													
				@140c/km		@5c/km											
				Updated to July		Updated to July											
				2103 (EEM Table		2013 (EEM Table											
				A20.4)		A20.4)											
2006	2.4%		15.20	3.11282			47.30										
Do-Minimum	UDS Residents	Cycle Mode Share	Term Weekday Cycle Trips	Annual Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Time (hrs)	Distance (m km)	Cycle hrs/Head (per year)	Cycle km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)*	New Cycle User health & environment benefits (\$m)	EEM Safety	Total		
2021	445,501	2.4%	57,994	17,506	2,311	11,960	3,290	59,260	7.39	133.02	18.847	0.566	18.753	0.28	38.448		
2031	500,715	2.5%	64,513	19,474	4,278	20,068	3,750	67,368	7.49	134.54	27.733	0.565	31.467	0.28	60.047		
2041	548,155	2.6%	70,052	21,146	5,950	26,731	4,131	74,030	7.54	135.05	47.988	0.692	41.913	0.35	90.938		
Sc2 (Sc1 less 25% Full MCR)	UDS Residents	Cycle Mode Share	Term Weekday Cycle Trips	Annual Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Time (hrs)	Distance (m km)	Cycle hrs/Head (per year)	Cycle km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)	New Cycle User health & environment benefits (\$m)	EEM Safety	Total		
2021	445,501	3.1%	74,365	22,447	7,252	46,733	4,934	94,033	11.08	211.07	32.793	4.089	73.277	2.04	112.198		
2031	500,715	3.3%	84,455	25,493	10,298	62,287	5,756	109,587	11.49	218.86	55.838	5.009	97.666	2.50	161.011		
2041	548,155	3.5%	92,827	28,020	12,825	74,668	6,422	121,968	11.72	222.51	88.261	5.684	117.080	2.83	213.858		
Net Benefits	UDS Residents	Cycle Mode Share	Term Weekday Cycle Trips	Annual Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Time (hrs)	Distance (m km)	Cycle hrs/Head (per year)	Cycle km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)	New Cycle User health & environment benefits (\$m)	EEM Safety	Total		
2021		0.7%	16,371	4,942	4,942	34,773	1,644	34,773	3.690	78.05	13.95	3.52	54.524	1.76	73.750		
2031		0.8%	19,942	6,020	6,020	42,219	2,006	42,219	4.006	84.32	28.11	4.44	66.200	2.22	100.964		
2041		0.9%	22,775	6,875	6,875	47,938	2,291	47,938	4.179	87.45	40.27	4.99	75.166	2.49	122.920		

		VoT		\$22.74													
		RA		0.11													
				@140c/km		@5c/km											
				Updated to July		Updated to July											
				2103 (EEM Table		2013 (EEM Table											
				A20.4)		A20.4)											
2006	2.4%		15.20	3.11282			47.30										
... with 'True' Crash Costs:	UDS Residents	Cycle Mode Share	Term Weekday Cycle Trips	Annual Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Time (hrs)	Distance (m km)	Cycle hrs/Head (per year)	Cycle km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)*	New Cycle User health & environment benefits (\$m)	EEM Safety	Total		
2021	445,501	2.4%	57,994	17,506	2,311	11,960	3,290	59,260	7.39	133.02	18.847	0.566	18.753	0.28	38.448		
2031	500,715	2.5%	64,513	19,474	4,278	20,068	3,750	67,368	7.49	134.54	27.733	0.565	31.467	0.28	60.047		
2041	548,155	2.6%	70,052	21,146	5,950	26,731	4,131	74,030	7.54	135.05	47.988	0.692	41.913	0.35	90.938		
Sc1 (Full MCR + AAC + CPW)	UDS Residents	Cycle Mode Share	Term Weekday Cycle Trips	Annual Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Time (hrs)	Distance (m km)	Cycle hrs/Head (per year)	Cycle km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)	New Cycle User health & environment benefits (\$m)	EEM Safety	Total		
2021	445,501	3.2%	75,757	22,868	7,673	50,052	5,082	97,352	11.41	218.52	38.614	4.480	78.482	2.23	123.809		
2031	500,715	3.4%	85,939	25,941	10,746	65,851	5,914	113,151	11.81	225.98	58.179	5.431	103,255	2.71	169,573		
2041	548,155	3.5%	94,941	28,538	13,343	78,820	6,610	126,120	12.06	230.08	91.748	6.155	123,590	3.07	224,562		
Net Benefits	UDS Residents	Cycle Mode Share	Term Weekday Cycle Trips	Annual Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Time (hrs)	Distance (m km)	Cycle hrs/Head (per year)	Cycle km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)	New Cycle User health & environment benefits (\$m)	EEM Safety	Total		
2021		0.8%	17,763	5,362	5,362	38,092	1,792	38,092	4.022	85.50	19.77	3.91	59.729	1.95	85.361		
2031		0.9%	21,426	6,468	6,468	45,783	2,164	45,783	4.322	91.44	30.45	4.87	71.788	2.43	109,527		
2041		1.0%	24,489	7,392	7,392	52,090	2,479	52,090	4.523	95.03	43.76	5.46	81.676	2.72	133,624		
... with 'True' Crash Costs:	UDS Residents	Cycle Mode Share	Term Weekday Cycle Trips	Annual Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Time (hrs)	Distance (m km)	Cycle hrs/Head (per year)	Cycle km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)*	New Cycle User health & environment benefits (\$m)	EEM Safety	Total		
2021	445,501	3.1%	74,365	22,447	7,252	46,733	4,934	94,033	11.08	211.07	32.793	4.089	73.277	2.04	112.198		
2031	500,715	3.3%	84,455	25,493	10,298	62,287	5,756	109,587	11.49	218.86	55.838	5.009	97.666	2.50	161.011		
2041	548,155	3.5%	92,827	28,020	12,825	74,668	6,422	121,968	11.72	222.51	88.261	5.684	117.080	2.83	213.858		
Net Benefits	UDS Residents	Cycle Mode Share	Term Weekday Cycle Trips	Annual Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Time (hrs)	Distance (m km)	Cycle hrs/Head (per year)	Cycle km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)	New Cycle User health & environment benefits (\$m)	EEM Safety	Total		
2021		0.7%	16,371	4,942	4,942	34,773	1,644	34,773	3.690	78.05	13.95	3.52	54.524	1.76	73.750		
2031		0.8%	19,942	6,020	6,020	42,219	2,006	42,219	4.006	84.32	28.11	4.44	66.200	2.22	100.964		
2041		0.9%	22,775	6,875	6,875	47,938	2,291	47,938	4.179	87.45	40.27	4.99	75.166	2.49	122.920		

Tables E3/E4: Annual benefit calculations: Scenarios '4' (1-2) and '5' (1-3) vs. Do-Min

	UDS	Cycle Mode	Term		Annual				Cycle hrs/Head (per year)	km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)*	New Cycle User health & environment benefits (\$m)	EEM Safety	Total
			Weekday	Annual	Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Distance (m km)							
<b>Do-Minimum</b>	Residents	Share	Cycle Trips	Trips (m)	(m)	km (m)	hrs	59.260	7.39	133.02	18.847	0.566	18.753	0.28	38.448
2021	445,501	2.4%	57,994	17,506	2,311	11,960	3,290	59.260	7.39	133.02	18.847	0.566	18.753	0.28	38.448
2031	500,715	2.5%	64,513	19,474	4,278	20,068	3,750	67.368	7.49	134.54	27.733	0.565	31.467	0.28	60.047
2041	548,155	2.6%	70,052	21,146	5,950	26,731	4,131	74.030	7.54	135.05	47.988	0.692	41.913	0.35	90.938
<b>Sc4 (Sc1 but NO real-term fuel increase)</b>	Residents	Share	Cycle Trips	Trips (m)	(m)	km (m)	hrs	91.968	10.79	206.44	31.802	4.149	70.041	2.07	108.060
2021	445,501	3.1%	73,324	22,133	6,938	44,669	4,807	91.968	10.79	206.44	31.802	4.149	70.041	2.07	108.060
2031	500,715	3.2%	80,686	24,355	9,160	54,239	5,318	101.538	10.62	202.79	51.218	4.710	85.046	2.35	143.322
2041	548,155	3.2%	87,295	26,350	11,155	62,900	5,791	110.199	10.56	201.04	73.264	5.167	98.627	2.58	179.634
<b>Net Benefits</b>			Weekday	Annual											
2021		0.7%	15,330	4,627	4,627	32,709	1,516	32.709	3.404	73.42	12.96	3.58	51.287	1.79	69.612
2031		0.7%	16,173	4,882	4,882	34,170	1,568	34.170	3.132	68.24	23.49	4.14	53.579	2.07	83.275
2041		0.7%	17,243	5,205	5,205	36,169	1,660	36.169	3.028	65.98	25.28	4.48	56.714	2.23	88.696

	UDS	Cycle Mode	Term		Annual				Cycle hrs/Head (per year)	km/Head (per year)	Decongestion benefit (\$m)	New Cycle User Benefits (\$m)*	New Cycle User health & environment benefits (\$m)	EEM Safety	Total
			Weekday	Annual	Cycle Trips (m)	New Trips (m)	New Trip Time (m)	Distance (m km)							
<b>Do-Minimum</b>	Residents	Share	Cycle Trips	Trips (m)	(m)	km (m)	hrs	59.260	7.39	133.02	18.847	0.566	18.753	0.28	38.448
2021	445,501	2.4%	57,994	17,506	2,311	11,960	3,290	59.260	7.39	133.02	18.847	0.566	18.753	0.28	38.448
2031	500,715	2.5%	64,513	19,474	4,278	20,068	3,750	67.368	7.49	134.54	27.733	0.565	31.467	0.28	60.047
2041	548,155	2.6%	70,052	21,146	5,950	26,731	4,131	74.030	7.54	135.05	47.988	0.692	41.913	0.35	90.938
<b>Sc5 (Sc1 but only 15% car Traders)</b>	Residents	Share	Cycle Trips	Trips (m)	(m)	km (m)	hrs	75.681	8.94	169.88	24.833	2.993	44.501	1.49	73.820
2021	445,501	2.7%	65,362	19,730	4,535	28,381	3,981	75.681	8.94	169.88	24.833	2.993	44.501	1.49	73.820
2031	500,715	2.8%	72,838	21,987	6,791	38,775	4,533	86.074	9.05	171.90	38.198	3.583	60.799	1.79	104.366
2041	548,155	2.9%	79,145	23,890	8,695	47,371	4,998	94.670	9.12	172.71	61.718	4.027	74.277	2.01	142.029
<b>Net Benefits</b>			Weekday	Annual											
2021		0.3%	7,368	2,224	2,224	16,421	0,691	16.421	1,550	36.86	5.99	2.43	25.748	1.21	35.372
2031		0.4%	8,325	2,513	2,513	18,707	0,783	18.707	1,564	37.36	10.46	3.02	29.332	1.50	44.320
2041		0.4%	9,093	2,745	2,745	20,640	0,867	20.640	1,581	37.65	13.73	3.33	32.364	1.66	51.091

... with 'True' Crash Costs:

Base Road Crash Safety benefits (\$m)	Increase in Cycle crash rate (based on no of trips)	m cycle-km/year	Cycle Crash Cost @ Base rate	Cycle Crash Cost with Safety in Numbers effect	Net Benefits	Net Total Safety Benefits	Total benefits
8.057	6.1%	84.59	87.13	52.28	-6.004	-5.701	62.125
9.105	11.3%	97.72	100.65	54.84	-6.334	-6.239	74.969
10.020	15.7%	109.04	112.31	57.01	-6.753	-6.820	79.645

... with 'True' Crash Costs:

Base Road Crash Safety benefits (\$m)	Increase in Cycle crash rate (based on no of trips)	m cycle-km/year	Cycle Crash Cost @ Base rate	Cycle Crash Cost with Safety in Numbers effect	Net Benefits	Net Total Safety Benefits	Total benefits
7.452	11.9%	75.68	77.95	55.17	-2.886	-3.490	30.671
8.305	17.9%	86.07	88.66	58.10	-3.260	-4.061	38.754
9.024	22.9%	94.67	97.51	60.57	-3.561	-4.557	44.872



## Appendix F – Summary of Cost and Benefit Streams

This page is intentionally blank for double-sided printing.

**Table F-1: Assumed Cost Stream (Scenarios 1 and 2) - updated**

Year	Yrs from Time Zero	6.0%		AAC Costs	CCP Costs	MCR Costs (Sc1)	Net Maintenance (Sc1)	Total Costs (Sc1)	Total Costs (Sc2)
2013	Base Date 1 July 2013	SPPWF							
2014	0	1.000	2013/2014		\$0.500m	\$0.875m		\$1.375m	\$1.354m
2015	1	0.943	2014/2015	\$5.000m	\$4.500m	\$5.287m	\$0.002m	\$14.789m	\$13.969m
2016	2	0.890	2015/2016	\$5.000m	\$5.000m	\$12.308m	\$0.025m	\$22.333m	\$19.912m
2017	3	0.840	2016/2017	\$5.000m	\$7.750m	\$18.648m	\$0.058m	\$31.456m	\$29.981m
2018	4	0.792	2017/2018			\$38.148m	\$0.120m	\$38.268m	\$24.247m
2019	5	0.747	2018/2019			\$30.556m	\$0.159m	\$30.715m	\$27.233m
2020	6	0.705	2019/2020			\$33.482m	\$0.202m	\$33.684m	\$25.870m
2021	7	0.665	2020/2021			\$15.271m	\$0.239m	\$15.510m	\$7.370m
2022	8	0.627	2021/2022			\$1.664m	\$0.242m	\$1.906m	\$1.007m
Undiscounted Total				\$15.0m	\$17.8m	\$156.2m	\$8.6m	\$197.5m	\$156.9m
Present Value Total				\$15.9m	\$15.7m	\$120.3m	\$2.9m	\$152.3m	\$122.4m

Table F-2: Assumed Benefit Streams (Key Scenarios) - updated

End Year	Base Date 1 July 2013	SPPWF (6%)	Proportion of benefits captured	Total Benefits				Scenario 1 Benefit Sources				Scenario 2 Benefit Sources				Scenario 1-8 Benefit Sources				
				Sc1	Sc2	Sc1-2 (No Fuel Price Increase vs 40%)	Sc1-3 (15% Traders vs 30%)	Sc1-8 (Revised Safety)	Decong- estion	Users	Health&E nviron- ment	Safety	Decong- estion	Users	Health&E nviron- ment	Safety	Decong- estion	Users	Health&E nviron- ment	Safety
2014	0	1.0000	0%	68.45	54.70	60.05	29.11	62.61	12.29	3.25	51.29	1.62	4.03	2.88	46.35	1.44	12.29	3.25	51.29	-4.22
2015	1	0.9434	0%	70.86	57.42	61.41	30.00	64.87	13.36	3.34	52.49	1.67	5.45	2.97	47.52	1.48	13.36	3.34	52.49	-4.32
2016	2	0.8900	5%	73.28	60.14	62.78	30.90	67.14	14.43	3.44	53.70	1.71	6.87	3.06	48.69	1.53	14.43	3.44	53.70	-4.42
2017	3	0.8396	15%	75.70	62.86	64.15	31.79	69.41	15.50	3.53	54.90	1.76	8.28	3.16	49.85	1.57	15.50	3.53	54.90	-4.52
2018	4	0.7921	40%	78.11	65.59	65.51	32.69	71.68	16.56	3.63	56.11	1.81	9.70	3.25	51.02	1.62	16.56	3.63	56.11	-4.63
2019	5	0.7473	60%	80.53	68.31	66.88	33.58	73.94	17.63	3.72	57.32	1.86	11.11	3.34	52.19	1.67	17.63	3.72	57.32	-4.73
2020	6	0.7050	80%	82.94	71.03	68.25	34.48	76.21	18.70	3.82	58.52	1.90	12.53	3.43	53.36	1.71	18.70	3.82	58.52	-4.83
2021	7	0.6651	100%	85.36	73.75	69.61	35.37	78.48	19.77	3.91	59.73	1.95	13.95	3.52	54.52	1.76	19.77	3.91	59.73	-4.93
2022	8	0.6274	100%	87.78	76.47	70.98	36.27	80.75	20.84	4.01	60.93	2.00	15.36	3.62	55.69	1.80	20.84	4.01	60.93	-5.03
2023	9	0.5919	100%	90.19	79.19	72.34	37.16	83.01	21.90	4.10	62.14	2.05	16.78	3.71	56.86	1.85	21.90	4.10	62.14	-5.13
2024	10	0.5584	100%	92.61	81.91	73.71	38.06	85.28	22.97	4.20	63.35	2.09	18.19	3.80	58.03	1.89	22.97	4.20	63.35	-5.24
2025	11	0.5268	100%	95.03	84.64	75.08	38.95	87.55	24.04	4.29	64.55	2.14	19.61	3.89	59.19	1.94	24.04	4.29	64.55	-5.34
2026	12	0.4970	100%	97.44	87.36	76.44	39.85	89.82	25.11	4.39	65.76	2.19	21.03	3.98	60.36	1.99	25.11	4.39	65.76	-5.44
2027	13	0.4688	100%	99.86	90.08	77.81	40.74	92.08	26.17	4.49	66.96	2.24	22.44	4.08	61.53	2.03	26.17	4.49	66.96	-5.54
2028	14	0.4423	100%	102.28	92.80	79.18	41.64	94.35	27.24	4.58	68.17	2.28	23.86	4.17	62.70	2.08	27.24	4.58	68.17	-5.64
2029	15	0.4173	100%	104.69	95.52	80.54	42.53	96.62	28.31	4.68	69.38	2.33	25.27	4.26	63.86	2.12	28.31	4.68	69.38	-5.74
2030	16	0.3936	100%	107.11	98.24	81.91	43.42	98.88	29.38	4.77	70.58	2.38	26.69	4.35	65.03	2.17	29.38	4.77	70.58	-5.85
2031	17	0.3714	100%	109.53	100.96	83.28	44.32	101.15	30.45	4.87	71.79	2.43	28.11	4.44	66.20	2.22	30.45	4.87	71.79	-5.95
2032	18	0.3503	100%	111.94	103.16	83.82	45.00	103.49	31.78	4.93	72.78	2.46	29.32	4.50	67.10	2.24	31.78	4.93	72.78	-5.99
2033	19	0.3305	100%	114.35	105.36	84.36	45.67	105.84	33.11	4.99	73.77	2.49	30.54	4.55	67.99	2.27	33.11	4.99	73.77	-6.02
2034	20	0.3118	100%	116.76	107.55	84.90	46.35	108.18	34.44	5.05	74.75	2.52	31.76	4.61	68.89	2.30	34.44	5.05	74.75	-6.06
2035	21	0.2942	100%	119.17	109.75	85.44	47.03	110.52	35.77	5.11	75.74	2.55	32.97	4.66	69.79	2.32	35.77	5.11	75.74	-6.10
2036	22	0.2775	100%	121.58	111.94	85.99	47.71	112.86	37.10	5.16	76.73	2.58	34.19	4.72	70.68	2.35	37.10	5.16	76.73	-6.14
2037	23	0.2618	100%	123.98	114.14	86.53	48.38	115.21	38.43	5.22	77.72	2.60	35.41	4.77	71.58	2.38	38.43	5.22	77.72	-6.17
2038	24	0.2470	100%	126.39	116.33	87.07	49.06	117.55	39.77	5.28	78.71	2.63	36.62	4.83	72.48	2.41	39.77	5.28	78.71	-6.21
2039	25	0.2330	100%	128.80	118.53	87.61	49.74	119.89	41.10	5.34	79.70	2.66	37.84	4.88	73.37	2.43	41.10	5.34	79.70	-6.25
2040	26	0.2198	100%	131.21	120.72	88.15	50.41	122.23	42.43	5.40	80.69	2.69	39.06	4.94	74.27	2.46	42.43	5.40	80.69	-6.29
2041	27	0.2074	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
2042	28	0.1956	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
2043	29	0.1846	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
2044	30	0.1741	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
2045	31	0.1643	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
2046	32	0.1550	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
2047	33	0.1462	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
2048	34	0.1379	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
2049	35	0.1301	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
2050	36	0.1227	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
2051	37	0.1158	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
2052	38	0.1092	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
2053	39	0.1031	100%	133.62	122.92	88.70	51.09	124.58	43.76	5.46	81.68	2.72	40.27	4.99	75.17	2.49	43.76	5.46	81.68	-6.32
Undiscounted Total				4433.03	4006.43	3216.83	1754.39	3771.03	1287.45	190.53	2860.06	94.99	1120.51	173.27	2626.26	86.39	1287.45	190.53	2860.06	-228.92
Present Value Total				1219.19	1098.80	909.99	488.15	1127.86	340.02	53.29	799.31	26.57	292.35	48.43	733.88	24.14	340.02	53.29	799.31	-64.76

28% 4% 66% 2% 28% 4% 66% -5%

Highlights where Benefits assumed capped post-2041

**Appendix G –  
Incremental Analysis  
Summary (*updated*)**

This page is intentionally blank for double-sided printing.

**Worksheet 4a: Incremental analysis (Using Base Case Costs and Benefits)**

1 Target incremental BCR (from appendix A12.4) 4

Step	Option (2)	Base option for comparison			Next higher cost option			Incremental analysis		
		Costs (3)	Benefits (4)	Option (5)	Costs (6)	Benefits (7)	Incremental costs (8) = (6) - (3)	Incremental benefits (9) = (7) - (4)	Incremental BCR (10) = (9) - (8)	Base option for next step (11)
1	Sc2	122.4	1098.8	Sc1	152.3	1219.2	29.81	120.4	90.6	Sc1
2										

- 12 Preferred project option Sc1 (Full MCR + ACC + CPW)
- 13 Rationale for selection This is the Preferred Option and exceeds target Incremental BCR requirements (for BCR >4)
- 14 Results of sensitivity testing of target incremental BCR Sc1 is still preferred option using a target incremental BCR of 5

**Worksheet 4b: Incremental analysis (Using Costs +20% and Halved Benefits)**

50%

1 Target incremental BCR (from appendix A12.4) 4

Step	Option (2)	Base option for comparison			Next higher cost option			Incremental analysis		
		Costs (3)	Benefits (4)	Option (5)	Costs (6)	Benefits (7)	Incremental costs (8) = (6) - (3)	Incremental benefits (9) = (7) - (4)	Incremental BCR (10) = (9) - (8)	Base option for next step (11)
1	Sc2-5	146.9	549.4	Sc1-5	182.7	609.6	35.78	60.2	24.4	Sc1-5
2										

- 12 Preferred project option Sc1 (Full MCR + ACC + CPW)
- 13 Rationale for selection This is the Preferred Option and exceeds target Incremental BCR requirements (for BCR >4)
- 14 Results of sensitivity testing of target incremental BCR Sc1 is still preferred option using a target incremental BCR of 5

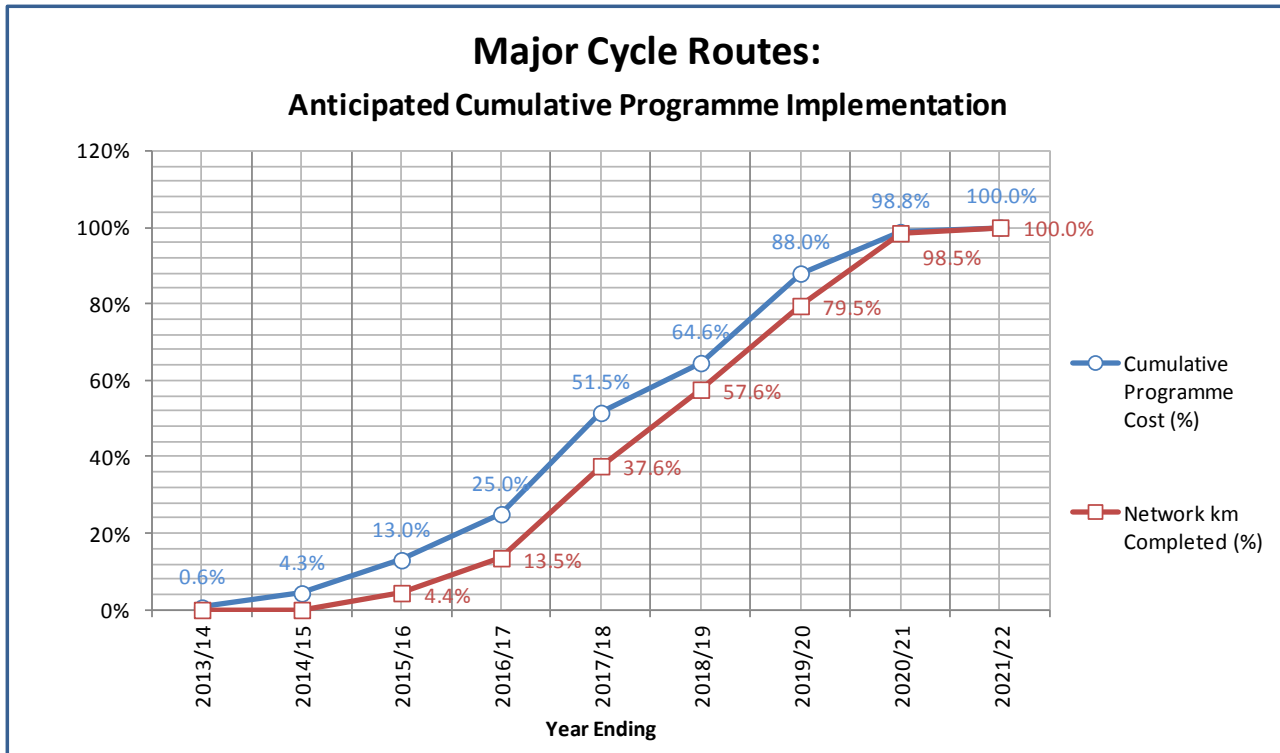
This page is intentionally blank for double-sided printing.



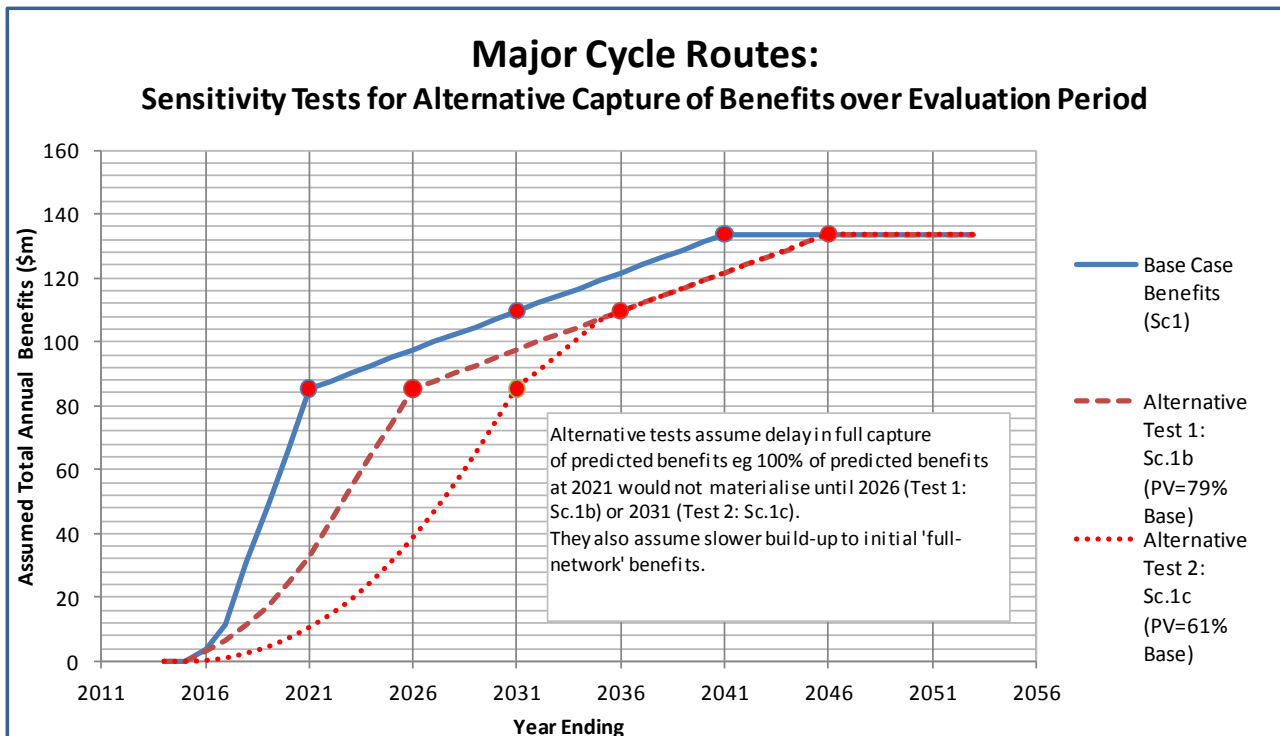
**Appendix H – Potential  
Alternative Benefit  
Capture Profiles (*new to  
Update*)**

This page is intentionally blank for double-sided printing.

**Figure H-1: Basis of Base Case Assumed Benefit Capture Assumptions  
 (Network km completed – CCC Programme as at January 2015)**



**Figure H-2: Basis of Sensitivity Tests for Potential Lag in Benefit Capture**



This page is intentionally blank for double-sided printing.

**Appendix I – Back-  
Calculation of Required  
Benefits (*new to Update*)**

This page is intentionally blank for double-sided printing.

**Table I-1: Back-Calculation of Required Benefits to achieve various Benefit-Cost Ratios given updated Capital and Maintenance Cost Estimates**

(Note this is a relative proportion against the benefits adopted for Test 1 shown in Figure H-1), which itself assumes potential lag in benefits behind model predictions)

				Ratio of Benefits compared to Sc1b:	63.0%	31.5%	15.7%
End Year	Base Date 1 July 2013	SPPWF (6%)	Proportion of benefits captured	Alternative Test 1: Sc1b (PV=79% Base)	Alternative to Sc1b (Back-calculation to obtain BC=4)	Alternative to Sc1b (Back-calculation to obtain BC=2)	Alternative to Sc1b (Back-calculation to obtain BC=1)
2014	0	1.0000	0%	0.00	0.00	0.00	0.00
2015	1	0.9434	0%	0.00	0.00	0.00	0.00
2016	2	0.8900	5%	3.06	1.93	0.96	0.48
2017	3	0.8396	15%	6.36	4.00	2.00	1.00
2018	4	0.7921	40%	11.56	7.27	3.64	1.82
2019	5	0.7473	60%	17.11	10.77	5.39	2.69
2020	6	0.7050	80%	24.80	15.61	7.81	3.90
2021	7	0.6651	100%	32.98	20.76	10.38	5.19
2022	8	0.6274	100%	43.52	27.40	13.70	6.85
2023	9	0.5919	100%	54.68	34.42	17.21	8.61
2024	10	0.5584	100%	64.42	40.55	20.28	10.14
2025	11	0.5268	100%	74.65	46.99	23.50	11.75
2026	12	0.4970	100%	85.36	53.74	26.87	13.43
2027	13	0.4688	100%	87.78	55.26	27.63	13.81
2028	14	0.4423	100%	90.19	56.78	28.39	14.19
2029	15	0.4173	100%	92.61	58.30	29.15	14.57
2030	16	0.3936	100%	95.03	59.82	29.91	14.96
2031	17	0.3714	100%	97.44	61.34	30.67	15.34
2032	18	0.3503	100%	99.86	62.86	31.43	15.72
2033	19	0.3305	100%	102.28	64.38	32.19	16.10
2034	20	0.3118	100%	104.69	65.91	32.95	16.48
2035	21	0.2942	100%	107.11	67.43	33.71	16.86
2036	22	0.2775	100%	109.53	68.95	34.47	17.24
2037	23	0.2618	100%	111.94	70.46	35.23	17.62
2038	24	0.2470	100%	114.35	71.98	35.99	18.00
2039	25	0.2330	100%	116.76	73.50	36.75	18.37
2040	26	0.2198	100%	119.17	75.02	37.51	18.75
2041	27	0.2074	100%	121.58	76.53	38.27	19.13
2042	28	0.1956	100%	123.98	78.05	39.02	19.51
2043	29	0.1846	100%	126.39	79.57	39.78	19.89
2044	30	0.1741	100%	128.80	81.08	40.54	20.27
2045	31	0.1643	100%	131.21	82.60	41.30	20.65
2046	32	0.1550	100%	133.62	84.12	42.06	21.03
2047	33	0.1462	100%	133.62	84.12	42.06	21.03
2048	34	0.1379	100%	133.62	84.12	42.06	21.03
2049	35	0.1301	100%	133.62	84.12	42.06	21.03
2050	36	0.1227	100%	133.62	84.12	42.06	21.03
2051	37	0.1158	100%	133.62	84.12	42.06	21.03
2052	38	0.1092	100%	133.62	84.12	42.06	21.03
2053	39	0.1031	100%	133.62	84.12	42.06	21.03
Undiscounted Total Benefits				3568.19	2246.21	707.00	111.27
Present Value Total Benefits				967.44	609.01	304.51	152.25
Benefit-Cost Ratio (PV Costs = \$152.25m)				6.4	4.0	2.0	1.0

This page is intentionally blank for double-sided printing.



**Appendix J – Collated  
Responses to  
Preliminary Assessment  
Peer Review Comments  
(new to Update)**

This page is intentionally blank for double-sided printing.

CCC commissioned an independent Peer Review of the Preliminary Funding Assessment Report prepared by QTP in June 2014 from Flow Transportation Specialists Ltd (Flow). While supportive of the majority of the analysis, Flow made a number of recommendations and comments, each of which we have collated and provided a response to below, for ease of reference:

**Peer Review Comments (Executive Summary):**

- (i) A sensitivity test should be undertaken assuming a slower rate of completion of the series of projects, and a slower still rate of increase in cycling (ie a lag in achieving full benefits)

Analyst's Response: The anticipated completion schedule adopted in this Update has been prepared by CCC's project team – and takes account not only on anticipated resources but also the revised budget estimates. We have adopted their 'delayed completion' dates for each stage – which generally fall 2 months after the actual programmed date. We have now also conducted and reported 2 sensitivity tests within this Update that may reflect a slower rate of increase in cycling than that actually modelled (ie a lag in achieving full benefits).

- (ii) Consideration should be given to using a more conservative assumption to derive annual average daily demands from weekday demands during school term times

Analyst's Response: We are comfortable that the combined factors adopted (0.827 to factor term-time weekday to AADT and 365 days in each year) represent an reasonable and appropriate means of annualisation: The 0.827 Factor is based upon analysis of all data within the CPMPG (365 days): In our view use of these factors will not therefore represent an overestimate of benefits. We do accept that the surveys on which the CNRPG factors are based do not differentiate by different types of cycle activity, there being only a generic split between 'commuting' routes and 'general' route types. The surveys and therefore derived factors for both of these types will therefore include some elements of recreational and non-recreational (including commuting and education) cycle activity, rather than purely the latter.

- (iii) Consideration should be given to a few points raised in this review, concerning the derivation of decongestion benefits

Analyst's Response: See further comments below

- (iv) Consideration should be given to including maintenance costs

Analyst's Response: See These have now been included – see pars 3.3.15-3.3.16

- (v) Consideration should be given to the potential effects of various impediments to cycling, beyond the major cycleway routes, which could dampen down the predicted increases in the demand for cycling. This could be achieved simply by back calculating the increase in cycling needed for the cycleway routes still to be justified economically, noting that they are still likely to be justified under other funding criteria.

Analyst's Response: Calculation of a broad proxy to demand needed (benefits required) has now been included (in addition to the potential 'benefit-lag' tests noted above) – See paras 6.2.19-6.2.21. Even with a 5 year lag in benefit capture, BC ratio of 4 would still be achieved even if benefits were 37% lower than anticipated. Benefits would have to be only 15% of those actually predicted for a positive benefit cost ratio (above 1.0) *not* to be achieved.

**Peer Review Comment (section 2.2):**

“Full completion of the projects is unlikely to coincide with 100% of the benefits of the projects being realised. A sensitivity test should be undertaken in order to understand the effect that a lag in the benefit stream would have on the BCR.”

Analyst’s Response: As noted above, 2 sensitivity tests have now been reported, which reflect lags in the benefit stream (compared to that predicted) – e.g. See Figure H-2. These reduce the central scenario BC from 8.0 to 6.4 (Test 1 – 5 year initial lag) or 4.9 (Test 2 – 10 year initial lag).

**Peer Review Comment (section 2.3.2):**

“Whilst the absolute increase cyclist numbers is large, it is not considered exceptional as the cyclist demand is predicted to increase in a large part due to population increases.”

Analyst’s response: We concur with this comment. Table 1 of the Review noted the omission of the residential population at 2006 (which was only included in our Background Report provided rather than the Preliminary Funding Assessment. This figure is 414,400.

**Peer Review Comment (Section 2.3.3):**

“A sensitivity test should be undertaken with a more conservative annual cycle demand”

The cycle demand spreadsheet sets out the procedure used to derive the annual number of cyclists from the weekday daily number of cyclists. The factor applied are:

- A factor of 0.827 to get from an average weekday in term-time to a 7-day annual average; and
- 365 days in the year

These assumptions may lead to overestimates in the case of cyclist demand estimation, as educational and work related trips form significant proportions of the weekday cycle numbers, and there are likely to be significantly lower numbers at weekends. On the other hand, while there are greater numbers of recreational cyclists at weekends, these trips are specifically excluded from the analysis. As an alternative, the weekday daily trips could be used and multiplied by 245 days of the year, representing the number of “normal” weekdays in the year. Applying this to the spreadsheets provided results in a BCR of 13.1 rather than 15.1. However, we accept that this is overly conservative, as it assumes that there are no cyclists on the weekends.”

Analyst’s response: We are comfortable that the combined factors adopted for our analysis represent a reasonable and appropriate means of annualisation, based as they are on analysis of all data within the CNRPG. (This spreadsheet will be provided to the Peer Reviewer). In our view use of these factors will *not* therefore represent an overestimate of benefits. We do accept that the surveys on which the CNRPG factors are based do not differentiate by different types of cycle activity, there being only a generic split between ‘commuting’ routes and ‘general’ route types. The surveys and therefore derived factors for both of these types will therefore naturally include some elements of recreational and non-recreational (including commuting and education) cycle activity, rather than purely the latter. However, the broad test conducted by the Peer Reviewer (which implies benefits could be reduced by (at most) -13% with a conservative (weekday benefits only) will still be applicable to the updated analysis – which might imply that such a conservative approach could result in a reduction in the Updated Base Scenario BCR from 8.0 to 7.0.

**Peer Review Comment (Section 2.3.4):**

“It is acknowledged that the model was developed with the information current at the time. However, given the significant changes in Christchurch following the recent earthquakes, it may be prudent to consider whether there are any significant long term effects that need to be accounted for.”

Analyst’s response: As noted by the Reviewer, we have not considered it appropriate to place significant emphasis on the 2013 Census commuting patterns and specifically those for cycle commuters. While we note that the overall level of cycling is indeed similar to the previous (pre-earthquake) 2006 Census, our principal reason for not seeking to ‘recalibrate’ the models to 2013 is the fact that the key destination (for commuting cyclists) which had been most significantly affected at the time of the 2013 Census was the Central City. However by around 2021 the Central City is anticipated to have returned to a similar level of (land use and transport demand) activity to that before the earthquakes. Of course, the relationships calibrated for 2006<sup>38</sup> are in any event applied to relevant future year expected land use variables, for prediction years of 2021, 2031 and 2041. In short we consider that the modelling approach adopted justifiably ignores short-term post-earthquake effects (albeit that post-earthquake and future anticipated shifts in population and jobs are accounted for) - but appropriately concentrates on predicting effects using methods appropriate for the longer term.

**Peer Review Comment (Section 2.4):**

“Consideration should be given to the significance of the above issues on the predicted decongestion effects.”

Analyst’s response: The issues referred to by the Peer Reviewer included the following:

**Effect of ‘75%’ assumption.** The Reviewer has very slightly misinterpreted what this proportion relates to, stating that “It is assumed that 75% of vehicle trips by potential cycle users would be made by car in the Do-Minimum. This results in each new cycle trip being assumed to avoid approximately 0.6 to 0.65 potential car trips”

In fact for the Do-Minimum cycle numbers, 75% of the *person* trips that are modelled to take place by cycle are, in the absence of that mode, assumed to be made by car (at occupancy rates similar to current CTM light vehicle trips). If a cycle was not used then the balance of trips may be made by other modes (e.g. bus or walk), or not made at all – but the effects of these trips is not accounted for (in calculating potential decongestion benefits). We consider this to (likely) be a reasonable assumption. However, were the proportion to be only be, say for example, 50%, then the decongestion benefits may be reduced in proportion (being 2/3 of those assessed) – albeit ignoring the fact that we have not sought to allow for additional congestion value. A 1/3 reduction in decongestion benefit would change the Base Scenario BCR from 8.0 to 7.3.

<sup>38</sup> In fact the 2001 Census data was actually used to calibrate commuting JTW relationships with this being validated (for distribution) using 2006 Census data.

### **Basis of Change in Car Demand**

“One issue that should be clarified is how the change in car demands is modelled. We understand that the car trips have been added to the Do Minimum vehicle matrices, whereas it may be that the vehicle trips should have been removed from the Do Minimum. This should be clarified as in a congested network, removing rather than adding vehicle trips may lead to smaller decongestion effects”

We do agree removing rather than adding vehicle trips may tend to lead to smaller decongestion effects. We also agree that it may appear more logical to ‘remove’ vehicle trips that are catered for by cycle (in the absence of that mode). However, we had considered both approaches and came to the conclusion the method adopted (addition) is indeed appropriate. This is because we are interested in the potential *net* effects (of attracting new users to cycling or more specifically when it comes to decongestion – supporting fewer car trips (and vehicle-km) through investment in cycling. This need to determine the net effects requires us to assess the performance of the road network (and its influence on all vehicle users) for both ‘Do-minimum’ and ‘Do-Something (in this case, additional cycle investment)’. If we were to pursue the ‘subtraction’ approach, the number of vehicle (trips) avoided by cycling would have to be removed from both Do-minimum and Do-Something networks – meaning that such a model scenario there would be fewer vehicle trips than we know that there actually is (from our calibrated base year model) or predict to be (in the case of the future Do-Minimum). Thus (applying to the present day as a more simple way of envisaging it) with a ‘subtraction’ approach both ‘with-cycling’ and ‘no-cycling’ scenarios would not be correctly represented – and therefore neither would be the potential difference in costs for road users. Between the two cases (which would differ for Do-Minimum and Do-Something scenarios). In contrast, by adopting an ‘addition’ approach to the Do-Minimum (i.e. what would be the road user cost in the absence of cycling as a mode), we correctly reflect the base case vehicle network performance (ie how many vehicles are observed on the roads and their level of congestion)

### **Effect on Cars**

“A further matter relates to the effects of cars on cyclists and vice versa. We understand that delays likely to be incurred by cyclists, for example at intersections, are reflected in the cycle model, based on outputs from CAST. However, the effects on motorised vehicles of having more cyclists has, to our knowledge, not been taken into account. It is difficult to estimate the significance of this issue, which would occur where cyclists cross roads, or on sections of road the cycle network does not extend”

We agree with the Peer Reviewer that it is indeed difficult to assess the significance of this issue – although we consider it likely to be fairly low (i.e. not highly significant – given the (lack of) sensitivity noted above to a potential 1/3 reduction in decongestion benefits): The Reviewer is however correct in that delays incurred by cyclists are accounted for but that effects on motor vehicles of having more cyclists have not been (except for our sensitivity test that does account for potential additional safety costs for other road users including motor vehicles). In many cases, more cyclists may not have any effect on other road users (for example queuing in their own dedicated space or crossing in give-way situations via central refuges where safe to do so...as this minimises delays to both cyclists and other road users. However, it is acknowledged that there will indeed be some situations where, for example, new traffic signals or slightly changed phase timings at existing signals may be required. These could lead to some additional delays for motor vehicles, as could more vehicular (cycle) traffic at priority intersections.

**Peer Review Comment (Section 2.6):**

*“The increase in cyclists combined with the increase in cycle trip length is a key prediction that influences the overall benefit. The predicted average cycle trip length is reasonable and is not exceptional or reason for concern. However, we wonder if the road reduction factor suggests that there is a small level of double counting with the decongestion benefits.”*

Analyst’s response: We concur that the predicted average cycle trip length (increase) appear reasonable (given the integrated network proposed). Our understanding is that the \$0.10c/km (in \$2008) allowance within the EEM for ‘road traffic reduction’ is somewhat of a misnomer and relates to an allowance for the environmental benefits associated with road traffic reduction (which we have not otherwise allowed for). Whilst we acknowledge that if our impression is not correct there is the possibility of some ‘double-counting’, in the context of the actual decongestion values (which equate to between \$0.60 and \$1.10 (\$2010) any double-counting would form a small % and in any event is likely to be vastly outweighed by the conservative approach to other areas (i.e. no use of additional congested time values).

**Peer Review Comment (Section 3.1.1):**

*“The report acknowledges that the costs are relatively preliminary in nature. This has been covered with a sensitivity test whereby the capital costs of the MCR projects have been doubled.”*

Analyst’s response: Following further design and planning, this update incorporates the latest estimates for both the MCR projects as well as the AAC and CCP projects. Overall the (undiscounted) total capital costs for these elements of the upgraded cycle network have now risen to \$189m with a further \$9m of additional maintenance costs anticipated over a 40 year assessment period. When discounted to the present day, the total costs have indeed nearly doubled, from \$81.3m in the Preliminary Assessment to \$152.1m (the latter including net maintenance which comprises \$2.9m or 1.9% of the total).

**Peer Review Comment (Section 3.1.2):**

*“Consideration should be given to allowing an estimate of maintenance costs for the cycle network in the Scenarios 1 and 2 if these are now known or can be determined.”*

Analyst’s response: As suggested, the net maintenance costs have now been incorporated in this updated analysis.

**Peer Review Comment (Section 3.1.3):**

*“Correct the reported discounting of benefit sources for Scenario 2 in Table F2. This has no effect on the BCR of Scenario 2.”*

Analyst’s response: The reporting mistake has been corrected in the updated Table F2

This page is intentionally blank for double-sided printing.



## Appendix K – Preliminary Peer Review (Flow Transportation Consultants)

This page is intentionally blank for double-sided printing.



## **Christchurch Major Cycleway Routes**

Economic Assessment Peer Review

September 2014



**Project:** Christchurch Major Cycleway Routes  
**Title:** Economic Assessment Peer Review  
**Document Reference:** S:\cccx\005\R1B140929.docx  
**Prepared by:** Harry Ormiston, Ian Clark  
**Reviewed by:** Ian Clark

**Revisions:**

Date	Status	Reference	Approved by	Initials
5 September 2014	A	R1A140705	I Clark	
29 September 2014	B	R1B140929	I Clark	

Copyright in the drawings, information and data recorded in this document (the information) is the property of Flow Transportation Specialists Ltd. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that for which it was supplied by Flow Transportation Specialists Ltd. Flow Transportation Specialists Ltd makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information.

## EXECUTIVE SUMMARY

Christchurch City Council has engaged Flow Transportation Specialists to undertake a peer review of the economic assessment completed by Quality Transport Planning (QTP) for the proposed Christchurch Major Cycleway Routes (MCR).

The review includes the economic assessment contained within QTP's Christchurch Major Cycleway Routes Preliminary Funding Assessment dated June 2014. Predicting cycle demand is an inexact science and the report notes the budgetary constraints which governed the study, which may have limited the ability to justify all important assumptions and provide significant validation. However, the study provides clear cross referencing to the origins of several assumptions, and it states elsewhere where certain assumptions have not been fully supported by evidence, leading to sensitivity tests.

The study predicts that the cycleway routes can be justified by a high Benefit Cost Ratio (BCR) of around 15, using base assumptions. This is primarily due to the predicted health/environment and decongestion benefits, which in turn depend to a significant degree on the predicted increase in cycling as a result of the Project. The conclusion of a healthy BCR has then been supported by a series of sensitivity tests.

While supportive of the majority of the analysis, we recommend the following:

- A sensitivity test should be undertaken assuming a slower rate of completion of the series of projects, and a slower still rate of increase in cycling (ie a lag in achieving full benefits)
- Consideration should be given to using a more conservative assumption to derive annual average daily demands from weekday demands during school term times
- Consideration should be given to a few points raised in this review, concerning the derivation of decongestion benefits
- Consideration should be given to including maintenance costs
- Consideration should be given to the potential effects of various impediments to cycling, beyond the major cycleway routes, which could dampen down the predicted increases in the demand for cycling. This could be achieved simply by back calculating the increase in cycling needed for the cycleway routes still to be justified economically, noting that they are still likely to be justified under other funding criteria.

## CONTENTS

1	INTRODUCTION .....	1
1.1	Project Summary .....	1
2	PROJECT BENEFITS .....	3
2.1	Overview .....	3
2.2	Benefit Stream.....	3
2.3	Cycle Demand.....	4
2.3.1	Base Demands .....	4
2.3.2	Forecast Demands.....	5
2.3.3	Annualisation .....	6
2.3.4	2013 Census Data.....	6
2.3.5	Scenario 1.....	7
2.3.6	Scenario 2.....	7
2.3.7	Canterbury Regional Land Transport Strategy 2012 - 2042.....	7
2.4	Decongestion Benefits .....	8
2.5	Health and Environmental Benefits .....	9
2.6	Safety Benefits.....	10
3	PROJECT COSTS .....	10
3.1.1	Capital Costs .....	10
3.1.2	Maintenance Costs.....	11
3.1.3	Discounting – Timeframes .....	11
3.1.4	Sensitivity Analysis .....	11
4	CONCLUDING COMMENTS.....	12

# 1 INTRODUCTION

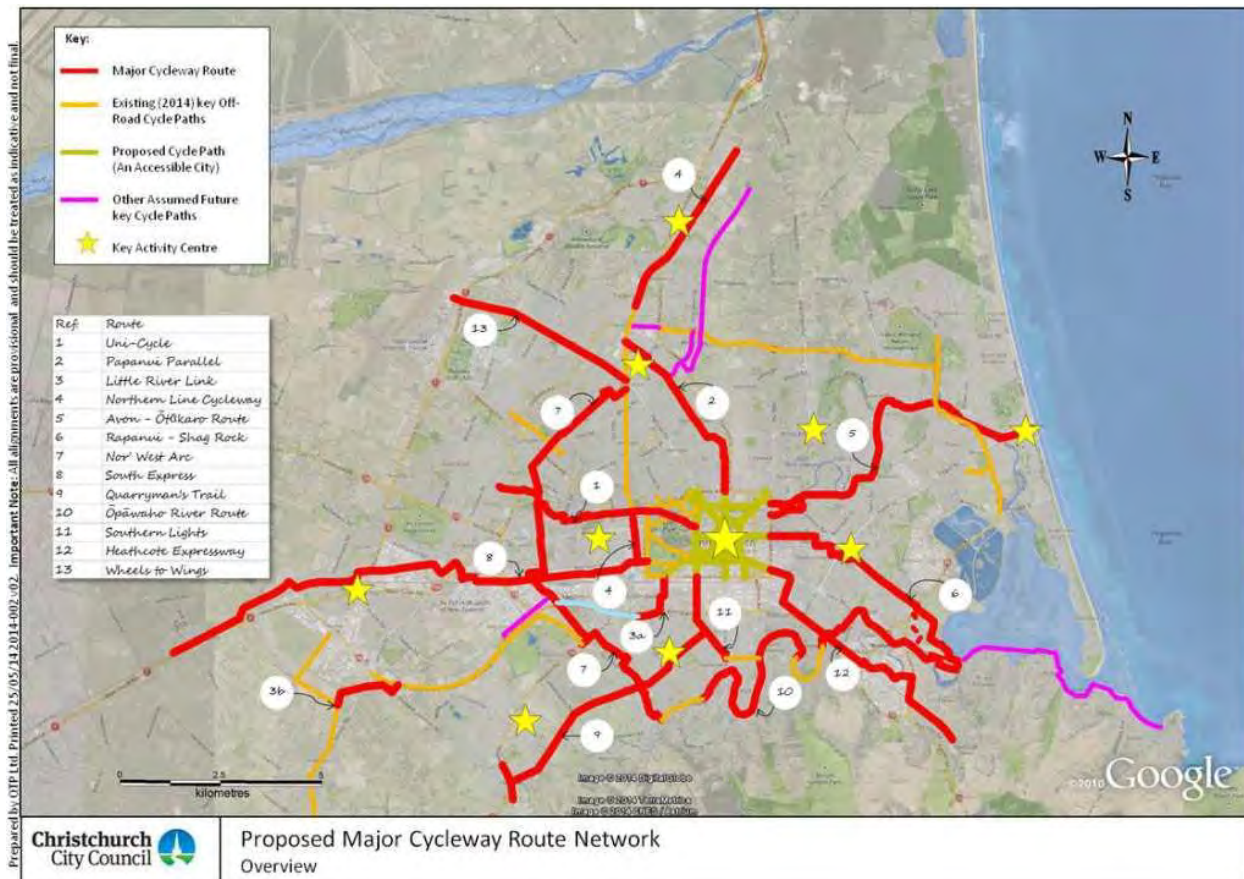
Christchurch City Council (CCC) has engaged Flow Transportation Specialists (Flow) to undertake a peer review of the economic assessment completed by Quality Transport Planning (QTP) for the proposed Christchurch Major Cycleway Routes (MCR).

The review includes the economic assessment contained within QTP’s Christchurch Major Cycleway Routes Preliminary Funding Assessment dated June 2014.

## 1.1 Project Summary

Christchurch City Council engaged QTP to quantify the potential use and benefits of CCC’s proposed MCR programme. The MCR programme incorporates 13 segregated off-road cycle paths of between 3 km and 14 km in length, as shown in Figure 1 below.

**Figure 1: MCR Assumed Future Cycle Network (Full Network)**



In addition, two other major projects have been included as additional to the MCR programme. These are the “An Accessible City” (ACC) cycle path projects within the City Centre (shown as yellow in Figure 1 above) and the Christchurch Coastal Pathway (CCP) between Ferrymead Bridge and Sumner (shown as one of the sections of pink in the figure above).

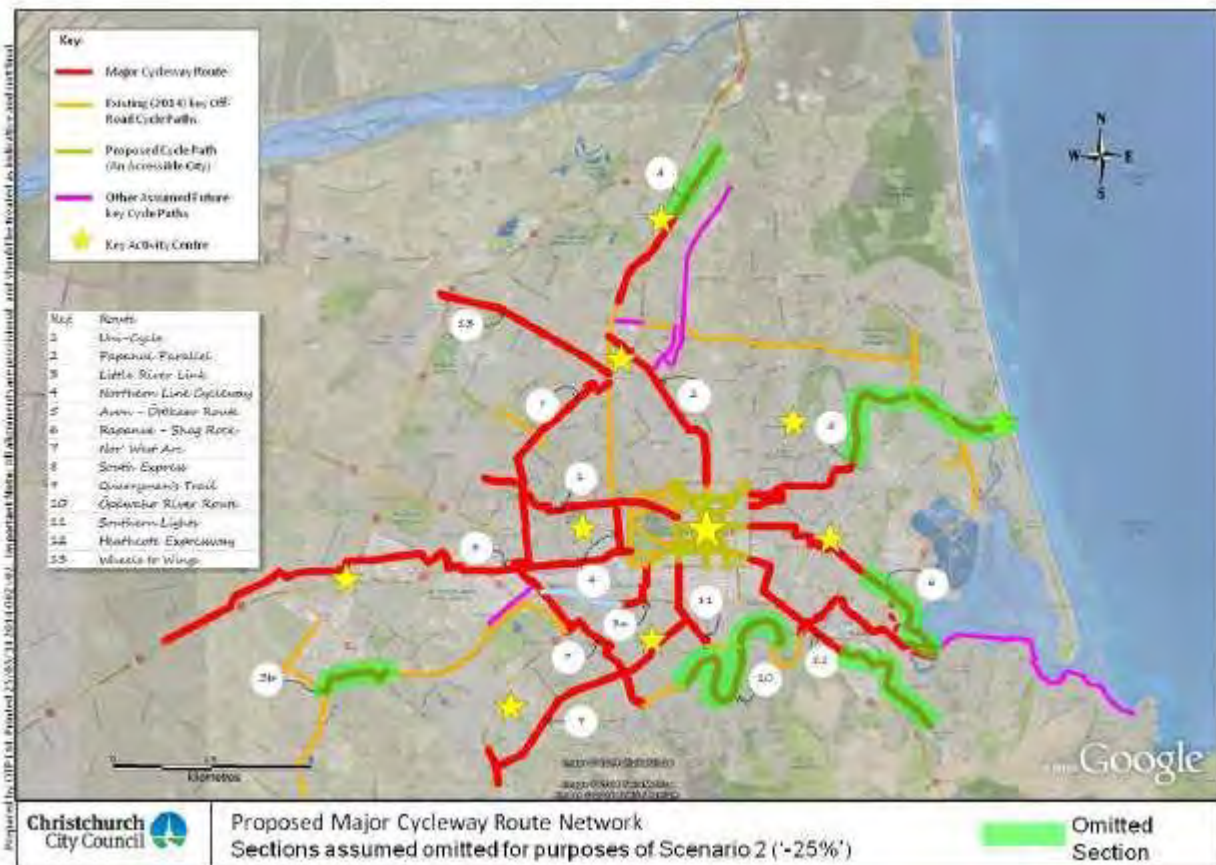
The network alignments are principally those shown in CCC’s Priority Cycle Project plan (April 2013) with some amendments made since this report by Council. As discussed in the QTP report, the path alignments shown below are not final and may be subject to change until finalised by Council and other relevant agencies.

The principal tool used for the assessment is the Christchurch Strategic Cycle Model (CSCM). This model was first developed by QTP for CCC in 2012 and has been updated more recently for the purpose of this assessment.

Two scenarios have been compared against a Do Minimum scenario. These are as follows:

- Scenario 1 includes the full length of the current MCR network for segregated off-road cycle paths (as shown in Figure 1 above), including ACC and CCP routes
- Scenario 2, as Scenario 1 above but with approximately 25% reduction in length of the proposed MCR network (as shown in Figure 2 below), including ACC and CCP routes.

**Figure 2: MCR Assumed Future Cycle Network - Scenario 2**



The two scenarios have been compared against a Do Minimum scenario. All three scenarios include an assumed 40% increase in fuel costs and a 30% “trader” factor. Essentially the only difference between the scenarios is the cycle network.

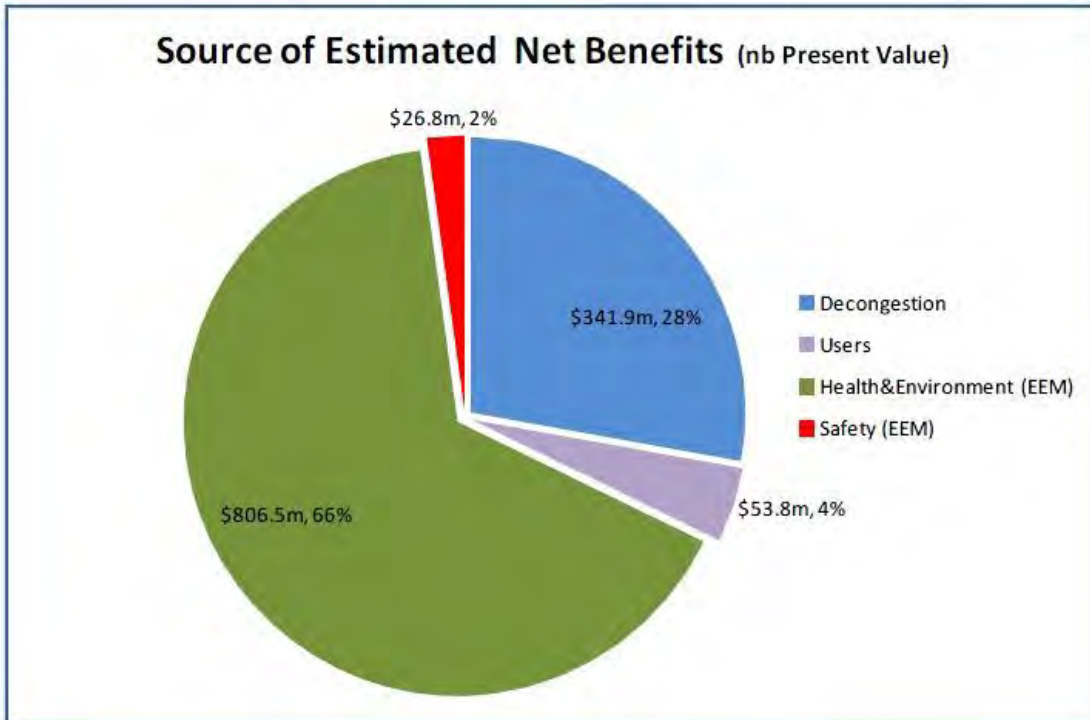


## 2 PROJECT BENEFITS

### 2.1 Overview

The predicted benefits of the projects (MCR and AAC and CCP projects) are very high, at some \$1.2 billion over a period of 40 years. The report shows graphically the breakdown of the estimated benefits. This is reproduced in Figure 3 below.

Figure 3: Scenario 1 Benefit Sources



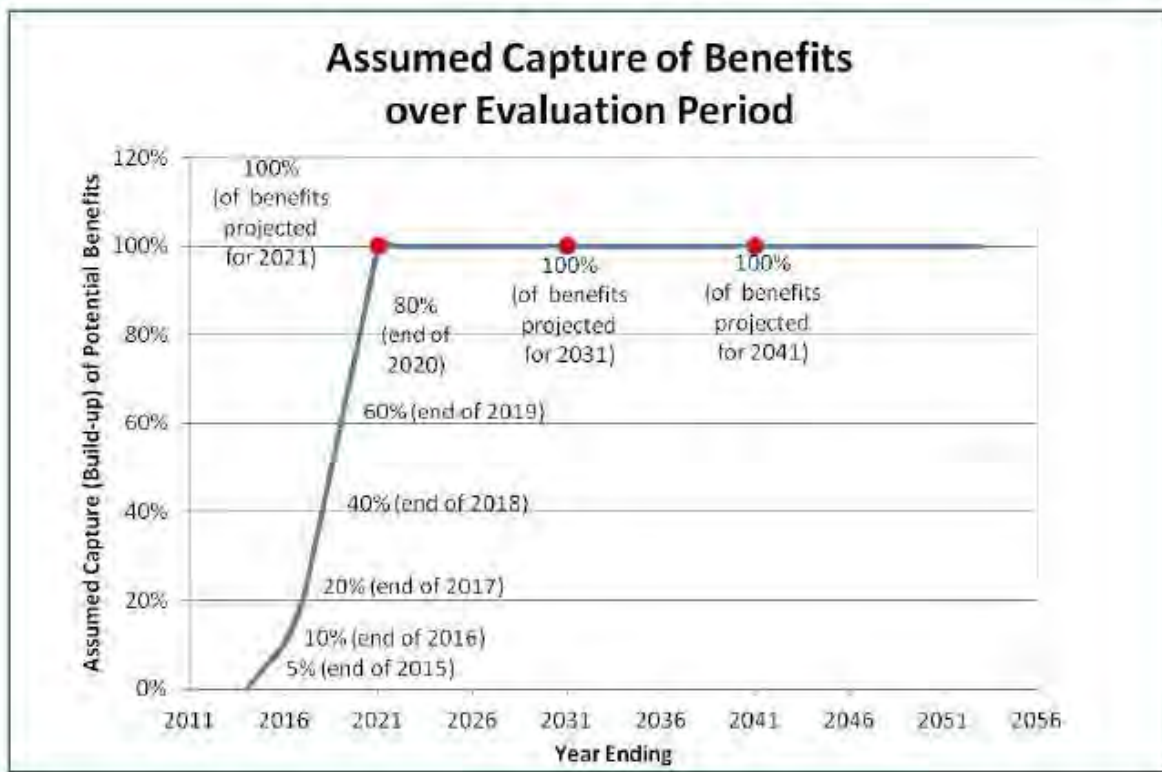
The predicted benefits of the projects are mainly due to Health and Environment (66%), and decongestion benefits (28%). We have therefore focused mainly on how these two benefit streams were derived and how the forecast cycle demand (which drives these benefits) is found.

### 2.2 Benefit Stream

It has been assumed that projects are all completed by 2021, based on the CCC’s provisional construction programme.

The benefits from the projects have not been analysed by individual projects, or for partial completion of projects. Rather, the total benefits have been assumed to be captured on a proportional basis through the years to 2021. Figure 4 below shows the assumed capture of benefits over the evaluation period, as shown in the report.

Figure 4: Assumed Capture of Benefits over the Evaluation Period



Whilst the capital cost investment programme is reasonably specific, the assumed benefit stream is not. However, it is considered that estimating on a proportional basis is fair, as any further analysis on partial completion of projects (etc) would involve unnecessary detail, and therefore time and cost, in the overall assessment, for potentially little greater accuracy in the final result.

We do however believe that the full completion of the projects may not coincide with the full benefits of the projects. That is to say, there is likely to be some lag between the implementation of the projects and 100% of the benefits being realised. Sensitivity tests should be undertaken in order to understand the effect on the BCR, ie with capital expenditure undertaken and benefits lagging behind.

**Comment:** Full completion of the projects is unlikely to coincide with 100% of the benefits of the projects being realised. A sensitivity test should be undertaken in order to understand the effect that a lag in the benefit stream would have on the BCR.

## 2.3 Cycle Demand

### 2.3.1 Base Demands

As noted above, a large proportion of the benefits is based on the predicted increase in cycling, and the resulting health/environment and decongestion benefits. These demands have been derived from the Christchurch Strategic Cycle Model (CSCM), in conjunction with the Christchurch Assignment and Simulation Traffic (CAST) model. The CAST model is a SATURN model covering the Greater Christchurch area.

We have not undertaken a full review of the CSCM. However, we have been supplied the background reports associated with the model development in August 2012<sup>1</sup>.

The reporting makes several references to the budget limitations that governed the model development and testing. The report sets out the methodology used to derive base predictions for cycling in Christchurch in 2006, by each cycle type:

- Home based work trips
- Home based education trips, by different age group
- Home based remainder trips
- Non home based trips.

The reporting gives detail of the data drawn on in deriving trip predictions by each type, and it notes several “sensitivity checks” that were undertaken along the way. For example, it notes a Christchurch based survey which appeared to lead to an unrealistically high prediction of primary school cycle trips, and it adopted a lower, more realistic value.

While the assumptions for each cycle trip type seemed reasonable, it led to an overestimate of the total quantum of cycling, when the base “predictions” were compared against a number of counts (noting that the amount of cycle count data was fairly limited). This led to the use of a downward correction factor. It is important to note that the forecasts retain the use of this correction factor.

Checks were also made against research on cycle trips lengths, indicating a good correlation.

### 2.3.2 Forecast Demands

Table 1 below shows a comparison of forecast population and daily cycle trips and represents information contained within Appendix E of the QTP report.

**Table 1: Comparison of Forecast Population and Daily Cycle Trips**

Forecast Year	Residents	Do Minimum		Scenario 1	
		Weekday Cyclist Trips	Mode Share	Weekday Cyclist Trips	Mode Share
2006	<sup>2</sup>	50,339	-	<sup>3</sup>	-
2021	445,501	57,944	2.4%	75,757	3.2%
2031	500,715	64,513	2.5%	85,939	3.4%
2041	548,155	70,052	2.6%	94,541	3.5%

<sup>1</sup> Christchurch Strategic Cycle Model Background report (QTP, August 2012)

<sup>2</sup> Information not provided, to our knowledge

<sup>3</sup> Same as Do Minimum as Scenario 1 was not in place in 2006

The population increase between 2021 and 2041 is predicted to be around 23%, while the daily cycle demand forecast is to increase by some 21% in the Do Minimum and 25% in Scenario 1. It can be seen that the cyclist demand is predicted to increase in a large part due to population increases, with assumed fuel price rises and increased congestion therefore predicted to have fairly modest effects.

Scenario 1 predicts an increase in the number of cyclists and an increase in the mode share. This mode share is still not particularly high and can be considered reasonable.

**Comment:** *Whilst the absolute increase cyclist numbers is large, it is not considered exceptional as the cyclist demand is predicted to increase in a large part due to population increases.*

### 2.3.3 Annualisation

The cycle demand spreadsheet sets out the procedure used to arrive the annual number of cyclists from the weekday daily number of cyclists. The factor factors applied are:

- A factor of 0.827 to get from an average weekday in term-time to a 7-day annual average
- 365 days in the year

These assumptions may lead to overestimates in the case of cyclist demand estimation, as educational and work related trips form significant proportions of the weekday cycle numbers, and there are likely to be significantly lower numbers at weekends. On the other hand, while there are greater numbers of recreational cyclists at weekends, these trips are specifically excluded from the analysis.

As an alternative, the weekday daily trips could be used and multiplied by 245 days of the year, representing the number of “normal” weekdays in the year. Applying this to the spreadsheets provided results in a BCR of 13.1 rather than 15.1. However, we accept that this is overly conservative, as it assumes that there are no cyclists on the weekends.

**Comment:** *A sensitivity test should be undertaken with a more conservative annual cycle demand.*

### 2.3.4 2013 Census Data

The CSCM is based on 2006 and 2001 census data (calibrated to 2001 data and validated against the 2006 data). The model was originally developed in 2012 and the 2001 and 2006 data was therefore the current information that was available at that time. However, since the model development, the 2013 census data has been released.

Given the significant changes in Christchurch following the earthquakes it may be prudent to compare the home to work trip census data for 2013 against the information previously used in the development of the model. From our discussions with the author, we understand some broad comparisons have been made, and the report refers to the changes following a number of recent school closures. We understood, anecdotally that the upheaval to homes and workplaces may have led to some trips being less accessible for cycling than was previously the case, although we have received information from QTP which suggests that cycle activities overall have remained fairly constant according to the 2013 census. In any case, it may be that any earthquake related effects on cycling may be a short to medium term issue, when viewed at the macro scale, in which case the current 2021 forecasts may still be valid.

**Comment:** *It is acknowledged that the model was developed with the information current at the time. However, given the significant changes in Christchurch following the recent earthquakes, it may be prudent to consider whether there are any significant long term effects that need to be accounted for.*

### 2.3.5 Scenario 1

The changes in demands as a result of the projects included in Scenario 1 are based on the assumption of a 30% “trader factor”. However, it is important to note that this factor has not been applied to all trips across the modelled area, but only to those trips in which the origins and destinations are within the area of influence of one or more of the cycle projects. In that case, the attractiveness of cycling will have been improved for those trips, in the mode split model.

### 2.3.6 Scenario 2

The 25% reduction associated with Scenario 2 is an assumption that has been made with the regard to the network included in this test. Discussions with the author indicate that the sections removed were the ‘worst performing’ routes in terms of predicted cyclist demand. The reasoning behind this is that these are the schemes that would be most likely to be cut from budgets as they have the lowest predicted returns.

The alternative to this approach would be that the routes that pose the most difficulties in terms of construction may be the routes that are not progressed, ie the routes that offer the easier wins could possibly be put in place first. However, for the purposes of this scenario and sensitivity testing the assumption adopted is reasonable.

### 2.3.7 Canterbury Regional Land Transport Strategy 2012 - 2042

Canterbury Regional Land Transport Strategy 2012 – 2042 (RLTS) is the strategy document prepared by the Canterbury Regional Transport Committee (February 2012). Whilst it is an aspirational document, it shows targets that the RLTS seeks to be achieved over the next 30 years. With regard to cycling the RLTS seeks to:

*Increase the relative amount of total travel time that Christchurch City residents spend travelling by active means to 100 hours per person per year by 2024 and to 150 hours per person by 2042*

This compares with the baseline in 2009/10 when travel by active modes was around 70 hours per person per year.

Effectively this indicates a more than doubling of hours of active travel. Obviously there are other means of active travel, for instance walking, however the quantum of the increase is important. The preliminary funding assessment for the MCR predicts around 90% increase in daily cycle trips between the 2006 base and 2041 with the full cycle network in place (page 19 of the QTP report). It is reassuring to see that this increase is broadly in line with that sought by the RLTS.

Further to the above, other targets include environmental targets relating to CO<sub>2</sub> emissions. This seeks to return the regions' transport related CO<sub>2</sub> emissions to 1998 levels. Whilst personal car travel is only a part of the overall transport related emissions, cycling trips rather than car based trips will help to achieve this target particularly on the scale predicted.

**Comment:** *While the predicted increases in cycling appear to be broadly in line with the aspirations of the RLTS, the RLTS figures presumably are a result of other initiatives, in addition to the provision of the cycle network. This issue is considered further in Section 4 below.*

## 2.4 Decongestion Benefits

The predicted daily cycle trips have been used to derive predicted changes in vehicle trips. The differences between a scenario with these additional vehicles on the road network and without (ie if cyclists using the cycle network) have been compared. The differences in travel times and vehicle operating costs have been compared in order to understand the estimated reductions in congestion costs.

A number of assumptions have been applied in order to arrive at the number of vehicles predicted to be taken off the roads. These include:

- Vehicle occupancy – assumed to be similar to the current CTM light vehicle trips, which is reasonable
- It is assumed that 75% of vehicle trips by potential cycle users would be made by car in the Do Minimum. This results in each new cycle trip being assumed to avoid approximately 0.6 to 0.65 potential car trips
- When calculating the dollar value of benefits, the standard value of time for an 'Urban Other' road has been applied
- Congestion relief value has not been used and it may be considered that this is conservative.

The above assumptions do not seem unreasonable. However it is acknowledged in the QTP report that the 75% figure (of vehicle trips being potential cycle users) is just an assumption. It would be good to understand if this is realistic and/or the effect on this assumption on the decongestion benefits. On the one hand it seems a bit high, in that some cycle trips may transfer from car passenger trips. On the other hand, some car passenger trips may still lead to a car trip being avoided. For example, if a child cycles to school, this may avoid the car trip to school and then the return parent trip back home.

One issue that should be clarified is how the change in car demands is modelled. We understand that the car trips have been added to the Do Minimum vehicle matrices, whereas it may be that the vehicle trips should have been removed from the Do Minimum. This should be clarified, as in a congested network, removing rather than adding vehicle trips may lead to smaller decongestion effects.

A further matter relates to the effects of cars on cyclists and vice versa. We understand that delays likely to be incurred by cyclists, for example at intersections, are reflected in the cycle model, based on outputs from CAST. However, the effects on motorised vehicles of having more cyclists has, to our knowledge, not been taken into account. It is difficult to estimate the significance of this issue, which would be encountered where cyclists cross roads, or on sections of road where the cycle network does not extend.

**Comment:**

*Consideration should be given to the significance of the above issues on the predicted decongestion effects.*

## 2.5 Health and Environmental Benefits

The assessment of the 'Health and Environment' benefits uses the value contained within the EEM of \$1.40. This value includes \$1.30 for 'health' related benefits and \$0.10 for 'road traffic reduction'. It is considered appropriate to apply this to the new cyclists, although we wonder if the \$0.10 road reduction factor means that the decongestion benefits include a small measure of double counting.

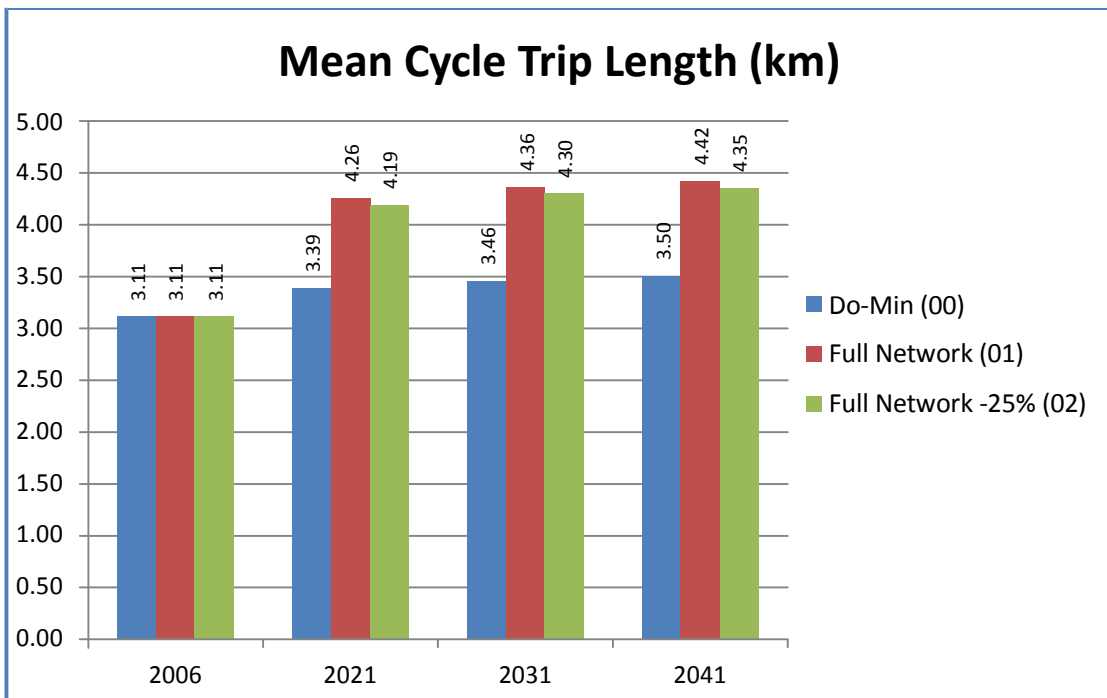
This is correctly applied to all **new** cyclists that use the facilities and their distances travelled, that is to say, the differences between the predicted number of new cyclist-kms for the Do Minimum and scenario rather than existing cyclist-km. The new distance travelled by each new cyclist is derived from the origin-destination cycle matrix and therefore is specific for each trip.

As mentioned in the report, the average cycle trip rises from 3.1 km (2006) to 3.5 km<sup>4</sup> (2031 Do Minimum) and 4.4 km (2031 with MCR projects). The spreadsheet analysis provided shows this increase graphically and this is reproduced in Figure 5 below.

---

<sup>4</sup>The spreadsheet analysis shows 3.5 km rather than 3.4 km shown in the report text

Figure 5: Mean Cycle Trip Length (m)



**Comment:** The increase in cyclists combined with the increase in cycle trip length is a key prediction that influences the overall benefit. The predicted average cycle trip length is reasonable and is not exceptional or reason for concern. However, we wonder if the road reduction factor suggests that there is a small level of double counting with the decongestion benefits.

## 2.6 Safety Benefits

The report outlines the safety benefits for the project which consist of the following:

- NZTA’s EEM value for safety benefit of \$0.05 per cycle-km
- Potential benefits in terms of general road crashes from having fewer vehicles on the road
- Benefits of having more cyclists, ie a ‘safety in numbers’ effect.

The EEM safety benefit value has correctly been applied to both new and existing cyclists using the new facilities.

It should be noted that the safety benefits of the projects are relatively minor in nature when compared to the other benefits derived and therefore the assumption made regarding the ‘safety in numbers’ effect, which may be more difficult to justify, will have only minimal impact on the total benefits.

## 3 PROJECT COSTS

### 3.1.1 Capital Costs

We have not undertaken a review of the cost estimates and these have not been provided. The QTP report acknowledges that the costs are relatively preliminary in nature.



The cost profile, prepared by CCC (May 2014), has been provided in the report. Without detailed knowledge of the construction programme or other construction projects in the region, and their priority, it is difficult to understand if this is realistic or not. However, it does seem optimistic to achieve completion of the full network of cycle schemes within 6 or 7 years in post-earthquake Christchurch.

**Comment:** *The report acknowledges that the costs are relatively preliminary in nature. This has been covered with a sensitivity test whereby the capital costs of the MCR projects have been doubled.*

### 3.1.2 Maintenance Costs

No maintenance costs have been accounted for in either the Do Minimum or scenarios. The report acknowledges that this was unable to be done at the time of writing. Whilst the net difference in maintenance cost is the key here, a reasonable cost may be regularly incurred.

We have noted in other cycle schemes that the maintenance costs can be high (as a proportion of the project) as they are equivalent to the cost of renewing line markings, cycleway symbols and greening, signs and lighting regularly over a 40 year period. Whilst these projects are segregated paths, and therefore the proportion that line markings etc represent will be smaller than on road cycle lanes, it may still be worth considering the impact of maintenance costs as part of the default scenarios rather than sensitivity tests.

**Comment:** *Consideration should be given to allowing an estimate of maintenance costs for the cycle network in the Scenarios 1 and 2 if these are now known or can be determined.*

### 3.1.3 Discounting – Timeframes

The analysis period for assessment is the 6% discount rate and the 40 year analysis period now required by the EEM. This has been applied appropriately, with two sensitivity tests undertaken for discount rates of 4% and 8%.

The benefits have been capped at 2041 which could be considered conservative approach as cycle demands, as well as congestion, are likely to continue to rise. This assumption seems appropriate.

It appears the Table F2 Assumed Benefit Streams contained within Appendix F has the incorrect values in the benefit stream for Scenario 2. The end result is correct but the figures represented in this appendix of the report are mismatched with the actual Scenario 2 figures contained within the spreadsheets provided separately. The end calculation for Scenario 2 is unaffected by this, but it should be corrected for the reporting purposes.

**Comment:** *Correct the reported discounting of benefit sources for Scenario 2 in Table F2. This has no effect on the BCR of Scenario 2.*

### 3.1.4 Sensitivity Analysis

A number of sensitivity tests have been undertaken. This shows that the benefits are still high in all sensitivity tests, with all BCRs over 4.0 except one.

Additional sensitivity tests have been recommended through this review and are noted in the comments of each section. These should be included within this section of the updated report.

In addition, an incremental analysis has been undertaken with the results showing that Scenario 1 is the preferred scheme. No further analysis is required for this.

## 4 CONCLUDING COMMENTS

Section 2.3.7 above noted the consistency between the cycle demands predicted by this study and the aspirations of the RLTS. While this appears reassuring, it raises an important issue. The study assumes that the increase in cycling is entirely due to the provision of the cycleway routes, and it is necessary to consider whether there may be other impediments that may inhibit the predicted change in behaviour. These impediments could include a lack of end of trip facilities, in some cases, or there being gaps in the cycle network at one or both ends of the trips, which could leave some persons unwilling to cycle.

In saying this, it could be argued that assessments of road schemes do not include the cost of additional car parking, due to induced traffic. However, this does not appear to be a valid comparison, as the vast majority of road schemes are justified through predominantly travel time savings (ie for existing road users), whereas this package of cycleway schemes is being justified (at least for the economic analysis), primarily as a result of health benefits which relate to a significant degree to attracting new cycle trips.

It is difficult to ascertain the significance of this issue, particularly for Scenario 2, which relates to a partially completed network, and a sensible way to proceed may be to back calculate the extent of the new cycle activity that is required to still achieve a satisfactory Benefit Cost Ratio, noting that the package of cycleway projects may still be justifiable on the other funding assessment criteria.

## Appendix L – Updated Peer Review (Flow Transportation Consultants)

This page is intentionally blank for double-sided printing.



2 February 2015

Ms E. Taylor  
Infrastructure Funding Manager  
Asset and Network Planning  
Christchurch City Council  
**CHRISTCHURCH**

Via Email: [Emily.Taylor@ccc.govt.nz](mailto:Emily.Taylor@ccc.govt.nz)

Dear Emily

## **ECONOMIC EVALUATION PEER REVIEW UPDATE - CCC MAJOR CYCLEWAYS NETWORK**

Flow Transportation Specialists Limited (Flow) undertook a peer review of the economic evaluation of the Christchurch Major Cycleway Routes in September 2015<sup>1</sup>. Since this review, the Funding Assessment report has been updated. Flow has reviewed the updated Funding Assessment report and outlined our conclusions below.

### **1 INTRODUCTION**

Since our peer review of the Funding Assessment report, Christchurch City Council (CCC) has continued to progress investigation of the proposed Major Cycleway Routes (MCRs), including more detailed scheme design, cost estimation and programming. The updated report incorporates:

- ◆ Updated Scheme Cost estimates
- ◆ Suggestions made in the Peer Review report relating to the Preliminary Assessment, and
- ◆ A response to other comments made in the Peer Review report.

### **2 UPDATES TO FUNDING ASSESSMENT REPORT**

There is a substantial rise in the estimate of anticipated total MCR capital costs, from a total of around \$70 million adopted for the 2014 assessment, to around \$156 million following the more refined design and cost estimation conducted by CCC (and incorporation of estimated net maintenance costs). This has been carried through to all of the tests.

The Benefit Cost Ratio of the Base Scenario test has now been assessed at around 8 (compared with 15, calculated previously).

---

<sup>1</sup> Christchurch Major Cycleway Routes Economic Assessment Peer Review (R1B140929 September 2014)

Forecast cycle demand projections have not changed.

### 3 RESPONSE TO PEER REVIEW REPORT

The following are the recommendations and comments made by Flow and the responses from QTP as taken from Appendix J of the updated report. In addition, Flow's response as the Peer Reviewer is outlined in each case.

#### 3.1 Peer Review Comments (Executive Summary)

##### 3.1.1 A sensitivity test should be undertaken assuming a slower rate of completion of the series of projects, and a slower still rate of increase in cycling (ie a lag in achieving full benefits)

**Analyst's Response:** The anticipated completion schedule adopted in this Update has been prepared by CCC's project team – and takes account not only on anticipated resources but also the revised budget estimates. We have adopted their 'delayed completion' dates for each stage – which generally fall 2 months after the actual programmed date. We have now also conducted and reported 2 sensitivity tests within this Update that may reflect a slower rate of increase in cycling than that actually modelled (ie a lag in achieving full benefits).

**Peer Reviewer's Response:** The sensitivity tests assumed a lag in the benefit stream with full benefits in 2026 and 2031 rather than 2021. These result in BCRs of 6.4 or 4.9 for the two forecast years 2026 and 2031 respectively, compared with 8 for the "base test".

It is difficult to predict the uptake of cycling as a result of the MCRs, but as discussed, there is likely to be some sort of lag in the capture of benefits. The additional tests are useful as they demonstrate that the BCRs are still healthy with a 5 or 10 year lag. This adequately captures the issue, and it is likely that the true BCR may sit somewhere between 6.4 and 8 (between 0 and 5 year lag).

##### 3.1.2 Consideration should be given to using a more conservative assumption to derive annual average daily demands from weekday demands during school term times

**Analyst's Response:** We are comfortable that the combined factors adopted (0.827 to factor term-time weekday to AADT and 365 days in each year) represent a reasonable and appropriate means of annualisation. The 0.827 factor is based upon analysis of all data within the CNRPG (365 days). In our view use of these factors will not therefore represent an overestimate of benefits. We do accept that the surveys on which the CNRPG factors are based do not differentiate by different types of cycle activity, there being only a generic split between 'commuting' routes and 'general' route types. The surveys and therefore derived factors for both of these types will therefore include some elements of recreational and non-recreational (including commuting and education) cycle activity, rather than purely the latter.

**Peer Reviewer's Response:** Flow has reviewed the information supplied with regard to the derived daily factor. The process of using count sites in Christchurch and scale factors for the day of the week from the Cycle Network and Planning Guide seems appropriate. Whilst the surveys include recreational cyclists, and the modelling does not, the effect of this on the daily factor may not be significant.

**3.1.3 Consideration should be given to a few points raised in this review, concerning the derivation of decongestion benefits.**

**Analyst's Response:** See further comments below

**3.1.4 Consideration should be given to including maintenance costs**

**Analyst's Response:** These have now been included – see pars 3.3.15 - 3.3.16

**Peer Reviewer's Response:** Maintenance costs are now included appropriately.

**3.1.5 Consideration should be given to the potential effects of various impediments to cycling, beyond the major cycleway routes, which could dampen down the predicted increases in the demand for cycling. This could be achieved simply by back calculating the increase in cycling needed for the cycleway routes still to be justified economically, noting that they are still likely to be justified under other funding criteria.**

**Analyst's Response:** Calculation of a broad proxy to demand needed (benefits required) has now been included (in addition to the potential 'benefit-lag' tests noted above) – See paras 6.2.19 - 6.2.21. Even with a 5 year lag in benefit capture, BC ratio of 4 would still be achieved even if benefits were 37% lower than anticipated. Benefits would have to be only 15% of those actually predicted for a positive benefit cost ratio (above 1.0) not to be achieved.

**Peer Reviewer's Response:** It is acknowledged that a precise back-calculation of the cycle demand required to achieve a specific result could be time consuming. The alternative used by the analyst is sufficient and shows that at one extreme if the benefits were reduced to 15 % of those calculated in the base case then a BCR of 1.0 is achieved. The conclusion that a BCR of 4 would still be achieved with a reduction in benefits of 37%, in addition to a 5 year lag, is worth noting.

**3.2 Peer Review Comment (section 2.2 of the Flow report):**

**“Full completion of the projects is unlikely to coincide with 100% of the benefits of the projects being realised. A sensitivity test should be undertaken in order to understand the effect that a lag in the benefit stream would have on the BCR.”**

**Analyst's Response:** As noted above, two sensitivity tests have now been reported, which reflect lags in the benefit stream (compared to that predicted) – e.g. See Figure H-2. These reduce the central scenario BC from 8.0 to 6.4 (Test 1 – 5 year initial lag) or 4.9 (Test 2 – 10 year initial lag).

**Peer Reviewer's Response:** See response at 3.1.1 above.

### 3.3 Peer Review Comment (section 2.3.2):

**“Whilst the absolute increase cyclist numbers is large, it is not considered exceptional as the cyclist demand is predicted to increase in a large part due to population increases.”**

**Analyst’s response:** We concur with this comment. Table 1 of the Review noted the omission of the residential population at 2006 (which was only included in our Background Report provided rather than the Preliminary Funding Assessment. This figure is 414,400.

**Peer Reviewer’s Response:** No further response required.

### 3.4 Peer Review Comment (Section 2.3.3):

**“A sensitivity test should be undertaken with a more conservative annual cycle demand”**

The cycle demand spreadsheet sets out the procedure used to derive the annual number of cyclists from the weekday daily number of cyclists. The factors applied are:

- ◆ A factor of 0.827 to get from an average weekday in term-time to a 7-day annual average; and
- ◆ 365 days in the year

These assumptions may lead to overestimates in the case of cyclist demand estimation, as educational and work related trips form significant proportions of the weekday cycle numbers, and there are likely to be significantly lower numbers at weekends. On the other hand, while there are greater numbers of recreational cyclists at weekends, these trips are specifically excluded from the analysis. As an alternative, the weekday daily trips could be used and multiplied by 245 days of the year, representing the number of “normal” weekdays in the year. Applying this to the spreadsheets provided results in a BCR of 13.1 rather than 15.1. However, we accept that this is overly conservative, as it assumes that there are no cyclists on the weekends.”

**Analyst’s response:** We are comfortable that the combined factors adopted for our analysis represent a reasonable and appropriate means of annualisation, based as they are on analysis of all data within the CNRPG. (This spreadsheet will be provided to the Peer Reviewer). In our view use of these factors will *not* therefore represent an overestimate of benefits. We do accept that the surveys on which the CNRPG factors are based do not differentiate by different types of cycle activity, there being only a generic split between ‘commuting’ routes and ‘general’ route types. The surveys and therefore derived factors for both of these types will therefore naturally include some elements of recreational and non-recreational (including commuting and education) cycle activity, rather than purely the latter. However, the broad test conducted by the Peer Reviewer (which implies benefits could be reduced by (at most) -13% with a conservative (weekday benefits only) will still be applicable to the updated analysis – which might imply that such a conservative approach could result in a reduction in the Updated Base Scenario BCR from 8.0 to 7.0.

**Peer Reviewer’s Response:** See response at section 3.1.2 above



### 3.5 Peer Review Comment (Section 2.3.4):

**“It is acknowledged that the model was developed with the information current at the time. However, given the significant changes in Christchurch following the recent earthquakes, it may be prudent to consider whether there are any significant long term effects that need to be accounted for.”**

**Analyst’s response:** As noted by the Reviewer, we have not considered it appropriate to place significant emphasis on the 2013 Census commuting patterns and specifically those for cycle commuters. While we note that the overall level of cycling is indeed similar to the previous (pre-earthquake) 2006 Census, our principal reason for not seeking to ‘recalibrate’ the models to 2013 is the fact that the key destination (for commuting cyclists) which had been most significantly affected at the time of the 2013 Census was the Central City. However by around 2021 the Central City is anticipated to have returned to a similar level of (land use and transport demand) activity to that before the earthquakes. Of course, the relationships calibrated for 2006 are in any event applied to relevant future year expected land use variables, for prediction years of 2021, 2031 and 2041. In short we consider that the modelling approach adopted justifiably ignores short-term post-earthquake effects (albeit that post-earthquake and future anticipated shifts in population and jobs are accounted for) - but appropriately concentrates on predicting effects using methods appropriate for the longer term.

**Peer Reviewer’s Response:** This seems an acceptable and logical approach. The project is obviously closely tied to the rebuild of Christchurch Central City. A similar level of land use and transport demand by 2021 may or may not be realistic and is somewhat a moving target, but given the modelled years are 2021, 2031 and 2041 (relating to the regional CAST model) this is an appropriate assumption.

### 3.6 Peer Review Comments (Section 2.4):

**“Consideration should be given to the significance of the above issues on the predicted decongestion effects.”**

**Analyst’s response:** The issues referred to by the Peer Reviewer included the following:

Effect of ‘75%’ assumption. The Reviewer has very slightly misinterpreted what this proportion relates to, stating that “It is assumed that 75% of vehicle trips by potential cycle users would be made by car in the Do-Minimum. This results in each new cycle trip being assumed to avoid approximately 0.6 to 0.65 potential car trips”.

In fact for the Do-Minimum cycle numbers, 75% of the *person* trips that are modelled to take place by cycle are, in the absence of that mode, assumed to be made by car (at occupancy rates similar to current CTM light vehicle trips). If a cycle was not used then the balance of trips may be made by other modes (e.g. bus or walk), or not made at all – but the effects of these trips is not accounted for (in calculating potential decongestion benefits). We consider this to (likely) be a reasonable assumption. However, were the proportion to be only, say for example, 50%, then the decongestion benefits may be reduced in proportion (being 2/3 of those assessed) – albeit ignoring the fact that we have not sought to allow for additional congestion value. A 1/3 reduction in decongestion benefit would change the Base Scenario BCR from 8.0 to 7.3.

Peer Reviewer's Response:

The key issue here is that the assumption does not seem unreasonable, but it is difficult to substantiate that assumption. Therefore it is important to note the effects on the BCR.

**Basis of Change in Car Demand**

**“One issue that should be clarified is how the change in car demands is modelled. We understand that the car trips have been added to the Do Minimum vehicle matrices, whereas it may be that the vehicle trips should have been removed from the Do Minimum. This should be clarified as in a congested network, removing rather than adding vehicle trips may lead to smaller decongestion effects”**

We do agree removing rather than adding vehicle trips may tend to lead to smaller decongestion effects. We also agree that it may appear more logical to ‘remove’ vehicle trips that are catered for by cycle (in the absence of that mode). However, we had considered both approaches and came to the conclusion the method adopted (addition) is indeed appropriate. This is because we are interested in the potential *net* effects (of attracting new users to cycling or more specifically when it comes to decongestion – supporting fewer car trips (and vehicle-km) through investment in cycling. This need to determine the net effects requires us to assess the performance of the road network (and its influence on all vehicle users) for both ‘Do-minimum’ and ‘Do-Something (in this case, additional cycle investment’. If we were to pursue the ‘subtraction’ approach, the number of vehicle (trips) avoided by cycling would have to be removed from both Do-minimum and Do-Something networks – meaning that such a model scenario there would be fewer vehicle trips than we know that there actually is (from our calibrated base year model) or predict to be (in the case of the future Do-Minimum). Thus (applying to the present day as a more simple way of envisaging it) with a ‘subtraction’ approach both ‘with-cycling’ and ‘no-cycling’ scenarios would not be correctly represented – and therefore neither would be the potential difference in costs for road users. Between the two cases (which would differ for Do-Minimum and Do-Something scenarios). In contrast, by adopting an ‘addition’ approach to the Do-Minimum (i.e. what would be the road user cost in the absence of cycling as a mode), we correctly reflect the base case vehicle network performance (ie how many vehicles are observed on the roads and their level of congestion)

Peer Reviewer's Response:

We do not agree with the analyst's response. If the subtraction approach were to be adopted, this would only be to the Do Something networks (in the same way that with the addition approach, the trips would only be added to the Do Minimum networks).

However, on reflection, the effects of this difference may not be overly significant. The CAST model relates to 2021 (and later), meaning that the short term effects of the current series of temporary works during the rebuild are not being taken into account. The 2021 (and later) networks can be expected to be “broadly in balance” for the most part, (ie with transport demand broadly consistent with the capacity provided), if the anticipated investment in transport materialises, suggesting that the differences between the effects of the addition and subtraction methods may not be that significant.

## Effect on Cars

**“A further matter relates to the effects of cars on cyclists and vice versa. We understand that delays likely to be incurred by cyclists, for example at intersections, are reflected in the cycle model, based on outputs from CAST. However, the effects on motorised vehicles of having more cyclists has, to our knowledge, not been taken into account. It is difficult to estimate the significance of this issue, which would occur where cyclists cross roads, or on sections of road the cycle network does not extend”**

We agree with the Peer Reviewer that it is indeed difficult to assess the significance of this issue – although we consider it likely to be fairly low (i.e. not highly significant – given the (lack of) sensitivity noted above to a potential 1/3 reduction in decongestion benefits). The Reviewer is however correct in that delays incurred by cyclists are accounted for but that effects on motor vehicles of having more cyclists have not been (except for our sensitivity test that does account for potential additional safety costs for other road users including motor vehicles). In many cases, more cyclists may not have any effect on other road users (for example queuing in their own dedicated space or crossing in give-way situations via central refuges where safe to do so...as this minimises delays to both cyclists and other road users. However, it is acknowledged that there will indeed be some situations where, for example, new traffic signals or slightly changed phase timings at existing signals may be required. These could lead to some additional delays for motor vehicles, as could more vehicular (cycle) traffic at priority intersections.

### Peer Reviewer’s Response:

The issue is accepted, but, as noted, the effects are difficult to quantify.

### **3.7 Peer Review Comment (Section 2.6):**

**“The increase in cyclists combined with the increase in cycle trip length is a key prediction that influences the overall benefit. The predicted average cycle trip length is reasonable and is not exceptional or reason for concern. However, we wonder if the road reduction factor suggests that there is a small level of double counting with the decongestion benefits.”**

**Analyst’s response:** We concur that the predicted average cycle trip length (increase) appears reasonable (given the integrated network proposed). Our understanding is that the \$0.10c/km (in \$2008) allowance within the EEM for ‘road traffic reduction’ is somewhat of a misnomer and relates to an allowance for the environmental benefits associated with road traffic reduction (which we have not otherwise allowed for). Whilst we acknowledge that if our impression is not correct there is the possibility of some ‘double-counting’, in the context of the actual decongestion values (which equate to between \$0.60 and \$1.10 (\$2010) any double-counting would form a small % and in any event is likely to be vastly outweighed by the conservative approach to other areas (i.e. no use of additional congested time values).

### Peer Reviewer’s Response:

Agreed.

### 3.8 Peer Review Comment (Section 3.1.1):

**“The report acknowledges that the costs are relatively preliminary in nature. This has been covered with a sensitivity test whereby the capital costs of the MCR projects have been doubled.”**

**Analyst’s response:** Following further design and planning, this update incorporates the latest estimates for both the MCR projects as well as the AAC and CCP projects. Overall the (undiscounted) total capital costs for these elements of the upgraded cycle network have now risen to \$189m with a further \$9m of additional maintenance costs anticipated over a 40 year assessment period. When discounted to the present day, the total costs have indeed nearly doubled, from \$81.3m in the Preliminary Assessment to \$152.1m (the latter including net maintenance which comprises \$2.9m or 1.9% of the total).

Peer Reviewer’s Response:

The updated capital costs and associated maintenance costs appear to have been applied appropriately.

The update of the base test now includes the more detailed capital cost estimate and maintenance costs as noted above. The previous sensitivity test which tested a doubling of the previous estimates has been replaced by a 20% increase in the *updated* capital and maintenance estimates. This seems appropriate, given that the cost estimate is unlikely to double again.

Doubling of the capital costs and inclusion of maintenance costs leads to the BCR of other sensitivity tests reducing, however these are all above 2 with the exception of one.

### 3.9 Peer Review Comment (Section 3.1.2):

**“Consideration should be given to allowing an estimate of maintenance costs for the cycle network in the Scenarios 1 and 2 if these are now known or can be determined.”**

**Analyst’s response:** As suggested, the net maintenance costs have now been incorporated in this updated analysis.

Peer Reviewer’s Response: Maintenance costs are now appropriately included.

### 3.10 Peer Review Comment (Section 3.1.3):

**“Correct the reported discounting of benefit sources for Scenario 2 in Table F2. This has no effect on the BCR of Scenario 2.”**

**Analyst’s response:** The reporting mistake has been corrected in the updated Table F2.

Peer Reviewer’s Response: No further comment required.

## 4 ADDITIONAL COMMENT

New Zealand Transport Agency (NZTA) has recently updated the efficiency rating bands<sup>2</sup>. The report includes reference to the previous efficiency bands which placed a ‘High’ priority on a project with a BCR of 4 or greater. This has only been changed very recently but should be updated before a funding application is made. The new bands are shown in Figure 1 below.

Figure 1: Priority Order of Investment Profiles, NZTA PIKB

Strategic fit	Effectiveness	Strategic fit and Effectiveness	Numeric benefit and cost appraisal			
			1 to 3	3 to 5	5+	
H	H	HH	Priority 3	Priority 2	Priority 1	Activities with these profiles progress to activity business cases.
H	M	HM	Priority 4	Priority 3	Priority 2	
M	H	MH	Priority 6	Priority 5	Priority 4	
M	M	MM	Priority 7	Priority 6	Priority 5	
H	L	HL	Low strategic fit does not progress beyond strategic business case. Low effectiveness does not progress beyond programme business case.			
M	L	ML				
L	H	LH				
L	M	LM				
L	L	LL				

## 5 CONCLUSIONS

Flow has reviewed the demand cycle demand estimates and economics for the Major Cycleway Routes (MCRs) and found these to be robust and consistent with good practice and NZTA’s Economic Evaluation Manual. The main points noted by this review are as follows:

- ◆ The cost estimates have been updated since our previous review, and maintenance costs have been included. These adjustments have reduced the Benefit Cost Ratio from 15 to 8
- ◆ The analyst has now provided an assessment of the effects of a lag in benefits being achieved (following the completion of the MCRs). A lag of 5 years would reduce the BCR from 8 to 6.4
- ◆ A sensitivity test has been provided relating to the percentage of cycle trips assumed to divert from car
- ◆ There has been some discussion about the basis of the changes in car demands, used as the basis of the decongestion benefits (whether the diversion should lead to an increase in the Do Something demands or a reduction in the Do Minimum demands). There is a difference of opinion between the analyst and the reviewer, but we suggest that this difference may not be overly critical
- ◆ There has also been discussion about the potential effects of cyclists using the MCRs on traffic; ie would the MCRs cause delays to vehicles thereby decrease the reported benefits of the MCRs. The extent and significance of this issue is unknown at this stage
- ◆ We previously noted that the benefits of the MCRs could be constrained by the various impediments to cycling beyond the MCRs. The effects have not been quantified, but it has been noted that even with a 5 year lag in benefit capture, a BCR of 4 would still be achieved even if

<sup>2</sup> New Zealand Transport Agency’s Planning and Investment Knowledge Base (PIKB) website

benefits were 37% lower than anticipated, due to the constraints noted. Presumably this means that a BCR of 5 would be achieved with a reduction of benefits of around 22% (this value of 5 now being required to justify a high priority rating (according to the categories as recently redefined)).

As a result, we conclude that the Benefit Cost Ratio can reasonably be assessed as 5 or more, which would justify a high priority rating.

Yours sincerely



Ian Clark  
DIRECTOR

Reference S:\cccx\005\L1A150202.docx - Harry Ormiston



Original size mm

100

50

30

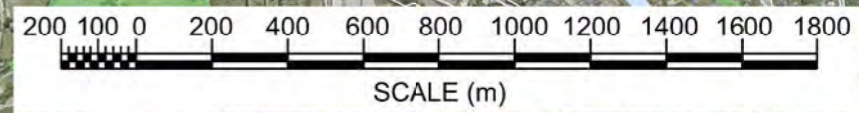
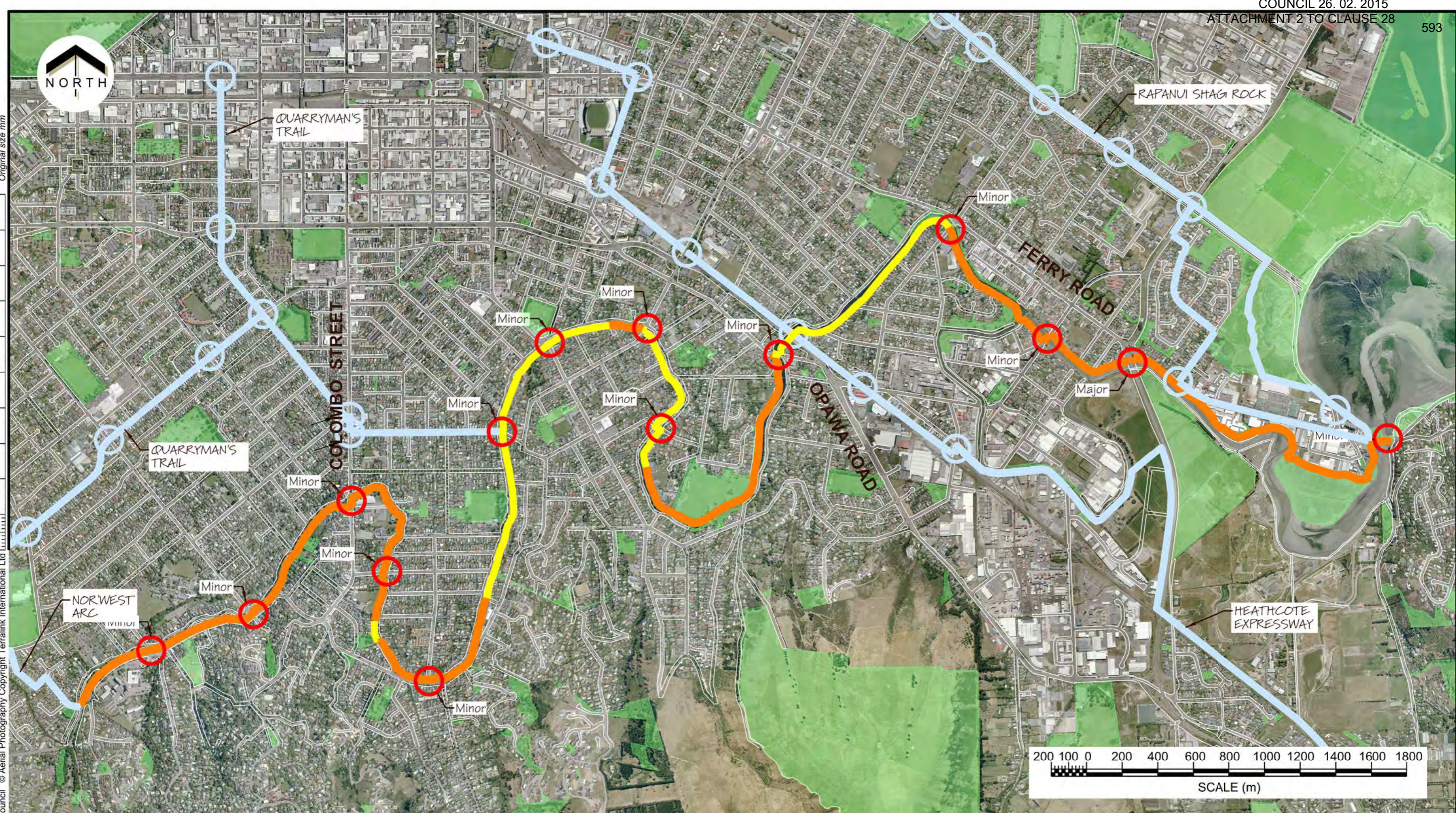
10

0

1000

2000

3000



**KEY**

-  Off Road Path (shared or separate)
-  Neighbourhood Greenway (Quiet Street)
-  Cycle Crossing Improvements
-  Major Cycleway Routes



# Major Cycleways - Opawaho River

## Route Alignment Overview Plan

Original Plan Size: A3  
ISSUE. 1 03/02/2015  
RD340301 VMI CP501963/06



Original size mm

100

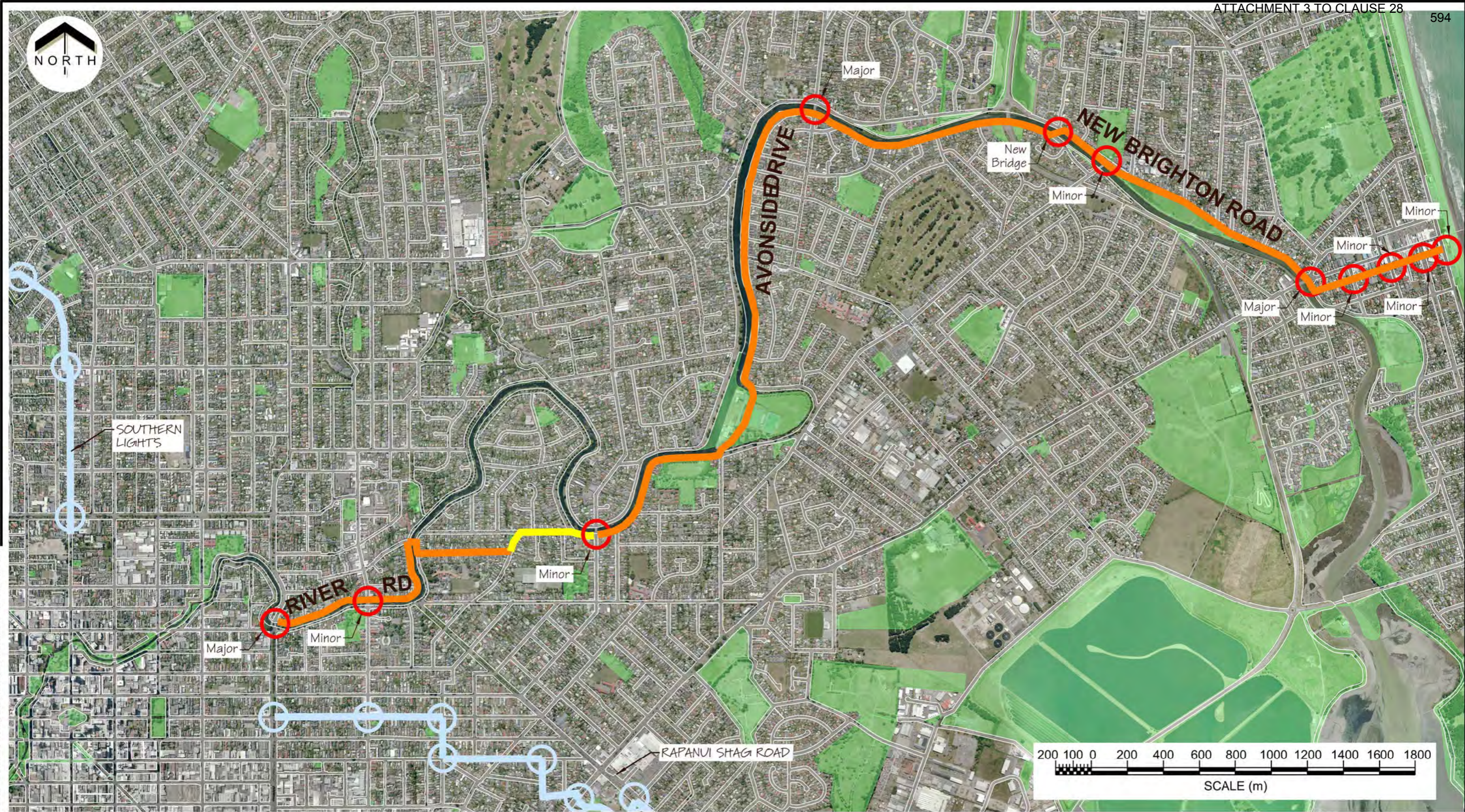
50

30

10

0

© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd



**KEY**

- Off Road Path (shared or separate)
- Neighbourhood Greenway (Quiet Street)
- Cycle Crossing Improvements
- Major Cycleway Routes

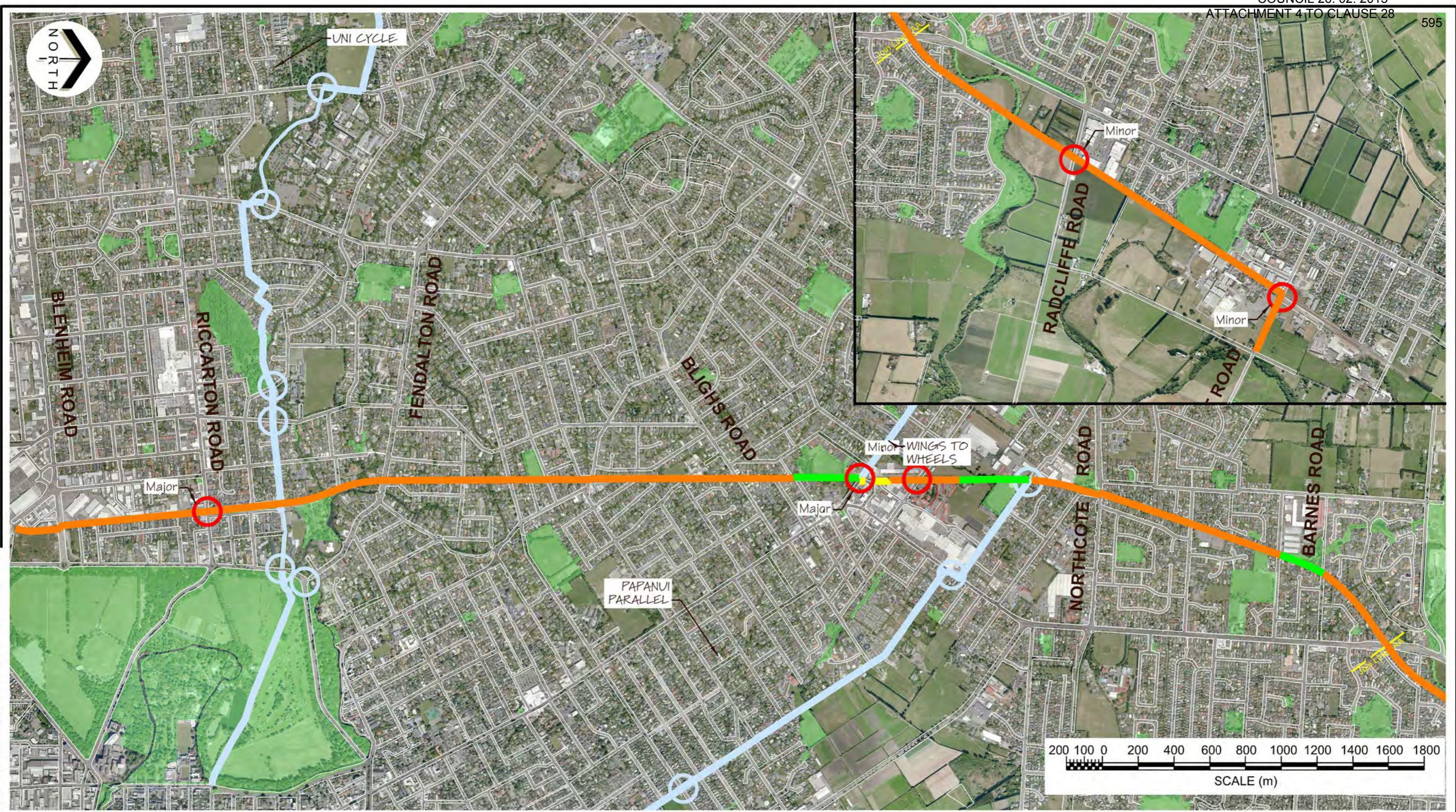


### Major Cycleways - Otakaro Route Alignment Overview Plan






Original Plan Size: A3  
ISSUE. 1 03/02/2015  
RD340401 VMI CP501963/02



Original size mm  
100  
50  
30  
10  
© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd



**KEY**

	Off Road Path (shared or separate)		Shared Path - Parks - Generally 2 way
	Slow Street - No Separation		Major Cycleway Routes
	Cycle Crossing Improvements		

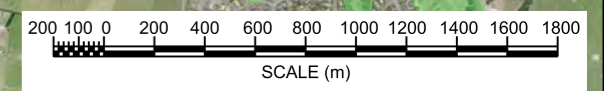






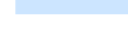
**Major Cycleways - Northern Line**  
Route Alignment Overview Plan

Original Plan Size: A3  
ISSUE. 1 03/02/2015  
rd340501 VMI CP501963/09



Original size mm  
100  
50  
30  
10  
0  
© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd 0



KEY	
	Off Road Path (shared or separate)
	Separated Cycle Path - two way on Street
	Cycle Crossing Improvements
	Shared Path - Parks - Generally 2 way
	Major Cycleway Routes

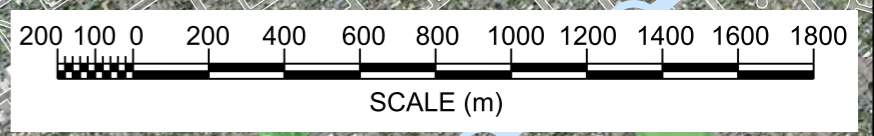
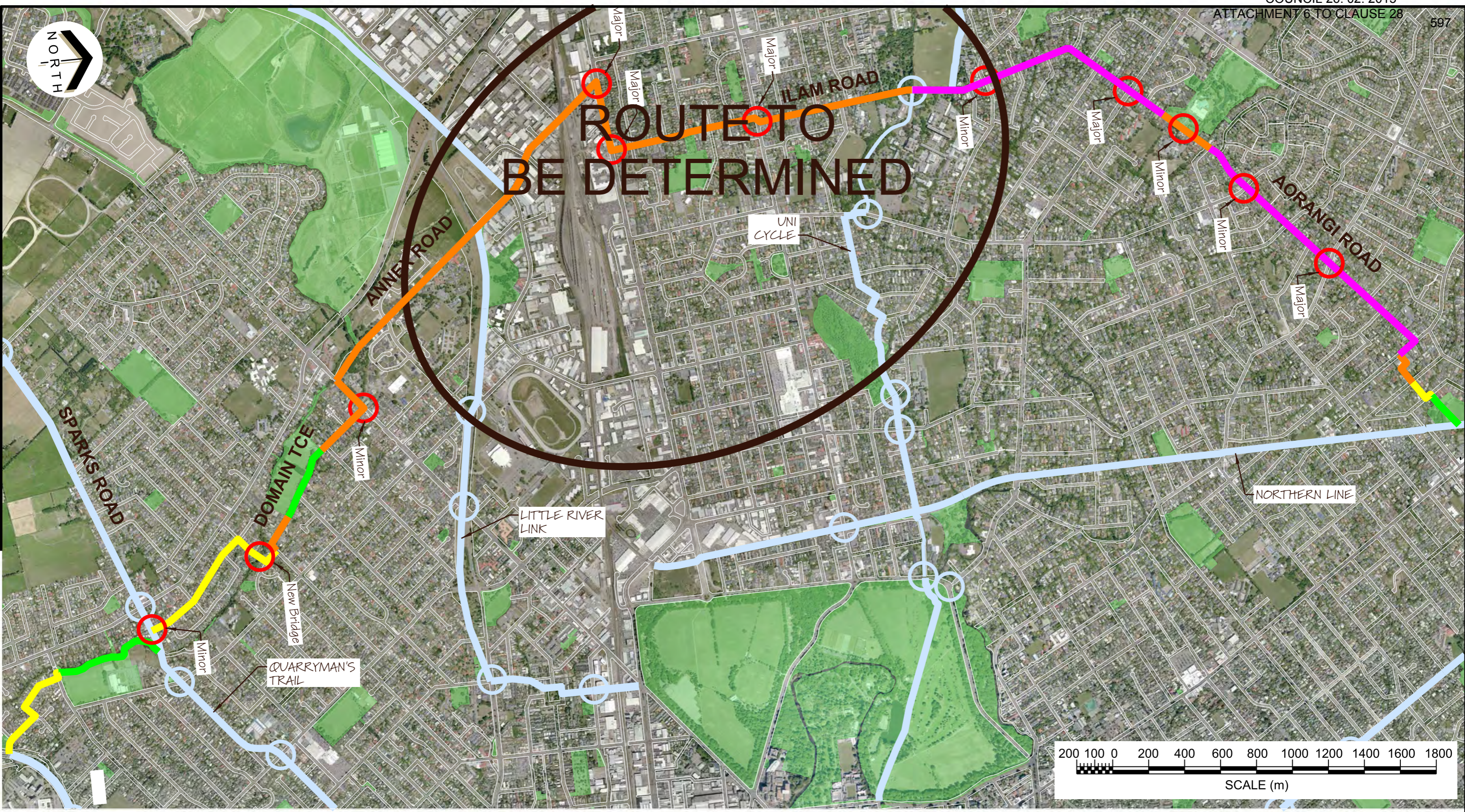


### Major Cycleways - South Express Route Alignment Overview Plan

Original Plan Size: A3  
ISSUE. 1 03/02/2015  
RD340601 VMI CP501963/08



Original size mm  
100  
50  
30  
10  
© Aerial Photography Copyright Terralink International Ltd 0  
© Copyright Christchurch City Council



KEY	
	Off Road Path (shared or separate)
	Neighbourhood Greenway (Quiet Street)
	Cycle Crossing Improvements
	Separated Cycle Path 1 Way On Street
	Shared Path - Parks - Generally 2 way
	Separated Cycle Path - 2 Way On Street
	Major Cycleway Routes



## Major Cycleways - Nor'west Arc

### Route Alignment Overview Plan

Original Plan Size: A3  
 ISSUE. 1 03/02/2015  
 RD340701 VMI CP501963/14



Original size mm

100

50

30

10

0

1000

2000

3000

4000

5000

6000

7000

8000

9000

10000

11000

12000




13000

14000

15000



**KEY**

	Off Road Path (shared or separate)		Shared Path - Parks - Generally 2 way
	Separated Cycle Path - two way on Street		Major Cycleway Routes
	Cycle Crossing Improvements		



### Major Cycleways - Little River Link

Route Alignment Overview Plan

Original Plan Size: A3  
ISSUE. 1 03/02/2015  
RD340801 VMI CP501963/08

© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd



Original size mm

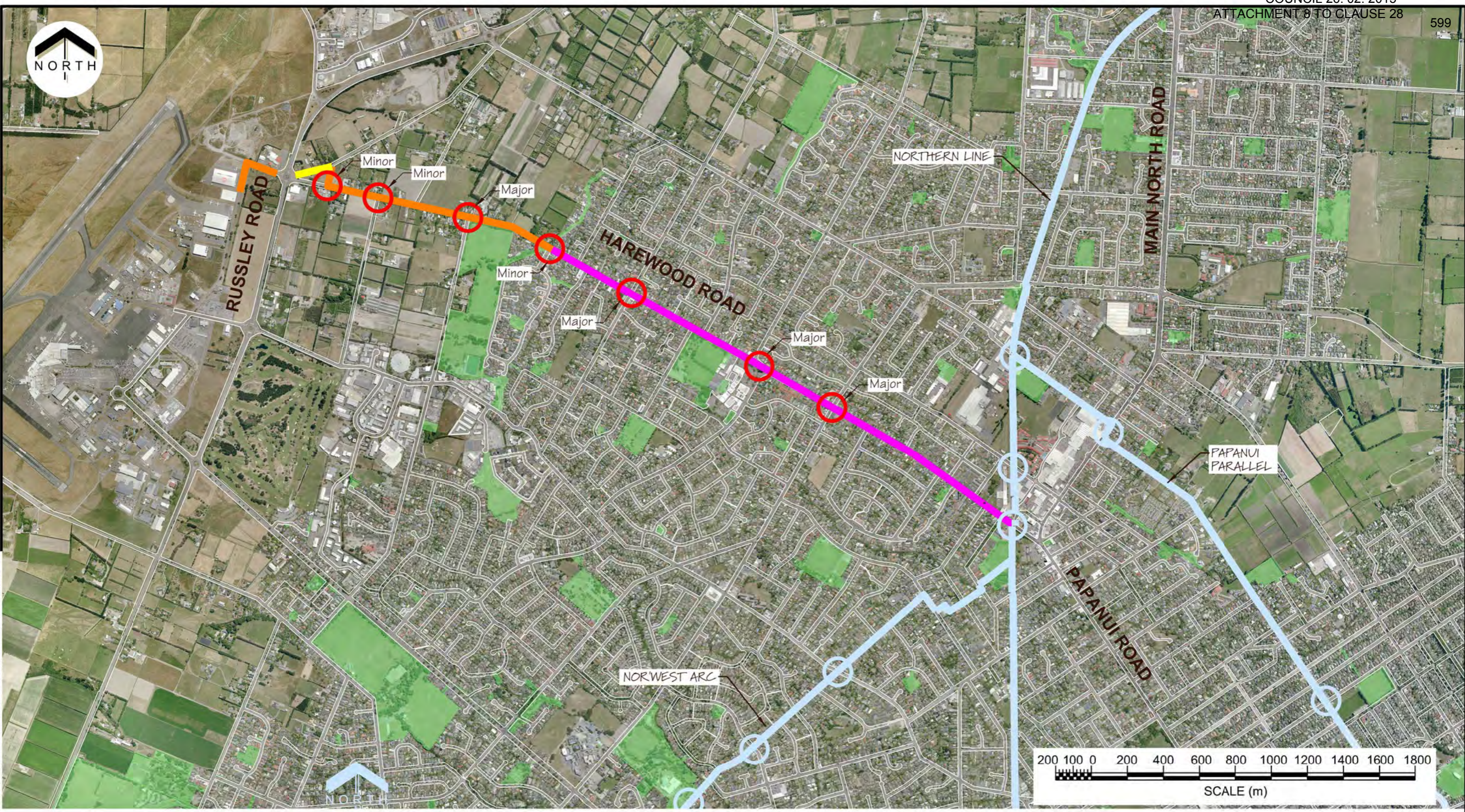
100






50

30

10

© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd



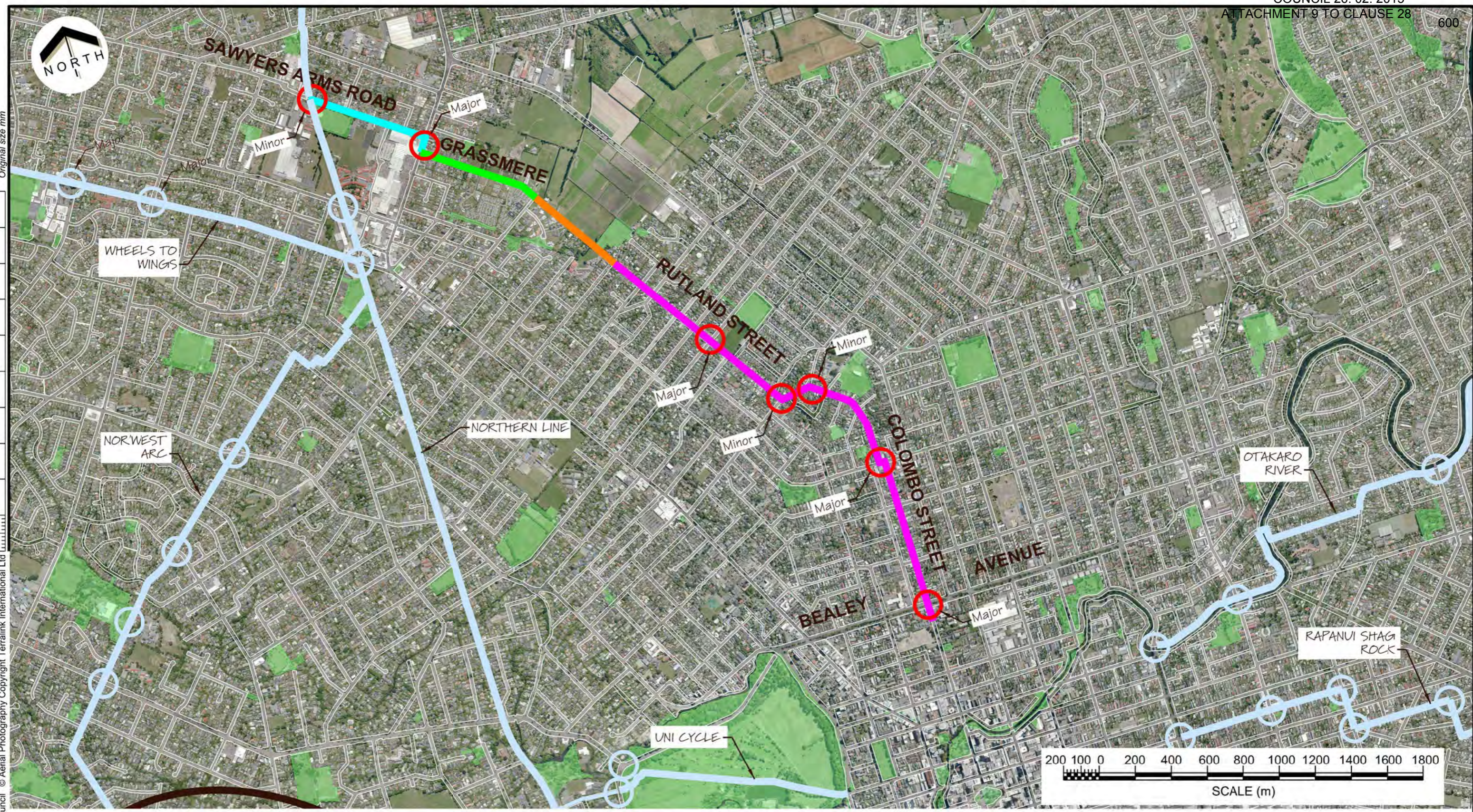
KEY	
	Off Road Path (shared or separate)
	Neighbourhood Greenway
	Cycle Crossing Improvements
	Separated Cycle Path 1 Way On Street
	Major Cycleway Routes



## Major Cycleways - Wheels to Wings

### Route Alignment Overview Plan

Original Plan Size: A3  
 ISSUE. 1 03/02/2015  
 RD340901 VMI CP501963/01



Original size mm  
100  
50  
30  
10  
© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd

KEY	
	Off Road Path (shared or separate)
	Shared Path - Parks - Generally 2 way
	Separated Cycle Path 1 Way On Street
	Separated Cycle Path - 2 Way On Street
	Cycle Crossing Improvements
	Major Cycleway Routes

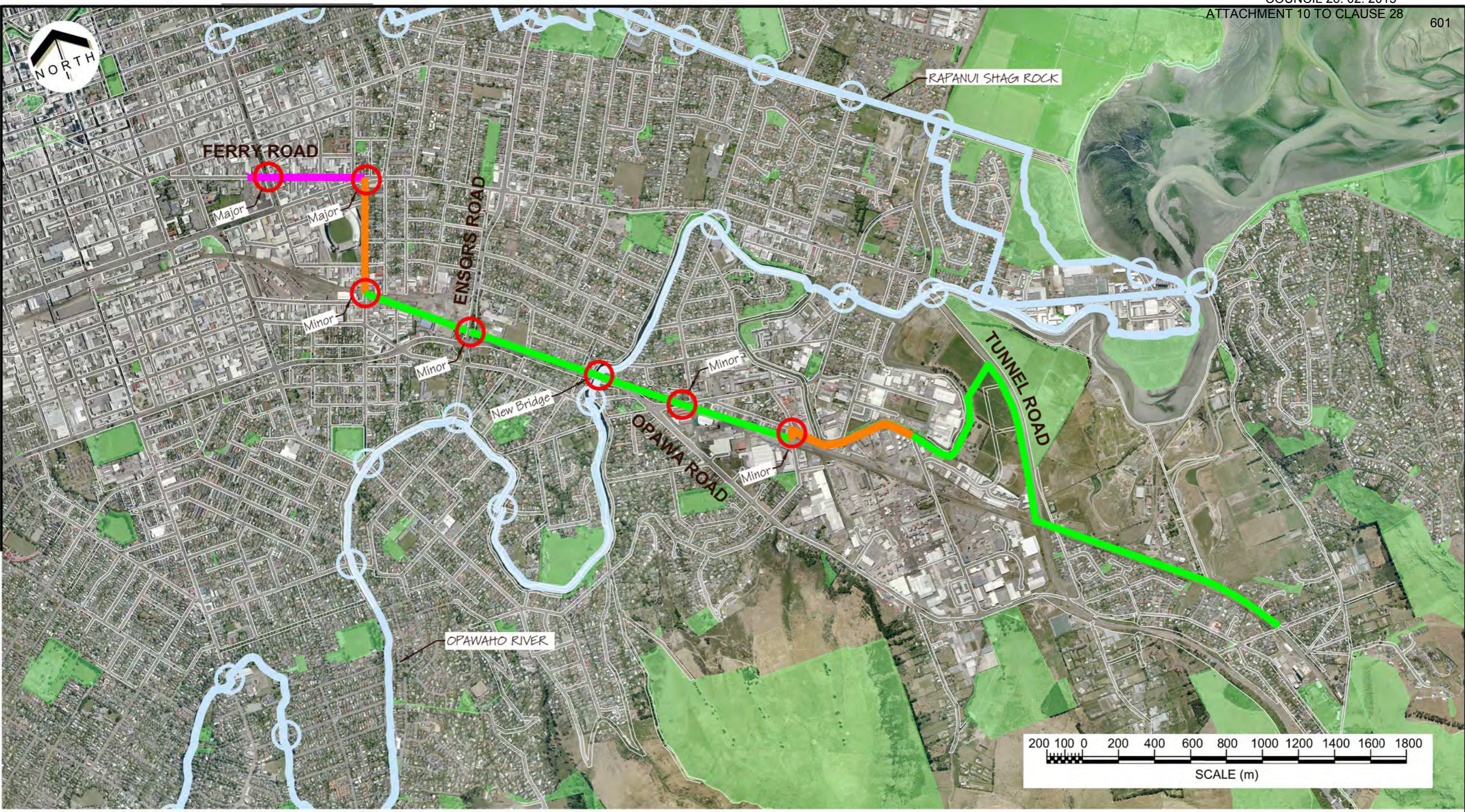


## Major Cycleways - Papanui Parallel

### Route Alignment Overview Plan

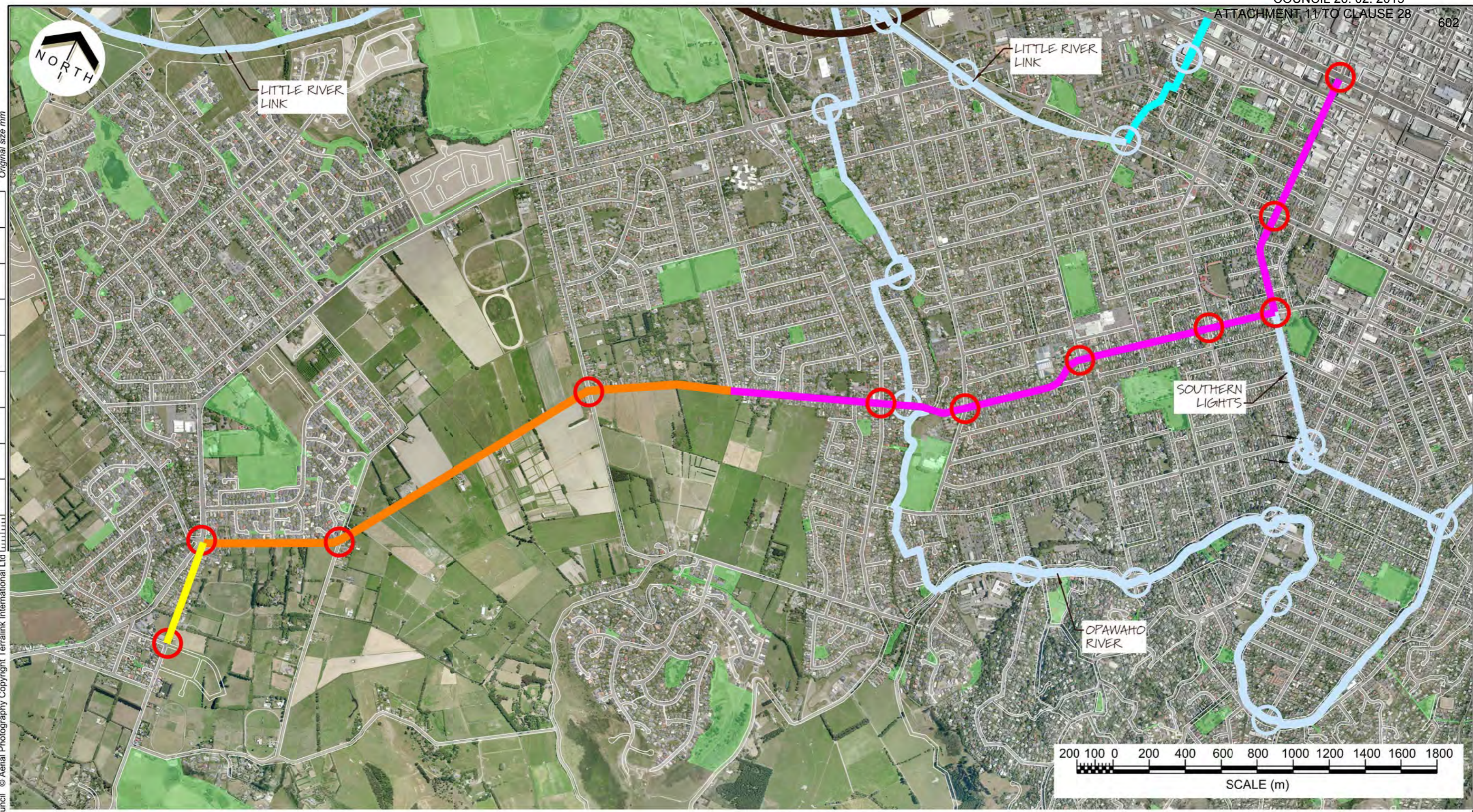
Original Plan Size: A3  
 ISSUE.1 03/02/2015  
 RD341001 VMI CP501963/03

Original size mm  
100  
50  
30  
10  
0  
© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd



**KEY**

	Off Road Path (shared or separate)		Shared Path - Parks - Generally 2 way
	Neighbourhood Greenway (Quiet Street)		Separated Cycle Path - 2 Way On Street
	Cycle Crossing Improvements		Separated Cycle Path - 1 Way On Street



**KEY**

	Off Road Path (shared or separate)		Shared Path - Parks - Generally 2 way
	Neighbourhood Greenway (Quiet Street)		Separated Cycle Path - 1 Way On Street
	Cycle Crossing Improvements		Major Cycleway Routes

© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd





Original size mm

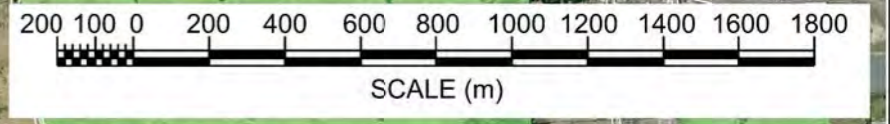
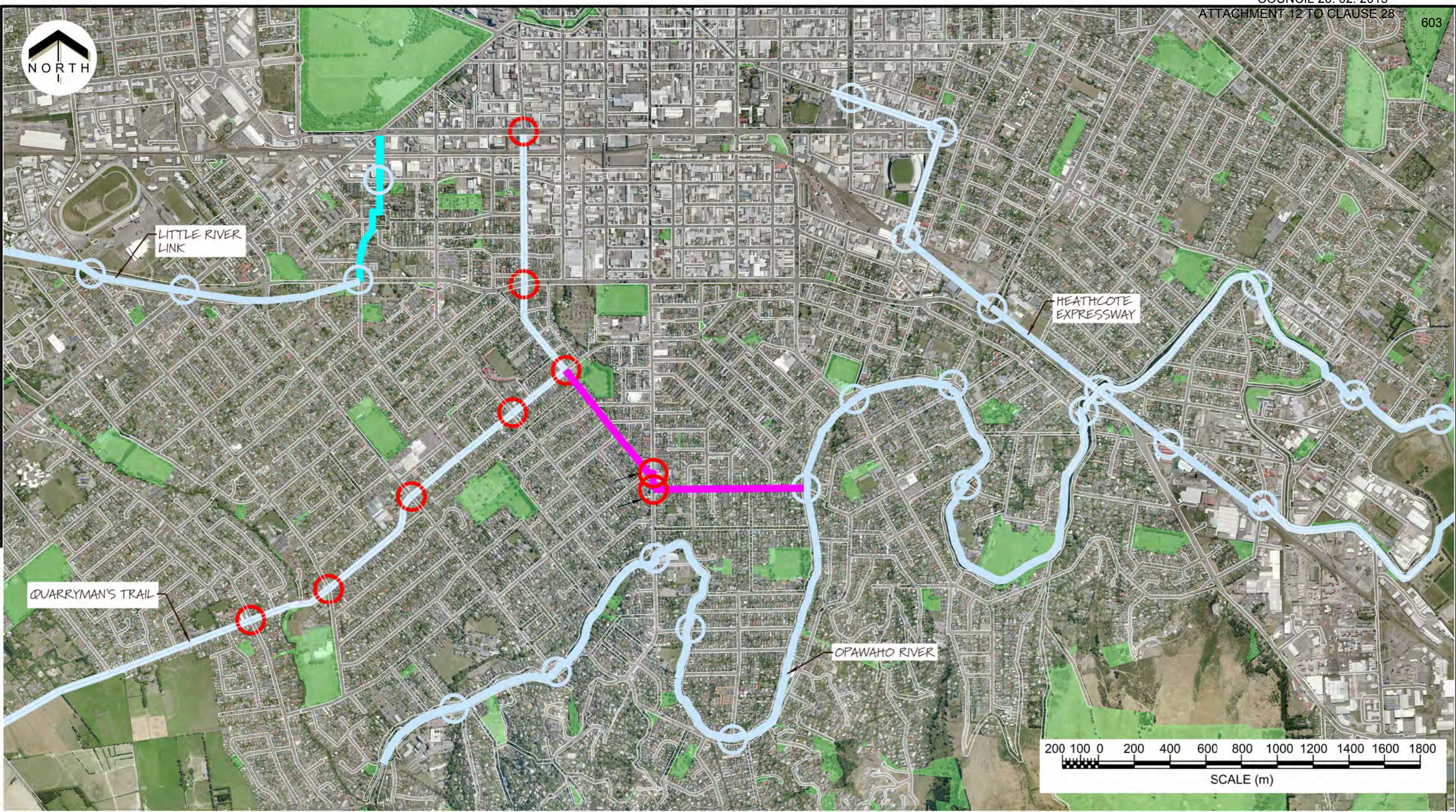
100

50




30

10

© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd



**KEY**

-  Separated Cycle Path - 1 Way On Street
-  Major Cycleway Routes
-  Cycle Crossing Improvements

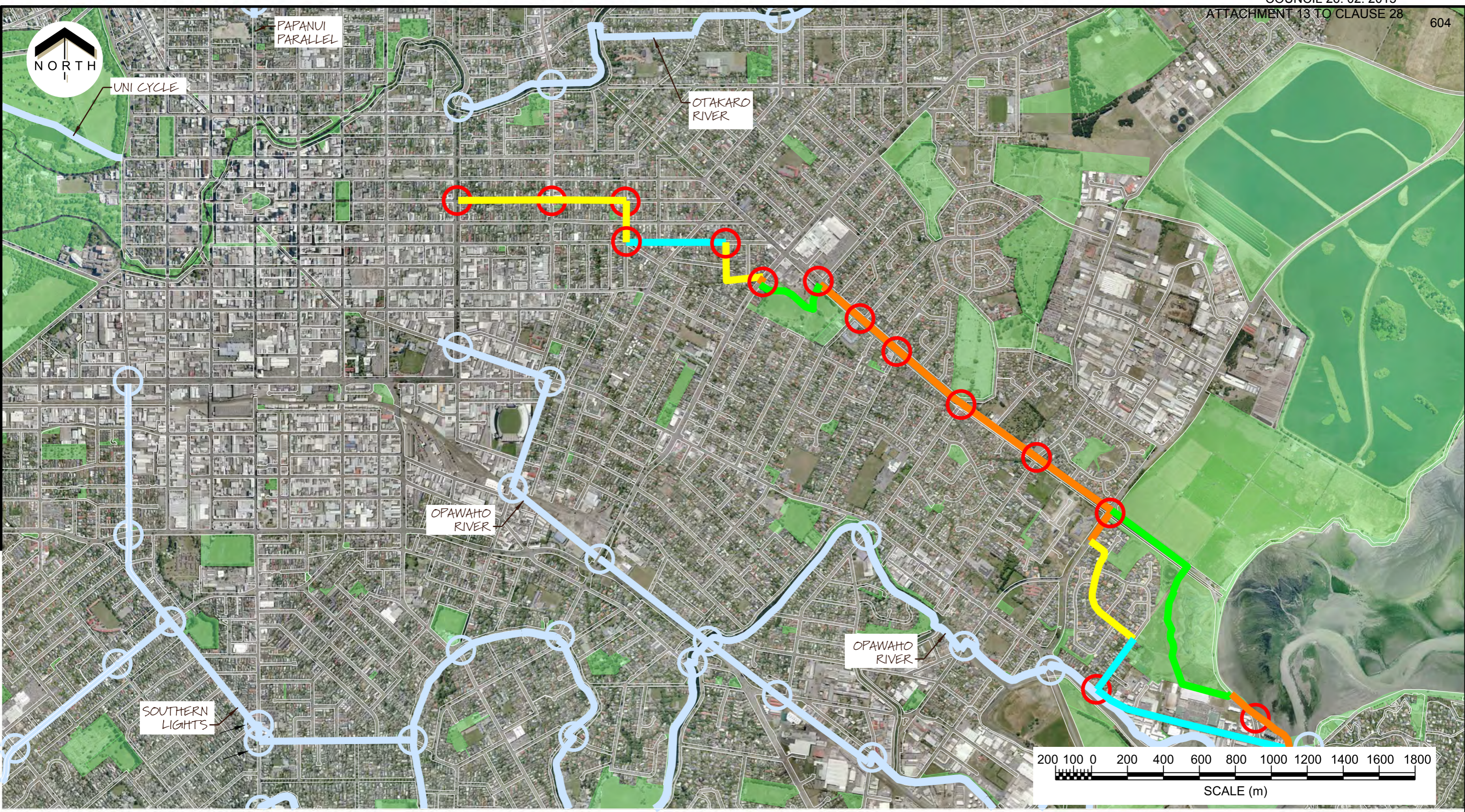


# Major Cycleways - Southern Lights

Route Alignment Overview Plan

Original Plan Size: A3  
ISSUE. 1 03/02/2015  
RD341301 VMI CP501963/10

Original size mm  
100  
50  
30  
10  
© Aerial Photography Copyright Terralink International Ltd 0  
© Copyright Christchurch City Council



**KEY**

	Off Road Path (shared or separate)		Shared Path - Parks - Generally 2 way
	Neighbourhood Greenway (Quiet Street)		Separated Cycle Path - 2 Way On Street
	Cycle Crossing Improvements		Major Cycleway Routes



**Major Cycleways - Rapanui Shag Rock**  
Route Alignment Overview Plan

Original Plan Size: A3  
ISSUE.1 03/02/2015  
RD341401 VMI CP501963/13

## COUNCIL 12. 03. 2015

## 29. AMENDMENTS TO STANDING ORDERS – PETITIONS AND DEPUTATIONS

<b>Manager responsible:</b>	Director Office of the Chief Executive
<b>Author:</b>	Darryl Griffin

**1. PURPOSE OF REPORT**

- 1.1 The purpose of this report is for the Council to agree to the amendment of its Standing Orders regarding deputations.

**2. BACKGROUND**

- 2.1 The Local Government Act 2002 requires the Council to adopt a set of standing orders for the conduct of its meetings and those of its committees.
- 2.2 The Local Government Act provides that an amendment to the Council's Standing Orders requires a vote of not less than 75% of the members present at the meeting when the amendment is considered.
- 2.3 There has been an informal discussion between Councillors regarding proposed changes to the provisions in the Council's Standing Orders (dated October 2013) regarding deputations.
- 2.4 The current Standing Orders provide the following clauses on deputations:

***Deputations*****3.19.1.1**

*Deputations in respect of a report on the agenda for that meeting will be received by the Council.*

**3.19.1.2A**

*Deputations in respect of a report on the agenda for a Committee or Community Board meeting will be received by the Committee if -*

- (a) The committee adviser has received written notice of the deputation no later than 24 hours before the start of the Committee meeting; or*
- (b) Where written notice has not been received 24 hours before the start of the meeting, the Chairperson of the Committee or Community Board, in his or her discretion, allows the deputation*

**3.19.1.2B**

*Deputations may be received by a Committee or Community Board on items relating to their terms of reference at the discretion of the Chairperson. The Chairperson may refuse requests for deputations which are repetitive or offensive.*

**3.19.2**

*A deputation or presentation to a local authority or any of its committees may be made in English, Maori or any other language, including New Zealand sign language. Prior arrangement with the chairperson should be sought at least two working days before the meeting if the address is not in English. The chairperson may order that any speech or document presented be translated and/or printed in another language. If the other language is an official language of New Zealand (eg Maori or New Zealand sign language), the translation and printing costs will be met by the Council.*

## COUNCIL 12. 03. 2015

## 29 Cont'd

## 3.19.3

*Except with the approval of the local authority or committee, not more than 2 members of a deputation may address the meeting. After a presentation is received, members may put to the deputation any question pertinent to the subject heard, but no member may express an opinion upon, or discuss the subject, until the deputation has completed making its submissions and answering questions*

## 3.19.4

*The chairperson may terminate a presentation in progress which is disrespectful or offensive, or where the chairperson has reason to believe that statements have been made with malice.*

## 3.19.5

*(a) Unless the chairperson determines otherwise in any particular case:*

*(i) Deputations shall be allowed ten minutes in which to make their presentations;*

*(ii) No more than two speakers shall be allowed to make presentations on behalf of deputations;*

*(iii) Where there are two speakers each one shall be allowed five minutes.*

2.5 Given the discussion already had by the Councillors regarding Council meetings it is recommended that the current Standing Order 3.19 be revoked and substituted by the new SO 3.19 attached as Appendix A.

2.6 The changes by way of addition or deletion to SO 3.19 are underlined In Appendix A. Major changes to the current SO 3.19 are:

2.6.1 The provision for a 30 minute public forum, in addition to time for deputations, is new for this City Council although it is available in a number of other councils.

2.6.2 The Chairperson has the ability to refer a request for a deputation to a public Council workshop if the Chairperson believes the topic of the deputation is of major public interest.

2.6.3 There is provision for the chairperson to arrange for the public forum and requests for deputations to be heard by the Council on the day before advertised date for the Council meeting to better manage the meeting. Councillors will recall this occurred on the day before the 11 December 2014 Council meeting the Dudley Creek Flood Remediation Consultation.

2.6.4 The Chairperson may refer a deputation to a committee, community board or working party.

2.6.5 Persons speaking at a public forum or deputation are not to speak to matters for which there are separate hearings processes (e.g. Plan Changes or resource consents). This ensures the Council maintains the quasi judicial nature of such other hearings process.

### 3. STAFF RECOMMENDATION

That the Council resolve to amend the Standing Orders by revoking Standing Order 3.19, and substituting the Standing Order 3.19 attached as **Attachment 1**.

New Standing Order 3.19

### **3.19 PUBLIC FORUM AND DEPUTATIONS**

#### **3.19.1 PUBLIC FORUM AND DEPUTATIONS TO COUNCIL MEETINGS**

Deputations in respect of a report on the agenda for that meeting will be received by the Council.

A period of up to 60 minutes, or such longer time as the Council may determine, will be available for a public forum and deputations at each Council meeting. Of this period of 60 minutes, 30 minutes is to be for a public forum and 30 minutes for deputations.

At the decision of the Chairperson the public forum and any requests for deputations may be considered at the commencement of an ordinary Council meeting or the previous day depending on the business to be considered by the Council at the meeting.

#### **3.19.2 PUBLIC FORUM**

A Person wishing to speak at a public forum can speak on any issue, idea or matter relevant to Council activities except when the matter is the subject of a separate hearings process.

Speakers are not required to give notice to the Council and can speak for up to 5 minutes.

#### **3.19.3 DEPUTATIONS**

If in the opinion of the Chairperson the subject matter of a deputation to the Council is of major public interest, the Chairperson may refer the deputation to a public Council workshop.

Where the subject matter of a deputation falls within the terms of reference of a committee, community board, subcommittee or working party then the Chairperson may refer the deputation to a committee (or subcommittee or working party), rather than to the Council.

A deputation which has appeared before a committee, community board, subcommittee or working party should not be made to the Council unless approved by the Chairperson (unless the deputation is referred by resolution of the committee, community board, subcommittee or working party to the Council).

Where a deputation has not been heard by a committee, community board, subcommittee or working party the Chairperson may accept an application for a deputation to a Council meeting which is made more than two working days prior to a Council meeting, if, in the opinion of the Chairperson, the matter is urgent **and** of major public interest.

Those wishing to make a deputation must communicate their request to the Council Secretary no later than two working days prior to the meeting. The request to speak must include the subject matter.

The Chairperson may accept an application to speak which is made less than two working days prior to the meeting, if, in the opinion of the Chairperson, the matter is urgent and of major public interest.

A deputation or a public forum is not to be used to speak to a matter for which there is a separate hearings process.

### **3.19.4 DEPUTATIONS TO COMMITTEE, COMMUNITY BOARD, SUBCOMMITTEE OR WORKING PARTY MEETINGS**

Deputations in respect of a report on the agenda for a Committee, Community Board, subcommittee or working party will be received by the Committee, Community Board, subcommittee or working party if -

- (a) The committee adviser or community board adviser has received written notice of the deputation no later than 24 hours before the start of the Committee, Community Board subcommittee or working party meeting; or
- (b) Where written notice has not been received 24 hours before the start of the meeting, the Chairperson of the Committee, Community Board subcommittee or working party, in his or her discretion, allows the deputation.

Deputations may be received by a Committee, Community Board, subcommittee or working party on items relating to their terms of reference at the discretion of the Chairperson. The Chairperson may refuse requests for deputations which are repetitive or offensive.

### **3.19.5 DEPUTATIONS AND PRESENTATIONS IN OTHER LANGUAGES**

A deputation or presentation to the Council or a committees, community board or subcommittee or working party may be made in English, Maori or any other language, including New Zealand sign language. Prior arrangement with the chairperson should be sought at least two working days before the meeting if the address is not in English. The chairperson may order that any speech or document presented be translated and/or printed in another language. If the other language is an official language of New Zealand (eg Maori or New Zealand sign language), the translation and printing costs will be met by the Council.

### **3.19.6 PROCEDURES FOR DEPUTATIONS**

Except with the approval of the Council, committee, community board, subcommittee or working party not more than 2 members of a deputation may address the meeting. After a presentation is received, members may put to the deputation any question pertinent to the subject heard, but no member may express an opinion upon, or discuss the subject, until the deputation has completed making its submissions and answering questions. (see Standing Order 3.15.2 regarding qualified privilege).

### **3.19.7 TERMINATION OF PRESENTATION IF DISRESPECTFUL**

The Chairperson may terminate a presentation in progress which is disrespectful or offensive, or where the Chairperson has reason to believe that statements have been made with malice (see Standing Order 3.15.2 regarding qualified privilege).

### **3.19.6 TIME LIMIT ON DEPUTATIONS**

Unless the Chairperson determines otherwise in any particular case:

- (i) Deputations shall be allowed ten minutes in which to make their presentations;
- (ii) No more than two speakers shall be allowed to make presentations on behalf of deputations;
- (iii) Where there are two speakers each one shall be allowed five minutes.

## COUNCIL 12. 03. 2015

**30. CONSTRUCTION SITE HOARDINGS-TEMPORARY USE OF LEGAL ROAD FEE REBATE PROGRAMME**

		Contact	Contact Details
<b>Executive Leadership Team Member responsible:</b>	Chief Operating Officer, Operations Group	N	
<b>Officer responsible:</b>	Transport and City Streets Unit Manager	N	
<b>Prepared by:</b>	Pana Togiasso – Road Amenity and Assets Protection Team Leader.	Y	DDI: 941 5294

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is to advise on the feasibility of applying the hoardings rebate to the whole city.
- 1.2 During the Christchurch rebuild, fences and protective hoardings are being progressively erected around major central city construction projects. In many cases these necessarily involve use of part of the adjacent public road space.
- 1.3 Comment has arisen from developers about the charges for fences and hoardings, levied for the temporary use of legal road. There have been requests of Council staff to remit charges normally made for this activity

**2. EXECUTIVE SUMMARY**

- 2.1 There is a degree of community good to be derived from well designed, engaging and informative hoardings fronting building sites in the central city. To encourage the production of such hoardings, a tool box comprising design and technical guidelines and incentives has been prepared. However, it is important to note that any incentives do not encourage occupation of the public realm beyond that which is necessary to facilitate developments.
- 2.2 This report recommends that authority to rebate or alter a part of the charges, under certain qualifying conditions, be delegated to the Chief Operating Officer.
- 2.3 This Report provides additional information to support previous reports submitted to council specifically the effect on revenue for applying the rebates to the whole of the city rather than just the central city area.

**3. BACKGROUND**

- 3.1 Public footpaths and roads are occupied for “private” purposes for a variety of reasons, examples including protection of the public from unsafe buildings, hoardings to allow for building works on adjacent land, or where the works involve protrusion above or below footpaths (e.g. verandas, base isolation foundation works), temporary storage and or work space, and short or long term lease of space for partial private use (e.g. tables and chairs for hospitality outlets). This report is focused on situations where public space is occupied and enclosed by hoardings for the purpose of rebuilding in the post-earthquake environment.
- 3.2 Charges are made for fences and hoardings occupying roads and footpaths where construction companies and developers occupy public space. The Traffic and Parking Bylaw 2008, Section 20 applies:
 

“20. USE OF WASTE-TAKER BINS, RECEPTACLES, OR ANY OTHER OBJECT  
 (1) Subject to the sub clause (6), waste-taker bins, similar receptacles or shipping containers or any other object that interferes with the use of a road (not being a vehicle) may be placed on the road if:  
 (a) the person placing the bin, receptacle, shipping container or other object has obtained the prior consent of an authorised officer;”
- 3.3 The Christchurch City Council (CCC) Charges and Fees schedule of the Three Year Plan (page 170) apply, Temporary use of legal road \$7.50 per month (per square metre).

**COUNCIL 12. 03. 2015**

**30 Cont'd**

- 3.4 Applications for temporary hoardings and fences on legal road are approved and monitored by the Asset Protection Team.

**4. COMMENT**

- 4.1 Reason for Charge. Hoardings or fences are erected to delineate work sites, protect the public from work site hazards, and protect the developers from incursions by unauthorised persons and unwanted interference with their structures and plant. Fences and hoardings on legal road take up space otherwise available for roads, pedestrian footpaths, cycles and vehicle parking. A charge for the legal road used helps to ensure:
- 4.1.1 Occupied areas of road and footpath are removed from public use for no longer than necessary
  - 4.1.2 A minimum area of road and footpath is removed from public use
  - 4.1.3 Parking availability is disrupted for a minimum of time
  - 4.1.4 Parking revenue is protected
- 4.2 However there are some anomalies and situations which are seen by concerned parties as being unreasonable. For example:
- 4.2.1 Where public (pedestrian) access is not possible because of repair and other works occurring elsewhere on the road space (e.g. Oxford Terrace - SCIRT and Avon River Precinct works)
  - 4.2.2 Where public (pedestrian) access is not unduly compromised – e.g. wide pedestrian areas such as Worcester Boulevard, Oxford Terrace (Cashel - Worcester), High and Cashel Malls
  - 4.2.3 Where the need to occupy public land is a legal requirement - as in the case of a fall zone required for an unsafe building
  - 4.2.4 Where the council charges may be seen as a disincentive to retention and repair of an existing building, contrary to other Council policies - e.g. Heritage listed building.
- 4.3 Visual Impact of Hoardings. Due to their size, solid construction and interface with the public realm, hoardings will have an increasing presence and will impact significantly on the way people experience the city. The look and feel of our city could easily become visually dominated by temporary hoardings, graffiti and a jumble of signage. Hoardings can go beyond simply meeting compliance requirements of the building code, and could tell people about building projects, showcase construction partners, let people safely watch projects take shape, and engage the public in the project and its role in the future of the city.
- 4.4 Public Benefit. The quality and visual impact of hoardings vary from basic plywood fences to colourful painting and design interpretations. The current public benefit of hoardings in the central city is that of pedestrian safety and protection of site works. However, there is the opportunity to use the growing number of hoardings around building sites to further benefit visitors and residents as well as the project. If the hoardings were to provide useful information and enhance the resident and visitor experience, then such efforts could be rewarded by way of fee rebates.
- 4.5 Eligible Streets. It is proposed that the streets within or bounding the 30 kilometres per hour Inner Speed Zone defined in the Accessible City chapter of the Christchurch Central Recovery Plan (page six), will be eligible for fee rebates. (See Attachment 1.)
- 4.6 Rebate Amounts. Qualifying hoardings will be eligible for a Temporary Use of Legal Road fee rebate of 50 percent, except that in the case of heritage listed buildings being restored 100 percent rebate shall be given, and fees will be waived when public access along the frontage containing the hoarding is prevented for any period in excess of one month because of road works.
- 4.7 Programme Life. The rebate programme will be initially offered until 30 June 2016 and will be reviewed prior to that date to determine its success and consider whether it should continue in its current form, be amended or cease.



**COUNCIL 12. 03. 2015**

**30 Cont'd**

- 4.8 Qualifying Attributes of enhanced hoardings. To qualify for a fee rebate the hoarding shall go beyond compliance with the building code, and fulfil other normal considerations, such as site access requirements, appropriate robustness and site health and safety requirements. Specifically, to qualify for a fee rebate the hoarding shall be designed, such that the hoarding:
- 4.8.1 Includes artwork or features which are creative, playful and engaging overall – creative hoardings build public and local business goodwill for the development, and safeguard the medium to long term positive vision for the area. For the purpose of this programme, branding and corporate logos do not constitute artwork, but can be successfully integrated into the artwork.
  - 4.8.2 Visually defines the site – clearly showing where a project begins and ends.
  - 4.8.3 Uses large scale images – helping people visualise their future relationship with the site.
  - 4.8.4 Showcases the delivery team – communicating a team approach through collated presentation of corporate logos. Critical to success is avoiding negative impacts from clutter or excessively large commercial signage.
  - 4.8.5 Provides public viewing of the construction – inviting people to watch the build progressing with accessible viewing windows at a variety of heights and widths.
  - 4.8.6 Portrays the history, present and future of the site – concise, interesting information making links with what was there before, what is coming, and current activity towards that end. This builds immediate and long term engagement, anchoring the project in the life of the city.
  - 4.8.7 Includes way-finding – as appropriate to help people make navigational decisions (such as large format street names close to corners or maps highlighting nearby destinations). This supports business recovery, as well as aiding residents and visitors endeavouring to find their way around, due to loss of built form.
- 4.9 To qualify for a fee rebate the hoarding design must integrate all seven attributes, unless good reason is provided and accepted as to why a given attribute is not applicable.
- 4.10 Application Process. Applications for the rebate will be by way of email to a specified Unit of the Council attaching the required information. A simple guide to the process has been prepared as part of a tool box including design and technical guidelines, templates and incentives. The application can be made at any time, and the rebate will be applied from the date on which proof of implementation of the hoarding design is available (e.g. date stamped photograph).

**5. FINANCIAL IMPLICATIONS**

- 5.1 The forecast revenue for the 2014/2015 financial year is \$245,000. Hoardings outside of the Central City account for only 2.5 percent of the forecast revenue (\$6000).
- 5.2 The financial impact to Council for rebating 100 percent of the hoardings outside of the Central City will therefore be minimal.

**COUNCIL 12. 03. 2015****30 Cont'd****6. STAFF RECOMMENDATION**

It is recommended to Council:

- 6.1 That delegation be given to the Chief Operating Officer to authorise rebates of up to 100 percent for the Temporary Use of Legal Road fees for qualifying hoardings projects citywide.
- 6.2 That delegation be given to the Chief Operating Officer to authorise of up to 100 percent permitted in the case of a listed heritage building made safe, under repair or refurbishment.
- 6.3 To waive fees for hoardings on the footpath for the duration that public access to the remaining footpath is not possible due to road works beyond the control of the applicant, where road works exceed one month.
- 6.4 That the Temporary Use of Legal Road fees for qualifying hoarding projects will apply citywide.
- 6.5 That to be a qualifying hoarding all of the following criteria will apply:
  - 6.5.1 Include artwork or features which are creative, playful and engaging overall. For the purpose of this programme, branding and corporate logos do not constitute artwork, but can be successfully integrated into the artwork;
  - 6.5.2 Visually defines the site – clearly showing where a project begins and ends;
  - 6.5.3 Uses large scale images – helping people visualise their future relationship with the site;
  - 6.5.4 Showcases the delivery team – communicating a team approach through collated presentation of corporate logos avoiding clutter or excessively large commercial signage;
  - 6.5.6 Provides public viewing of the construction – inviting people to watch the build progressing with accessible viewing windows at a variety of heights and widths;
  - 6.5.7 Portrays the history, present and future of the site – concise, interesting information making links with what was there before, what is coming, and current activity; and
  - 6.5.8 Includes way-finding – as appropriate to help people make navigational decisions.
- 6.6 That the rebate will apply from the time proof of implementation of hoarding is received and accepted by the Chief Operating Officer and will apply until such time as the road space is no longer being used for the site construction hoarding line.
- 6.7 That any rebate available under this policy will cease on 30 June 2016.
- 6.8 That delegation be given to the Chief Operating Officer responsibility for the establishment of any operational procedures necessary to support this resolution.

# TEMPORARY USE OF LEGAL ROAD APPLICATION

**Transport & Greenspace Manager  
Christchurch City Council**

PLEASE PRINT CLEARLY

I  (Full name)  
of  (Postal address)

Telephone  Cell phone  Email

Billing address (if different from above)

Contractor employed to carry out the work

Hereby apply for the use of Legal Road for development/maintenance purposes at  
   (Work site address)  
 (Street number) (Street name) (Suburb)

Construction Zone  Scaffolding  Skip  Shipping Container  Hoarding  Fenceline

Crane work  Other (Please describe)

Please provide description of crane

Area of footpath/berm required  (Length)  (Width)

Area of road required  (Length)  (Width)

Metered parking space required  Yes  No

Time limit restriction parking  Yes  No

Length of time From  (Date) to  (Date)

- ### Conditions of Approval
1. Adequate Footpath width must be available to pedestrians at all times. The minimum footpath width is 2 metres for inner city area and 1.5 metres wide other areas.
  2. Safety precautions must be taken at all times to protect the road users and damage to public property.
  3. The Contractor must have a minimum of \$500,000 Public Liability Insurance. This policy shall indemnify the Council for all claims arising from the work. A higher cover of up to \$1,000,000 will be required for cranes work.
  4. The Contractor must provide a Temporary Traffic Management Plan to be approved by the Council.
  5. The Contractor must comply with the Health and Safety Employment Act 1992.
  6. Other special conditions as required by the Council.

Purchase order number

Signed by applicant/agent  Date

**Fee**  
Rental fee: \$8.00/m<sup>2</sup> per month with minimum fee of \$60.00

Use of parking areas	(1) Parking meter	\$300 per month
and special loading zones	(2) Time limit restriction	\$125 per month
	(3) Minimum parking fee	\$20 per day <small>(when placed for under one month)</small>

**Privacy Act 1993**  
The Christchurch City Council holds applications on file that contain the applicant's personal information. You can apply to the Christchurch City Council to access and / or correct information on your file.

**Office Use Only**

Receipt Code

B/C Project No

Receipt No

Date Received

Service Centre

Fee Required

Total  Monthly

Email to: [asset.protection@ccc.govt.nz](mailto:asset.protection@ccc.govt.nz)





# Rebuild Hoardings Design Guidelines

## Executive Summary

September 2014

### **Definition: Hoarding**

“A structure alongside a public way providing side protection but no overhead protection.”

Source: New Zealand Building Code Compliance Document [AS/VM F5](#)



*‘As the world watches our rebuild, construction hoardings can achieve a win-win – for building projects, for the community and for the city’.*

## Purpose of Guide

The purpose of this document is to provide guidelines for the visual appearance of public-facing hoardings around construction sites in Christchurch. It is aimed at rebuild delivery teams – developers, architects, project managers and contractors. As a tool for client-contractor discussion, the intention is to encourage a designed approach to hoarding implementation that goes beyond compliance to provide benefits for both the development and the public.

The guidelines do not prescribe any particular construction methods or materials, or constrain corporate branding. Instead, we outline a design approach based on seven principles and offer a toolkit to help you implement it.

Refer to these guidelines when you come to plan the appearance of your hoardings. Enhanced hoardings which follow these guidelines may be eligible for reduced fees for temporary use of legal road.

## Background

Hoardings are structures alongside a public way intended to delineate and secure work sites, and to provide for the safe passage of pedestrians. Normal considerations are site access, robustness, and placement of health and safety and other notices. Although a multitude of construction solutions are possible, many hoardings follow the plywood sheets over post and rail format outlined in ‘Acceptable Solution F5/AS1’ in order to simply achieve compliance with the New Zealand Building Code. Charges are made for fences and hoardings occupying public roads and footpaths.

Due to their size, solid construction and interface with the public realm hoardings will have an increasing presence and will impact significantly on the way people experience the city. The look and feel of our city could easily become visually dominated by temporary hoardings, graffiti and a jumble of signage.

However creatively designed hoardings can go beyond compliance requirements and normal other considerations. Hoardings can tell people about the building project, proudly showcase the construction partners, let people safely watch the project take shape, and can engage the public in the project and its role in the future of the city.

These guidelines form part of a free tool box to help maximise the benefits for the project and the city, including:

- Seven Design Principles of Enhanced Hoardings
- Design principles, benefits and implementation explained
- Loads of examples – see also [www.pinterest.com/transitionalcity](http://www.pinterest.com/transitionalcity)
- Simple 5-step guide
- Preparing outline of normal considerations (template)
- Preparing the creative brief onsite (template)
- Contacts including incentives

## Seven design principles for enhanced hoardings

Each project is unique and will require hoardings to be constructed. Enhanced hoardings go beyond compliance and normal considerations by implementing an overall design reflecting seven principles outlined below. Normal hoardings can be transformed into enhanced hoardings at any time.

Enhanced hoardings have an integrated design reflecting the following attributes:

1. *Is creative, playful and engaging*
2. *Visually defines the site*
3. *Includes large scale images*
4. *Showcases the delivery team*
5. *Provides public viewing of the construction*
6. *Portrays the history, present and future of the site*
7. *Includes way-finding*

Enhanced hoardings integrate branding successfully for a more attractive, effective and memorable result than excessively large or frequent logo placement.

## Design principles, benefits and implementation explained

### 1. Creative, playful and engaging

Key to successful creative hoardings is developing a design unique to that project. This is an opportunity to set the tone of the project, reflect values central to the build, and integrate branding. For the purpose of this programme, branding and corporate logos do not themselves constitute artwork, but can be successfully integrated into the artwork. Taking a creative approach overall can be highly memorable and attract positive attention. Clever ideas can create enduring intrigue and even go viral on social media. See these guidelines and [pinterest.com/transitionalcity](https://pinterest.com/transitionalcity) for many examples of creative, playful and engaging approaches.

**Benefits:** \* Build public and local business goodwill for the development  
 \* Attract the attention of investors and tenants \* Safeguard the medium to long-term positive vision for the area.  
**Implementation:** \* Prepare brief onsite (see template) \* Client and contractor agree brief. \* Provide brief to your own creative team or local artists (see contacts).

*Enrique Peñalosa famously said: "Children are a kind of indicator species. If we can build a successful city for children, we will have a successful city for all people"*

### 2. Visually define the site

The hoarding should include a visual cue which clearly define where a project begins and ends. This is an opportunity to signal project scale and ensure a project sitting midblock stands out. For projects creating laneways, driveways or a main entranceway this is an opportunity to hint at future flows of people and traffic between the project and street. Making future movements of people and vehicles discernable from the street may inform and influence other design projects, helping collectively achieve a better urban design result.

**Benefits:** \* Shows scale of individual projects. \* Projects won't blend into each other.  
 \* Shows future flows of people and vehicles – enables better urban design in the neighbourhood.  
**Implementation:** \* End-to-end visual device. \* Patterns. \* Contrasting skirting or trim. \* Other effective option.  
 \* Indicate future laneways or entrances.

### 3. Include large scale images

At the edge of the footpath, hoardings soar from ground level to 2.2 m height, occupying the normal pedestrian field of peripheral vision. The sheer scale and impenetrability of hoardings is itself an overly dominant feature in a streetscape, removing 180° of movement choice for long stretches at a time.

Enhanced hoardings use project-related images at large scale to occupy the full normal pedestrian field of peripheral vision between skirting and trim. This softens hoarding impact while showcasing the project. Include people in the image at an appropriate scale (consider pedestrian viewing distance). This humanises the project.

**Benefits:** \* Promotes project. \* Softens dominance of hoardings in the streetscape.  
 \* Humanises project. \* People can visualise their future relationship with the project.  
**Implementation:** \* Use project-related images. \* Occupy normal pedestrian field of peripheral vision. \* Include people in the image at appropriate scale.

*"A good city is like a good party - people stay longer than really necessary, because they are enjoying themselves" - Jan Gehl*

#### 4. Show the team delivering your new project

Christchurch is being rebuilt by teams working hard together. Designating an area for collating corporate logos shows a team approach. Critical to success is avoiding negative impacts from clutter or excessively large commercial signage.

**Benefits:** \* Shows team approach. \* Showcases level of collaboration and expertise. \* Respectful – builds goodwill.  
**Implementation:** \* Designate area for project team logos. \* Avoid clutter and excessive font size.

#### 5. Provide public viewing of the construction

People are naturally curious, and builds are fascinating. Whether walking by or waiting in traffic, people want to watch the activity. Identify which spots offer a good view or a specific vista. Viewing windows can be integrated into the artwork, and any shape is possible as long as views are protected from potential solid debris in accordance with the Building Code Clause F5.

**Benefits:** \* People can see progress. \* Builds anticipation. \* Great exposure for the project.  
**Implementation:** \* Provide accessible viewing at a variety of heights and widths. \* Choose safe locations with a particular view in mind. \* Know why a particular viewing location is chosen. \* Use chain-link netting (per F5/AS1) or approved Alternative Solution.

#### 6. Portray the history, present and future of the site

With the loss of so many buildings it can be hard for people to remember what was there before, let alone feel a sense of anticipation or connection to what's coming. Make links to the past using images or brief information to help people remember. This could be a great student research project. Also, projects develop quickly, and people will stop briefly to read concise, interesting information. Providing child-friendly updates about what's happening onsite is a great way to engage families and locals. A parent in the project team may want to take this on as part of their job. Providing a *Good Neighbour Board* can help affected locals plan their lives. Site staff need to keep this current.

**Benefits:** \* Builds rapport. \* Promotes project. \* Anchors project in the life of the city. \* Builds engagement. \* *Good Neighbour Boards* help locals plan their lives. \* Can be replicated online, showcasing industry leadership.  
**Implementation:** \* Can use timeline, storyboard, infographics. \* Overlay images and bite-sized information, or integrate into artwork. \* Locate where safe to stop and read. \* For content: Provide links to past, profile the project, provide regular updates including milestones. \* Resources include locals, old newspapers, Archives NZ, Heritage NZ.

**Good Neighbour Boards** Providing updated information relevant to affected local residents and workers on a *Good Neighbour Board* is a great way to help people plan their lives in a more informed way. **Information to include:** \* Contacts. \* Timeframes. \* Type of work. \* Provisions for vehicle access to avoid traffic queuing. \* Approved hours of work. \* Temporary changes to pedestrian access. \* Traffic Management provisions. **Size:** Can be small. **Location:** A safe space to stop and read.  
**Optional:** letterbox for locals to post questions.

#### 7. Include wayfinding

Recognise that the widespread loss of landmarks and links has made it quite challenging for people to get their bearings. Wayfinding consists of tools which help people navigate.

**Benefits:** \* Help people get their bearings and find their way. \* Support business recovery.

**Implementation:** \* Show street names close to intersection corners. \* For street names, use font size visible from across the intersection. \* Provide a map highlighting nearby destinations. \* Maps can be creative, playful, or integrated into the artwork.



L to R, Top to Bottom: (1) Human experience through the decades outside this stadium upgrade highlights that its part of the fabric of the local community. (2) London's newest street softened by printed ivy graphic. Storyboards create a sense of rhythm, breaking up a monotonous line. (3) 3-D space creates sense of intrigue. (4) Past history in art. (5) Showcase team. (5) Integrate windows into artwork. (6) Accessible and social windows add colour and interesting frames. (7) Holes and tape reveal an evolving poem. (8) Hand drawing shows location of nearby destinations. (9) Branding integrated into artwork related to the site which forms a pattern, this is overlaid with project information. (10-12) Creating movement and texture is playful.



**31. NOTICES OF MOTION**

Nil.

**32. RESOLUTION TO EXCLUDE THE PUBLIC**

Attached.

**THURSDAY 12 MARCH 2015**

**COUNCIL**

**RESOLUTION TO EXCLUDE THE PUBLIC**

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

I move that the public be excluded from the following parts of the proceedings of this meeting, namely the items listed overleaf.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

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

## COUNCIL 12. 03. 2015

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SUBCLAUSE & REASON UNDER ACT	SECTION	PLAIN ENGLISH REASON	WHEN REPORT CAN BE RELEASED
33.	<b>REPORT OF THE RICcarton/WIGRAM COMMUNITY BOARD MEETING OF 17 FEBRUARY 2015</b>	<b>HALSWELL COMMUNITY FACILITY CAFÉ – LEASE REQUEST FOR PROPOSAL - FINANCIALS</b>  Enable the Council to carry on negotiations without prejudice or disadvantage	7(2)(i)	Withholding the information is necessary to enable the Council to conclude negotiations with the preferred supplier	Following corresponding Council meeting
34.	<b>INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE MEETING OF 5 FEBRUARY 2015</b>	<b>CHRISTCHURCH DISTRICT ENERGY SYSTEM PROGRESS REPORT</b>  Conduct of negotiations	7(2)(i)	Commercial negotiations are underway between the parties	By 30 June 2015
35.	<b>COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE MEETING OF 10 FEBRUARY 2015</b>	<b>COMMUNITY FACILITIES REBUILD UNIT: HAAST COURTS SOCIAL HOUSING COMPLEX EARTHQUAKE REPAIRS</b>  Would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.  <b>INTERNATIONAL RELATIONS WORKING GROUP – ADDITIONAL EXTERNAL MEMBERSHIP</b>  Protection of privacy of natural persons.  <b>REPORT BY THE CHAIRPERSON OF THE CHRISTCHURCH CITY DEVELOPMENT FORUM</b>  Commercial activities.	3 (ii)  7(2)(a)  7(2)(h)	Commercial negotiations yet to be finalised  To protect personal information of proposed additional members.  To protect commercial activities	Outcome of the report can be released once the physical works contract has been awarded.  Names can be released after the decision has been made by the Committee.  after the conclusion of the activities

## COUNCIL 12. 03. 2015

36.	<p><b>REPORT OF THE STRATEGY AND FINANCE COMMITTEE MEETING OF 19 FEBRUARY 2015</b></p>	<p><b>CHRISTCHURCH HOLIDAY PARKS LTD - SPENCER PARK CAMP – RELINQUISHMENT OF LEASE</b></p> <p>Protection of privacy of natural persons</p> <p>Conduct of activities</p> <p>Conduct of negotiations</p> <p><b>LAND AND BUILDING ASSETS REVALUATION SERVICES</b></p> <p>Enable the Council to carry out commercial activities without prejudice or disadvantage.</p> <p>Enable the Council to carry out negotiations without prejudice or disadvantage.</p> <p><b>CASHMERE FOREST PARK UPDATE</b></p> <p>Enable the Council to carry out commercial activities without prejudice or disadvantage.</p> <p><b>SUPPLY OF INTERNAL AUDIT SERVICE</b></p> <p>Enable the Council to carry out commercial activities without prejudice or disadvantage</p> <p>Enable the Council to carry on negotiations without prejudice or disadvantage</p>	<p>7(2)(a)</p> <p>7(2)(h)</p> <p>7(2)(i)</p> <p>7(2)(h)</p> <p>7(2)(i)</p> <p>7(2)(i)</p> <p>7(2)(h)</p> <p>7(2)(i)</p>	<p>The subject matter is sensitive and must be kept confidential so as not to prejudice negotiations and betray the trust of the tenant with the Council.</p> <p>The subject matter is sensitive and must be kept confidential so as not to prejudice commercial activities.</p> <p>The subject matter is sensitive and must be kept confidential so as not to prejudice negotiations and betray the trust of the tenant with the Council.</p> <p>Withholding the information is necessary to enable the Council to carry out, without prejudice or disadvantage, commercial activities.</p> <p>Withholding the information is necessary to enable the Council to carry out negotiations without prejudice or disadvantage.</p> <p>The report contains sensitive information which, if released, can affect the course of negotiations and should remain confidential.</p> <p>Withholding the information is necessary to enable the Council to carry out, without prejudice or disadvantage, commercial activities.</p> <p>Withholding the information is necessary to enable the Council to conclude negotiations with the preferred supplier.</p>	<p>When the lease term is officially terminated and financially settled with tenant post 31 March 2015, probably pre 30 June 2015.</p> <p>At the expiry of the agreement.</p> <p>Only following the completion of any final Guarantee agreements</p> <p>At the expiry of the agreement.</p>
-----	--	--	---	--	---

## COUNCIL 12. 03. 2015

		<p><b>SUPPLY AND DEPLOYMENT OF A FLEET NAVIGATION, TRACKING, VEHICLE BOOKING AND MANAGEMENT SYSTEM</b></p> <p>Enable the Council to carry out commercial activities without prejudice or disadvantage.</p> <p>7(2)(h)</p> <p>Withholding the information is necessary to enable the Council to carry out, without prejudice or disadvantage, commercial activities.</p> <p>Enable Council to carry on negotiations without prejudice of disadvantage.</p> <p>7(2)(i)</p> <p>Withholding the information is necessary to enable the Council to conclude negotiations with the preferred supplier.</p> <p><b>RENEWAL OF CONTRACTUAL AGREEMENTS FOR THE SUPPLY OF PROJECT MANAGEMENT SERVICE</b></p> <p>Withholding the information is necessary to enable the Council to carry out without prejudice or disadvantage, commercial activities.</p> <p>7(2)(h)</p> <p>There is information within the report that could be commercially sensitive to the contracted parties.</p> <p>Enable the Council to carry on negotiations without prejudice or disadvantage.</p> <p>7(2)(i)</p> <p>Withholding the information is necessary to enable the Council to conclude negotiations with the preferred supplier.</p> <p><b>OVERDUE DEBTORS OVER \$20,000 AS AT 31 DECEMBER 2014</b></p> <p>Protection of privacy of natural persons</p> <p>7(2)(a)</p> <p>Overdue debtors should remain confidential to assist in the collection of these debts.</p>		<p>At the expiry of the agreement.</p> <p>After the latest contract expiry date.</p> <p>When legal proceedings are commenced.</p>
37.	<b>FUTURE OF THE PIONEER EARLY LEARNING CENTRE</b>	<p>Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p> <p>7 (2) (i)</p> <p>The report contains sensitive information which, if released, can affect the course of negotiations and should remain confidential.</p>		<p>Following the completion of a final Sale &amp; Purchase agreement any change of ownership can be released to staff, families and the community however the financial details of the sale must remain confidential.</p>
38.	<b>HOUSING MANAGEMENT BOARD AND INCOME RELATED RENT SUBSIDY UPDATES</b>	<p>Enable the Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p> <p>7 (2) (i)</p> <p>The Council will be considering whether to continue with its PX decision of 15 December 2014 to restructure the social housing portfolio.</p>		<p>After the decision of 15 December 2014 is published which is not until negotiations have been completed and the actions agreed to by the Council are implemented in all respects.</p>



**COUNCIL 12. 03. 2015****Chairperson's**

**Recommendation:** That the foregoing motion be adopted.

**Note**

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
  - (b) Shall form part of the minutes of the local authority.”