

Christchurch City Council

AGENDA

Notice of Meeting:

An ordinary meeting of the Christchurch City Council will be held on:

Date: Thursday 28 February 2019
Time: 9.30am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Mayor Lianne Dalziel
Deputy Chairperson	Deputy Mayor Andrew Turner
Members	Councillor Vicki Buck
	Councillor Jimmy Chen
	Councillor Phil Clearwater
	Councillor Pauline Cotter
	Councillor Mike Davidson
	Councillor David East
	Councillor Anne Galloway
	Councillor Jamie Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Glenn Livingstone
	Councillor Raf Manji
	Councillor Tim Scandrett
	Councillor Deon Swiggs
	Councillor Sara Templeton

22 February 2019

Principal Advisor
Dr Karleen Edwards
Chief Executive
Tel: 941 8554

Samantha Kelly
Committee and Hearings Advisor
941 6227
samantha.kelly@ccc.govt.nz
www.ccc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.
If you require further information relating to any reports, please contact the person named on the report.

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Strategic Framework

The Council's Vision – Christchurch is a city of opportunity for all.

Open to new ideas, new people and new ways of doing things – a city where anything is possible.

Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

Bind together the strands of each mat
And join together with the seams of respect
and reciprocity.

The partnership with Papatipu Rūnanga
reflects mutual understanding and respect,
and a goal of improving the economic,
cultural, environmental and social
wellbeing for all.

Overarching Principle

Partnership – Our
people are our taonga
– to be treasured and
encouraged. By working
together we can create
a city that uses their
skill and talent, where
we can all participate,
and be valued.

Supporting Principles

Accountability	Collaboration
Affordability	Prudent Financial Management
Agility	Stewardship
Equity	Wellbeing and resilience
Innovation	Trust

Community Outcomes

What we want to achieve together as our city evolves

Strong communities

Strong sense of
community
Active participation in
civic life
Safe and healthy
communities
Celebration of our
identity through arts,
culture, heritage and
sport
Valuing the voices of
children and young
people

Liveable city

Vibrant and thriving
central city, suburban
and rural centres
A well connected and
accessible city
Sufficient supply of, and
access to, a range of
housing
21st century garden city
we are proud to live in

Healthy environment

Healthy waterways
High quality drinking
water
Unique landscapes and
indigenous biodiversity
are valued
Sustainable use of
resources

Prosperous economy

Great place for people,
business and investment
An inclusive, equitable
economy with broad-
based prosperity for all
A productive, adaptive
and resilient economic
base
Modern and robust
city infrastructure and
community facilities

Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected
communities

Maximising opportunities to develop a vibrant,
prosperous and sustainable 21st century city

Climate change
leadership

Informed and proactive
approaches to natural
hazard risks

Increasing active, public
and shared transport
opportunities and use

Safe and sustainable
water supply and
improved waterways

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1. Apologies

At the close of the agenda no apologies had been received.

2. Declarations of Interest

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

3. Public Participation

3.1 Public Forum

A period of up to 30 minutes is available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

3.2 Deputations by Appointment

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

There were no deputations by appointment at the time the agenda was prepared

4. Presentation of Petitions

There were no Presentation of Petitions at the time the agenda was prepared.

5. Council Minutes - 24 January 2019

Reference: 19/87063

Presenter(s): Jo Daly – Council Secretary

1. Purpose of Report

For the Council to confirm the minutes from the Council meeting held 24 January 2019.

2. Recommendation to Council

[That the Council confirm the Minutes from the Council meeting held 24 January 2019.](#)

Attachments

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Signatories

Author	Jo Daly - Council Secretary
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Christchurch City Council MINUTES

Date: Thursday 24 January 2019
Time: 9.34am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson
Deputy Chairperson
Members

Mayor Lianne Dalziel
Deputy Mayor Andrew Turner
Councillor Vicki Buck
Councillor Jimmy Chen
Councillor Phil Clearwater
Councillor Pauline Cotter
Councillor Mike Davidson
Councillor David East
Councillor Anne Galloway
Councillor Jamie Gough
Councillor Yani Johanson
Councillor Aaron Keown
Councillor Glenn Livingstone
Councillor Raf Manji
Councillor Tim Scandrett
Councillor Deon Swiggs
Councillor Sara Templeton

24 January 2019

Principal Advisor
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Council
24 January 2019

Christchurch
City Council 

The agenda was dealt with in the following order.

1. Apologies

There were no apologies.

2. Declarations of Interest

There were no declarations of interest recorded.

3. Public Participation

3.1 Public Forum

3.1.1 Evan Smith and Kyle Sutherland – Avon- Ōtākaro Network

Evan Smith and Kyle Sutherland supported by Peter Beck presented to the Council regarding activation of the Ōtākaro Avon River Corridor.

3.2 Deputations by Appointment

There were no deputations by appointment.

4. Presentation of Petitions

There was no presentation of petitions.

Item 5

Attachment A

Council
24 January 2019

Christchurch
City Council 

20. Resolution to Include Supplementary Reports

Council Resolved CNCL/2019/00001

That the reports be received and considered at the Council meeting on Thursday, 24 January 2019.

Public Excluded Items

21. Resource Consent Matters

Mayor/Deputy Mayor

Carried

5. Council Minutes - 6 December 2018

Council Resolved CNCL/2019/00002

That the Council confirm the Minutes from the Council meeting held 6 December 2018.

AND

That the Council confirm the Minutes from the Council meeting held 13 December 2018.

AND

That the Council confirm the Minutes from the Council meeting held 19 December 2018.

AND

That the Council receives the Minutes from the Regulatory Performance Committee meeting held 12 December 2018.

AND

That the Council receives the Minutes from the Health, Safety and Wellbeing Committee meeting held 7 December 2018.

AND

That the Council receives the Minutes from the Infrastructure, Transport and Environment Committee meeting held 12 December 2018

AND

That the Council receives the Minutes from the Innovation and Sustainable Development Committee meeting held 10 December 2018.

Mayor/Deputy Mayor

Carried

Council
24 January 2019

Christchurch
City Council 

6. Council Minutes - 13 December 2018

Council Decision

Refer to Item 5.

7. Council Minutes - 19 December 2018

Council Decision

Refer to Item 5.

8. Regulatory Performance Committee Minutes - 12 December 2018

Council Decision

Refer to Item 5.

9. Health, Safety and Wellbeing Committee Minutes - 7 December 2018

Council Decision

Refer to Item 5.

10. Infrastructure, Transport and Environment Committee Minutes - 12 December 2018

Council Decision

Refer to Item 5.

11. Innovation and Sustainable Development Committee Minutes - 10 December 2018

Council Decision

Refer to Item 5.

Item 5

Attachment A

Council
24 January 2019

Christchurch
City Council 

22 Item of Business not on the Agenda

Council Resolved CNCL/2019/00003

That the Council resolve to deal with the new item of business Akaroa Community Health Centre Funding Request at this meeting.

Mayor/Deputy Mayor

Carried

23 Akaroa Community Health Centre Funding Request

Council Resolved CNCL/2019/00004

That the Council:

1. Resolves that a report on the Akaroa Community Health Centre Funding Request and the Banks Peninsula Community Board recommendations be referred to the 7 February 2019 meeting of the Finance and Performance Committee of the Whole; and
2. Delegates to the Finance and Performance Committee of the Whole decision-making authority in respect of the report.

Mayor/Deputy Mayor

Carried

12. Hearings Panel report to the Council on the Review of Speed Limits in the Southern Central City

Council Resolved CNCL/2019/00005

That the Council:

Proposed 30km/h slow speed zone extension

1. **Approves** the proposal to reduce the speed limit from 50km/h to 30km/h on:
 - a. St Asaph Street (from Madras Street to Hagley Avenue).

Councillor Davidson/Councillor Templeton

Carried

Councillors East, Johanson, and Keown requested their votes against the resolution be recorded.

Council Resolved CNCL/2019/00006

1. **Approves** the proposal to reduce the speed limit from 50km/h to 30km/h on:
 - b. Hagley Avenue from Selwyn Street to Riccarton Avenue.

Councillor Davidson/Councillor Templeton

Carried

Councillors East, Gough, and Keown requested their votes against the resolution be recorded.

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Council Resolved CNCL/2019/00007

2. **Does not approve** the proposal to reduce the speed limit from 50km/h to 30km/h on Riccarton Avenue (in front of the Christchurch Hospital).

Councillor Davidson/Councillor Templeton

Carried

Council Resolved CNCL/2019/00008

Proposed 10km/h speed limit for sections of Oxford Terrace and Antigua Street

3. **Approves** the proposal to reduce the speed limit from 30km/h to 10km/h on the following streets:

- a. Oxford Terrace (between Riccarton Avenue and Antigua Street).
- b. Antigua Street (north of Tuam Street).

Councillor Davidson/Councillor Templeton

Carried

Council Resolved CNCL/2019/00009

Proposed 30km/h gateway thresholds

4. **Approves** the proposed speed limit threshold locations on the following streets:

- a. St Asaph Street (eastern end).
- b. Hagley Avenue.
- c. Antigua Street.
- d. Montreal Street. Swap buildout and cycleway
- e. Manchester Street.
- f. Durham Street (exit only). Move North to a suitable location midblock.
- g. Stewart Street. Extend gateway to Balfour Terrace.

The Council note that the design team utilise a consistent approach across the gateways and where possible separate the cycle lanes from the traffic lanes.

The Council further notes that reconsideration of the gateway on Stewart Street to be closer to Balfour Terrace but any further extension to Moorhouse Avenue will need to be considered with the metro sports development.

Councillor Davidson/Councillor Templeton

Carried

Councillors East, Gough, Johanson, Keown, and Swiggs requested their votes against the resolution be recorded.

Council Resolved CNCL/2019/00010

5. **Does not approve** the proposed speed limit threshold locations on Riccarton Avenue.

Councillor Davidson/Councillor Templeton

Carried

Item 5

Attachment A

Council
24 January 2019

Christchurch
City Council 

Council Resolved CNCL/2019/00011

7. Requests that future consultations with transport elements have appropriate technical and contextual information available to submitters.
8. The Council notes that the speed limit road setting user rule 2017 permits some flexibility in the placement of the speed limit thresholds on adjacent streets.
9. Request Staff to keep under review Stewart Street (to Moorhouse Avenue), Riccarton Avenue (in front of Christchurch Hospital) and Antigua Street (to Moorhouse Avenue) and to report back to the Infrastructure, Transport and Environment Committee if conditions warrant a speed change.

Councillor Davidson/Councillor Templeton

Carried

Councillor Gough left the meeting at 10.37am and returned at 10.41am during consideration of item 12.

Councillor East left the meeting at 10.39am and returned at 10.41am during consideration of item 12.

Unconfirmed

13. Review of Speed Limits in the Southern Central City - Associated Traffic

Resolutions

Council Resolved CNCL/2019/00012

That the Council:

St Asaph Street – Speed Limit Change

1. Approves that the existing speed limit of 50 km/h on St Asaph Street from its intersection with Madras Street and extending in a westerly direction to its intersection with Hagley Avenue be revoked.
2. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, to set the speed limit at 30 km /h on St Asaph Street from its intersection with Madras Street and extending in a westerly direction to its intersection with Hagley Avenue, as detailed on Attachment A. This speed limit is to be added to the Council's Register of Speed limits.
3. Approves changes to the road surface colouring and road marking on St Asaph Street, west of its intersection with Madras Street as detailed on Attachment I.

Hagley Avenue – Speed Limit Change

4. Approves that the existing speed limit of 50 km/h on Hagley Avenue from its intersection with Selwyn Street and extending in a north easterly direction to its intersection with Riccarton Avenue be revoked.
5. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, to set the speed limit at 30 km /h on Hagley Avenue from its intersection with Selwyn Street and extending in a north easterly direction to its intersection with Riccarton Avenue, as detailed on Attachment A. This speed limit is to be added to the Council's Register of Speed limits.
6. Approves changes to the road surface colouring and road marking on Hagley Avenue, northeast of its intersection with Selwyn Street as detailed on Attachment B.

Stewart Street – Speed Limit Change

7. Approves that the existing speed limit of 50 km/h on Stewart Street, commencing at a point four metres north of its intersection with Balfour Terrace and extending in a northerly, then north easterly and then northerly direction to its intersection with St Asaph Street, be revoked.
8. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, to set the speed limit at 30 km /h on Stewart Street, commencing at a point four metres north of its intersection with Balfour Terrace and extending in a northerly, north easterly and northerly direction, to its intersection with St Asaph Street as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.

Oxford Terrace – Speed Limit Change

9. Approves that the existing speed limit of 30 km/h on Oxford Terrace from its intersection with Riccarton Avenue and extending in a north easterly direction to its intersection with Antigua Street be revoked.
10. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, to set the speed limit at 10 km /h on Oxford Terrace from its intersection with Riccarton Avenue and extending in a north easterly direction to its intersection with Antigua

Street, as detailed on Attachment A. This speed limit is to be added to the Council's Register of Speed limits.

Antigua Street – Speed Limit Changes

11. Approves that the existing speed limit of 30 km/h on Antigua Street from its intersection with Tuam Street and extending in a northerly direction to its intersection with Oxford Terrace be revoked.
12. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, to set the speed limit at 10 km /h on Antigua Street from its intersection with Tuam Street and extending in a northerly direction to its intersection with Oxford Terrace, as detailed on Attachment A. This speed limit is to be added to the Council's Register of Speed limits.
13. Approves changes to the road surface colouring and road marking on Antigua Street, north of its intersection with Tuam Street as detailed on Attachment D.
14. Approves that the existing speed limit of 50 km/h on Antigua Street commencing at a point 50 metres south of its intersection with St Asaph Street and extending in a northerly direction to its intersection with St Asaph Street, be revoked.
15. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, to set the speed limit at 30 km /h on Antigua Street commencing at a point 50 metres south of its intersection with St Asaph Street and extending in a northerly direction to its intersection with St Asaph Street, as detailed on Attachment A. This speed limit is to be added to the Council's Register of Speed limits.
16. Approves changes to the road surface colouring and road marking on Antigua Street, south of its intersection with St Asaph Street as detailed on Attachment E.

Montreal Street – Speed Limit and Parking Changes

17. Approves that the existing speed limit of 50 km/h on Montreal Street from its intersection with St Asaph Street and extending in a southerly direction for a distance of 45 metres, be revoked.
18. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, to set the speed limit at 30 km /h on Montreal Street from its intersection with St Asaph Street and extending in a southerly direction for a distance of 45 metres, as detailed on Attachment A. This speed limit is to be added to the Council's Register of Speed limits.
19. Approves changes to the kerb alignments, road surface colouring and road marking on Montreal Street, south of its intersection with St Asaph Street as detailed on Attachment F.
20. Approves that any existing parking or stopping restrictions on the west side of Montreal Street commencing at its intersection with St Asaph Street and extending in a southerly direction for a distance of 57 metres are revoked.
21. Approves that any existing parking or stopping restrictions on the east side of Montreal Street commencing at a point 39 metres south of its intersection with St Asaph Street and extending in a southerly direction for a distance of 13 metres are revoked.
22. Approves that the stopping of vehicles be prohibited at any time on the west side of Montreal Street commencing at its intersection with St Asaph Street and extending in a southerly direction for a distance of 57 metres.
23. Approves that the stopping of vehicles be prohibited at any time on the east side of Montreal Street commencing at a point 39 metres south of its intersection with St Asaph Street and extending in a southerly direction for a distance of 13 metres.

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24 January 2019

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Manchester Street – Speed Limit and Parking Changes

24. Approves that the existing speed limit of 50 km/h on Manchester Street from its intersection with St Asaph Street and extending in a southerly direction for a distance of 47 metres, be revoked.
25. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, to set the speed limit at 30 km /h on Manchester Street from its intersection with St Asaph Street and extending in a southerly direction for a distance of 47 metres, as detailed on Attachment A. This speed limit is to be added to the Council's Register of Speed limits.
26. Approves changes to the kerb alignments, road surface colouring and road marking on Manchester Street, south of its intersection with St Asaph Street as detailed on Attachment H.
27. Approves that any existing parking or stopping restrictions on the west side of Manchester Street commencing at its intersection with Welles Street and extending in a northerly direction for a distance of eight metres are revoked.
28. Approves that any existing parking or stopping restrictions on the east side of Manchester Street commencing at a point 43 metres south of its intersection with St Asaph Street and extending in a southerly direction for a distance of six metres are revoked.
29. Approves that the stopping of vehicles be prohibited at any time on the west side of Manchester Street commencing at its intersection with Welles Street and extending in a northerly direction for a distance of eight metres.
30. Approves that the stopping of vehicles be prohibited at any time on the east side of Manchester Street commencing at a point 43 metres south of its intersection with St Asaph Street and extending in a southerly direction for a distance of six metres.

Durham Street South – Speed Limit Change

31. Approves that the existing speed limit of 50 km/h on Durham Street South from its intersection with St Asaph Street and extending in a southerly direction for a distance of nine metres, be revoked.
32. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, to set the speed limit at 30 km /h on Durham Street South from its intersection with St Asaph Street and extending in a southerly direction for a distance of nine metres, as detailed on Attachment G. This speed limit is to be added to the Council's Register of Speed limits.
33. Reinstates the Parking Restrictions Subcommittee's delegations that were suspended by the Council on 1 November 2018.

"2 - Suspends the Parking Restrictions Subcommittee's delegations as necessary, to allow the Council to resolve any parking and stopping restrictions related to the associated threshold treatments of the review of speed limits in the southern central city consultation".

Councillor Davidson/Councillor Templeton

Carried

Councillors East, Johanson and Keown requested their votes be recorded against the traffic resolutions for the speed limit reduction on St Asaph Street, resolutions 1 and 2.

Councillors East, Gough and Keown requested their votes be recorded against the traffic resolutions for the speed limit reduction on Hagley Avenue, resolutions 4 and 5.

Councillors East, Gough, Johanson, Keown and Swiggs requested their votes be recorded against the traffic resolutions relating to the 30km/h gateway speed limit thresholds, resolutions 3, 6, 13, 16, 19, 20, 21, 22, 23, 26, 27, 28, 29 and 30.

Council
24 January 2019

Christchurch
City Council 

14. Resolution to Exclude the Public

Council Resolved CNCL/2019/00013

That at 11.50am the resolution to exclude the public set out on pages 126 and 127 of the agenda and pages 5 and 6 of the supplementary agenda be adopted.

Mayor/Deputy Mayor

Carried

The meeting adjourned at 11.50am and reconvened at 12.05pm in public excluded session.

The public were re-admitted to the meeting at 12.41pm.

Meeting concluded at 12.41pm.

CONFIRMED THIS 28TH DAY OF FEBRUARY 2019

**MAYOR LIANNE DALZIEL
CHAIRPERSON**

6. Council Minutes - 14 February 2019

Reference: 19/168416

Presenter(s): Jo Daly – Council Secretary

1. Purpose of Report

For the Council to confirm the minutes from the Council meeting held 14 February 2019.

2. Recommendation to Council

[That the Council confirm the Minutes from the Council meeting held 14 February 2019.](#)

Attachments

No.	Title	Page
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Signatories

Author	Jo Daly - Council Secretary
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Christchurch City Council MINUTES

Date: Thursday 14 February 2019
Time: 9.37am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson
Deputy Chairperson
Members

Mayor Lianne Dalziel
Deputy Mayor Andrew Turner
Councillor Vicki Buck
Councillor Jimmy Chen
Councillor Phil Clearwater
Councillor Pauline Cotter
Councillor Mike Davidson
Councillor David East
Councillor Anne Galloway
Councillor Jamie Gough
Councillor Yani Johanson
Councillor Aaron Keown
Councillor Glenn Livingstone
Councillor Raf Manji
Councillor Tim Scandrett
Councillor Deon Swiggs
Councillor Sara Templeton - by video conference

14 February 2019

Acting Principal Advisor

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Chief Executive
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The agenda was dealt with in the following order.

A Minute's Silence in Memory of David George Cox, MNZM

It was with deep sadness that the Council was informed of the passing of former Councillor David Cox on the 7th of February at the age of 79.

David first served on the Christchurch City Council prior to amalgamation as the East Ward Councillor from 1986 to 1989. After that he represented the Ferrymead Ward from 1989 through to 1998 and then again from 2001 through to 2010 representing the Ferrymead Ward followed by the Hagley/Ferrymead Ward, serving under four Mayors: Sir Hamish Hay, Vicki Buck, Garry Moore and Sir Bob Parker. David also served on the Hagley/Ferrymead Community Board as a councillor, including three years as its Chair from 1989, and then for a further term as a Community Board Member from 2010-2013. This represents 24 years of loyal service to our city.

This however represents only one element of what has been a life dedicated to his community.

Quoting from the official citation in the 2010 New Year's Honours List: David Cox, of Christchurch, received the Insignia of a Member of The New Zealand Order of Merit for services to the community. Mr Cox has been involved in the arts, business, and sports organisations in Christchurch for more than 40 years. He was a founding mediator for the Christchurch Mediation Service, Chairman of the Music Centre of Christchurch, and director of Christchurch City Facilities Limited. He is a member of the board of the Christchurch Symphony Orchestra. He is involved with the Sumner Lifeboat Institution, the Youth Heritage Education Trust and is a member of the Court Theatre Trust. He is active in a number of sports clubs, including Christchurch United AFC, the Ferrymead Bays Soccer Club, the Sumner Cricket Club and the Canterbury Sports Foundation. Mr Cox was a school committee member for Bromley Kindergarten, Christchurch East School, and Linwood College.

David's service was also recognised by Rotary with the award of a Paul Harris Fellowship.

David is survived by his wife Fiona, their two children and several grandchildren to whom we offer our condolences.

Let us now observe a minute's silence in honour of David Cox.

Council
14 February 2019

Christchurch
City Council 

1. Apologies

Council Resolved CNCL/2019/00014

That the apology from Councillor Templeton for lateness be accepted.

Councillor Cotter/Councillor Scandrett

Carried

2. Declarations of Interest

There were no declarations of interest recorded.

Councillor Gough left the meeting at 9.42am during consideration of item 3.1.1.

3. Public Participation

3.1 Public Forum

3.1.1 South Brighton Residents Association

Hugo Kristinsson and Séamus O'Cromtha presented to the Council on behalf of the South Brighton Residents Association on community well-being in South New Brighton.

3.2 Deputations by Appointment

There were no deputations by appointment.

4. Presentation of Petitions

- 4.1 Councillor Galloway presented a petition of 431 signatures regarding an extension of the opening hours for the Halswell pool for 2019-2020 season.

Petition summary and background: There is a demand for the Halswell pool to be open earlier in the day.

Action petitioned for: Extension of the opening hours for the Halswell pool for 2019-2020 season.

Council Resolved CNCL/2019/00015

That the Council:

1. Receive the petition.

Councillor Chen/Councillor Clearwater

Carried

Councillor Gough returned to the meeting at 9.42am during consideration of item 4.2.

Council
14 February 2019

Christchurch
City Council 

- 4.2 Mark Wilson and Jason Harvey presented at petition of 2512 signatures regarding proposed changes to Cranford Street.

Petition title: *Don't Funnel traffic through our communities*

Petition statement: We are opposed to the "Proposed changes to Cranford Street and the surrounding area", and demand other options are explored.

Council Resolved CNCL/2019/00016

That the Council:

1. Receive the petition and also refer it to the Papanui-Innes and Linwood-Central-Heathcote Community Boards.

Mayor/Councillor Davidson

Carried

Councillor Cotter requested her vote against the resolution be recorded.

23. Resolution to Include Supplementary Reports

Council Resolved CNCL/2019/00017

That the reports be received and considered at the Council meeting on Thursday, 14 February 2019.

Open Items

25. Mayor's Monthly report - January 2019

Public Excluded Items

24. Christchurch Adventure Park - Update

Mayor/Deputy Mayor

Carried

Councillor Cotter left the meeting at 10.08am and returned at 10.10am during consideration of item 5.

Pam Richardson, Community Board Chairperson and Joan Blatchford, Community Governance Manager joined the table for item 5. The Mayor acknowledged the award Pam Richardson is to receive from Environment Canterbury for her outstanding contribution to the Canterbury region.

5. Te Pātaka o Rākaihautū/Banks Peninsula Community Board Report to Council

Council Resolved CNCL/2019/00018

That the Council:

1. Receive the Te Pātaka o Rākaihautū/Banks Peninsula Community Board report for December 2018.

Deputy Mayor/Councillor Swiggs

Carried

Council
14 February 2019

Christchurch
City Council 

Kim Money, Community Board Chairperson and Jo Wells, Community Governance Manager joined the table for item 6.

6. Waitai/Coastal-Burwood Community Board Report to Council

Council Resolved CNCL/2019/00019

That the Council:

1. Receive the Waitai/Coastal-Burwood Community Board report for December 2018.
2. Invite staff to brief the Waitai/Coastal-Burwood Community Board on progress on the Southshore South New Brighton Regeneration Strategy prior to reporting to the Council.

Councillor East/Councillor Livingstone

Carried

Sam MacDonald, Community Board Chairperson, David Cartwright Deputy Chairperson and Maryanne Lomax, Community Governance Manager joined the table for item 7.

7. Waimāero/Fendalton-Waimairi-Harewood Community Board Report to Council - February 2019

Council Resolved CNCL/2019/00020

That the Council:

1. Receive the Community Board report for December 2018 and January 2019.
2. Request staff progress a step-by-step guide for managing trees, to assist communities to understand the processes and to help them resolve private and public tree issues.

Councillor Manji/Councillor Keown

Carried

Councillor Keown left the meeting at 10.45am and returned at 10.48am during consideration of item 8.

Mike Mora, Community Board Chairperson and Matthew Pratt, Community Governance Manager joined the table for item 8.

8. Waipuna/Halswell-Hornby-Riccarton Community Board Report to Council

Council Resolved CNCL/2019/00021

That the Council:

1. Receive the Waipuna/Halswell-Hornby-Riccarton Community Board report for December 2018 and January 2019.

Councillor Chen/Councillor Galloway

Carried

Council
14 February 2019

Christchurch
City Council 

Sally Buck, Community Board Chairperson and Arohanui Grace, Community Governance Manager joined the table for item 9.

9. Waikura/Linwood-Central-Heathcote Community Board Report to Council

Council Resolved CNCL/2019/00022

That the Council:

1. Receive the Community Board report for December 2018.

Councillor Johanson/Councillor Swiggs

Carried

The meeting adjourned at 10.55am and reconvened at 11.14am.

Ali Jones, Community Board Chairperson and Christine Lane, Community Governance Manager joined the table for item 10.

10. Waipapa/Papanui-Innes Community Board Report to Council

Council Resolved CNCL/2019/00023

That the Council:

1. Receive the Waipapa/Papanui-Innes Community Board report for December 2018 and January 2019.

Councillor Cotter/Councillor Davidson

Carried

Karolin Potter, Community Board Chairperson, Melanie Coker, Community Board Deputy Chairperson and Christopher Turner-Bullock, Community Governance Manager joined the table for item 11.

11. Waihoru/Spredon-Cashmere Community Board Report to Council

Council Resolved CNCL/2019/00024

That the Council:

1. Receive the Waihoru/Spredon-Cashmere Community Board report for December 2018 and January 2019.
2. Request staff consider public signage to explain Council projects underway.

Councillor Clearwater/Councillor Scandrett

Carried

Councillor East left the meeting at 11.56am and returned at 12.09pm during consideration of item 16 and 17.

Councillor Manji left the meeting at 11.59pm and returned at 12.11pm during consideration of item 16 and 17.

Councillor Gough left the meeting at 12.09pm and returned at 12.19pm during consideration of item 16 and 17.

Councillor Manji left the meeting at 12.22pm during consideration of item 16 and 17.

Councillor Keown left the meeting at 12.29pm and returned at 12.34pm during consideration of item 16 and 17.

Council
14 February 2019

Christchurch
City Council 

Councillor Turner left the meeting at 12.30pm and returned at 12.36pm during consideration of item 16 and 17.

Report from Linwood-Central-Heathcote Community Board - 4 February 2019
Report from Papanui-Innes Community Board - 25 January 2019

16 and 17. Christchurch Northern Corridor Downstream Effects Mitigation Plan (Draft)

Dr Shane Turner joined Council staff to present this report.

Council Resolved CNCL/2019/00025

That the Council:

1. Receive the Draft Downstream Effects Management Plan for staff to commence engagement with the community on the recommendations contained within the draft plan.
2. Request Staff to work with the local communities on local access needs.
3. Request Staff to provide a briefing to the affected Community Boards on the travel demand management options currently being investigated.

Mayor/Councillor Keown

Carried

Councillors Davidson, Johanson, Swiggs and Scandrett requested their votes against resolution 1. be recorded.

Report from Papanui-Innes Community Board - 25 January 2019

17. Christchurch Northern Corridor Downstream Effects Mitigation Plan (Draft)

Council Decision

Please refer to Item 16.

The meeting adjourned at 1.01pm and reconvened at 2.06pm. Councillor Gough was not present at this time.

Council
14 February 2019

Christchurch
City Council 

18. District Licensing Committee member resignation and recruitment process.

Council Resolved CNCL/2019/00026

That the Council:

1. Receive Mr Lawn's resignation as Chair and List Member from the District Licensing Committee.
2. Approve that Council officers commence a recruitment process to appoint a replacement Chair and List Member on the District Licensing Committee.
3. Extend the period of Mr David Blackwell's temporary appointment as Chair of the District Licensing Committee to cover the recruitment period and until a replacement member can commence duties.
4. Delegate to the Hearings and Council Support Manager the responsibility to undertake the recruitment process and to report to Council for the appointment of the successful candidate/s.

Mayor/Councillor Davidson

Carried

Councillor Keown declared an interest and took no part in the discussion or voting on this item

25. Mayor's Monthly report - January 2019

Council Resolved CNCL/2019/00027

That the Council:

1. Receive the information in this report.
2. Confirm the appointment of Councillor Anne Galloway to the Innovation and Sustainable Development Committee and replace Councillor Swiggs with Councillor Chen.

Councillor Scandrett/Councillor Cotter

Carried

Council
14 February 2019

Christchurch
City Council 

Report from Linwood-Central-Heathcote Community Board - 3 December 2018

15. Mt. Pleasant Sea Scouts Building - Gift & New Lease

Council Resolved CNCL/2019/00028

That the Council:

1. Receive and consider the results from the public notification process tabled at the meeting as required under Section 78 of the Local Government Act 2002, as related to the transfer of the building located at Old School Reserve (172 Major Hornbrook Road):
 - a. Unless the results of the public notification process give cause to determine otherwise, sell the Mount Pleasant Sea Scout building located at Old School Reserve (172 Major Hornbrook Road) to 'The Scout Association of New Zealand' for the nominal sum of \$1, noting the group will refurbish the building including an investment of \$120,000 + GST with no further financial contribution from the Council being provided.
 - b. Authorise the Property Consultancy Manager to manage and conclude all issues, processes and documentation associated with the transfer of the property.
 - c. With the inclusion in the deed of sale a clause indicating that the Council have the first right of refusal for the return of the building if it is no longer required for the purposes detailed in the lease
2. Note that to authorise the sale of the building to 'The Scout Association of New Zealand' is consistent with policy "to publicly tender properties for sale or lease unless there is a clear reason for doing otherwise", as there are clear reasons for doing so, being:
 - a. The group's long tenure at the site
 - b. The group's unique local benefit offered by their activity
 - c. The group's financial contribution towards a refurbishment of the building and
 - d. Should the Council sell the building to the group, 'The Scout Association of New Zealand' will be the only logical Lessee within the granting of a new ground lease.

Councillor Templeton/Councillor Johanson

Carried

Councillor Buck left the meeting at 2.17pm during debate on item 12 and was not present when motion was put.

Councillor Gough returned to the meeting at 2.19pm during debate on item 12.

Council
14 February 2019

Christchurch
City Council 

Report from Fendalton-Waimairi-Harewood Community Board - 10 December 2018

12. Avonhead Park Cemetery

Council Resolved CNCL/2019/00029

The Waimāero/Fendalton-Waimairi-Harewood Community Board recommended that the Council:

1. Consult on a change of name from Avonhead Park Cemetery to Avonhead Memorial Cemetery.

Councillor Manji/Councillor Keown

Carried

Councillor Johanson abstained from voting on this item.

Councillor Buck returned to the meeting at 2.28pm during consideration of item 13.

Report from Halswell-Hornby-Riccarton Community Board - 11 December 2018

13. Halswell Junction Road - Legalisation of Land Acquired for Road

Council Resolved CNCL/2019/00030

That the Council:

1. Delegate to the Chief Executive, the power to apply to the Minister of Lands for the land identified in the table below and in Attachments A to D of the agenda report, excluding the area of the railway siding easement (identified as Lot C, I and J DP482703), to be declared as road under section 114 of the Public Works Act 1981, and to give the written consent of the Council under section 114(2)(h) of that Act; and
2. That the Chief Executive Officer may sub-delegate this power.

Legal Description	Certificate of Title Reference	Area
Lot 6 DP 482703	681014	612 sq. m
Lot 1 DP 80136	CB45D/927	2,134 sq. m
Sec 1 and 2 on Scheme Plan	Part 679400	134 sq. m
Sec 3 on Scheme Plan	Part 679402 and 679403	16 sq. m
501 and 502 on Scheme Plan	Part CB34A/131	129 sq. m
Lot 601 DP 472402	644190	15,664 sq. m

Councillor Galloway/Councillor Chen

Carried

The Meeting began consideration of item 14. Halswell Swimming Pool Operating Hours and adjourned consideration to later in the meeting.

The Mayor left the Chair and the Deputy Mayor assumed the Chair for consideration of item 19.

Councillor Gough left the meeting at 2.42pm during consideration of item 19.

Councillor Templeton left for the remainder of the meeting at 2.48pm during consideration of item 19.

Council
14 February 2019

Christchurch
City Council 

19. 2018/19 Metropolitan Discretionary Response Fund

Council Resolved CNCL/2019/00031

1. That the Council leave the report to lie on the table until the Council Meeting on 14 march 2019 to enable Staff to provide additional advice

Councillor Keown/Deputy Mayor

Carried

Councillor Cotter left the meeting at 3.14pm and returned at 3.16pm during consideration of item 20.
The Mayor returned to the meeting at 2.56pm and returned to the Chair.

Report from Halswell-Hornby-Riccarton Community Board - 29 January 2019

14. Halswell Swimming Pool Operating Hours

Council Resolved CNCL/2019/00032

That the Council:

1. Seek advice from the Chief Executive on the extension of the operating hours of the summer months of outdoor summer swimming pools in consultation with the relevant Community Boards with the end of 2018/2019 season report to be completed by May 2019.
2. Approve a trial of extended summer daily operating hours for the Halswell Swimming Pool should the Waipuna/Halswell-Hornby-Riccarton Community Board allocate funds for this purpose in the 2019/2020 financial year.

Councillor Galloway/Councillor Chen

Carried

20. Chief Executive's Report - December 2018 and January 2019

Council Resolved CNCL/2019/00033

That the Council:

1. Receive the report.

Councillor Chen/Councillor Davidson

Carried

Council
14 February 2019

Christchurch
City Council 

21. Resolution to Exclude the Public

Council Resolved CNCL/2019/00034

That Tom Parsons of Innovate Consulting Ltd be permitted to remain after the public have been excluded for Item 22. Earlham Street Options of the public excluded agenda as he has knowledge that will assist the Council.

AND

That Rob Hall, Chief Executive, Peter Houghton, Director, Paul Silk and Joel Lieschke of Development Christchurch Ltd, and Paul Munro, Chief Executive of Christchurch City Holdings Limited be permitted to remain after the public have been excluded for item 24. Christchurch Adventure Park Update as they have knowledge that will assist the Council.

AND

That at 3.22pm the resolution to exclude the public set out on pages 381 to 382 of the agenda and pages 5 to 6 of the supplementary agenda be adopted.

Mayor/Councillor Manji

Carried

The public were re-admitted to the meeting at 4.49pm.

Meeting concluded at 4.49pm.

CONFIRMED THIS 28TH DAY OF FEBRUARY 2019.

**MAYOR LIANNE DALZIEL
CHAIRPERSON**

7. Social, Community Development and Housing Committee Minutes - 30 January 2019

Reference: 19/108264

Presenter(s): David Corlett - Committee and Hearings Advisor


1. Purpose of Report

The Social, Community Development and Housing Committee held a meeting on 30 January 2019 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation to Council

[That the Council receives the Minutes from the Social, Community Development and Housing Committee meeting held 30 January 2019.](#)

Attachments

No.	Title	Page
A 	Minutes Social, Community Development and Housing Committee - 30 January 2019	32

Signatories

Author	David Corlett - Committee and Hearings Advisor
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Social, Community Development and Housing Committee OPEN MINUTES

Date: Wednesday 30 January 2019
Time: 9.30am
Venue: Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson
Deputy Chairperson
Members

Councillor Phil Clearwater
Councillor Glenn Livingstone
Councillor Jimmy Chen
Councillor Mike Davidson
Councillor Anne Galloway
Councillor Yani Johanson
Councillor Aaron Keown
Councillor Tim Scandrett

25 January 2019

Principal Advisor

Brent Smith
Principal Advisor Citizens &
Community
Tel: 941 8645

David Corlett
Committee and Hearings Advisor
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Social, Community Development and Housing Committee
30 January 2019



- Part A Matters Requiring a Council Decision
Part B Reports for Information
Part C Decisions Under Delegation

The agenda was dealt with in the following order.

1. Apologies

Part C

Committee Resolved SOC/2019/00001

Committee Decision

That the apology from Councillor Johanson for lateness be accepted.

Councillor Chen/Councillor Scandrett

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Committee Resolved SOC/2019/00002

Committee Decision

That the minutes of the Social, Community Development and Housing Committee meeting held on Wednesday, 5 December 2018 be confirmed.

AND

That the Social, Community Development and Housing Committee receive the Minutes from the Housing Subcommittee meeting held 17 December 2018.

AND

That the Social, Community Development and Housing Committee receive the Minutes from the Multicultural Subcommittee meeting held 3 December 2018.

Councillor Chen/Councillor Livingstone

Carried

4. Public Forum

- 4 Public Forum

Social, Community Development and Housing Committee
30 January 2019



Part B

The Chair of Historic Places Canterbury, Mark Gerrard, presented to the Committee on the process for demolitions and significant alterations to Council owned (unscheduled) buildings. Staff were called to the table to answer questions of clarification from the Committee re Dr Gerrards presentation.

The Committee asked staff to provide further information to the Committee on Yaldhurst Memorial Hall by way of a memorandum.

Part B

Councillor Johanson joined the meeting at 9.47am, during the discussion on the Public Forum presentation.

5. Deputations by Appointment

Part B

There were no deputations by appointment.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

7. Housing Subcommittee Minutes - 17 December 2018

Committee Decision

Refer to Item 3.

8. Multicultural Subcommittee Minutes - 3 December 2018

Committee Decision

Refer to Item 3.

9. Approval of an extension of time for a Heritage Incentive Grant for 143-157 High Street, Christchurch

Committee Comment

1. Original Staff recommendation accepted without change

Committee Resolved SOC/2019/00003

Part C

**Social, Community Development and Housing Committee
30 January 2019**



That the Social, Community Development and Housing Committee:

1. Approve an extension of time of one year for the uptake of the Heritage Incentive Grant previously approved for part of the Duncan's building, 143-157 High Street. The new completion date for the project would be 13th February 2020.

Councillor Davidson/Councillor Chen

Carried

10. Approval of an extension of time for a Heritage Incentive Grant for 88 Chester Street East, Christchurch

Staff Recommendations

That the Social, Community Development and Housing Committee:

1. Approve a further extension of time of six months for the uptake of the Heritage Incentive Grant previously approved for the building at 88 Chester Street East. The new completion date for the project would be 08 July 2019.

Committee Resolved SOC/2019/00004

Part B

That the Social, Community Development and Housing Committee:

1. Approve a further extension of time of six months for the uptake of the Heritage Incentive Grant previously approved for the building at 88 Chester Street East. The new completion date for the project would be 08th July 2019.

The Committee notes that there are legitimate reasons for the recent delay in the completion of the work but also that this is the third application for an extension of time.

Councillor Chen/Councillor Keown

Carried

11. Avon River Precinct Art Status

Staff Recommendations

That the Social, Community Development and Housing Committee:

1. Receive the information in the Avon River Precinct Art Status Report.

Committee Resolved SOC/2019/00005

Part C

That the Social, Community Development and Housing Committee:

1. Receive the information in the Avon River Precinct Art Status Report.

Note: that the Committee request a memorandum from staff on how much funding Ōtākaro Ltd has available for funding of public art works. Are there any plans for 'The Spires'? If not what happened to the funding?

Note: that the Committee request a presentation, to the Committee from the Public Arts Advisory Group.

Councillor Galloway/Councillor Keown

Carried

Social, Community Development and Housing Committee
30 January 2019

Christchurch
City Council 

Meeting concluded at 10.37am.

CONFIRMED THIS 6TH DAY OF MARCH 2019

COUNCILLOR PHIL CLEARWATER
CHAIRPERSON

UNCONFIRMED

Item 7

Attachment A

8. Regulatory Performance Committee Minutes - 30 January 2019

Reference: 19/100090

Presenter(s): Liz Ryley – Committee Advisor

1. Purpose of Report

The Regulatory Performance Committee held a meeting on 30 January 2019 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation to Council

[That the Council receives the Minutes from the Regulatory Performance Committee meeting held 30 January 2019.](#)

Attachments

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A	Minutes Regulatory Performance Committee - 30 January 2019	38

Signatories

Author	Liz Ryley - Committee Advisor
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Regulatory Performance Committee OPEN MINUTES

Date: Wednesday 30 January 2019
Time: 2.01pm
Venue: Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Acting Chairman
Acting Deputy Chairman
Members

Councillor Jamie Gough
Councillor Sara Templeton
Councillor Jimmy Chen
Councillor David East
Councillor Anne Galloway
Councillor Tim Scandrett

29 January 2019

Principal Advisor

Leonie Rae
General Manager Consenting &
Compliance

Liz Ryley
Committee Advisor
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Regulatory Performance Committee
30 January 2019



- Part A Matters Requiring a Council Decision
Part B Reports for Information
Part C Decisions Under Delegation

The agenda was dealt with in the following order.

1. Apologies

No apologies were recorded.

2. Declarations of Interest

Part B

Councillor Gough declared an interest in Item 7, as Alternate Director of 92 Hereford Street.

3. Confirmation of Previous Minutes

Part C

Committee Resolved RPCM/2019/00001

That the minutes of the Regulatory Performance Committee meeting held on Wednesday, 12 December 2018 be confirmed.

Councillor Templeton/Councillor Chen

Carried

4. Public Forum

Part B

There were no public forum presentations.

5. Deputations by Appointment

Part B

There were no deputations by appointment.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

Regulatory Performance Committee
30 January 2019



7. Building Consenting Unit Update
Committee Resolved RPCM/2019/00002

Part C

That the Regulatory Performance Committee:

1. Receive the information in the Building Consenting Unit Update report.

Councillor Scandrett/Councillor Templeton

Carried

8. Regulatory Performance Committee - Regulatory Compliance Unit Status Report - 30 January 2019
Committee Resolved RPCM/2019/00003

Part C

That the Regulatory Performance Committee:

1. Receive the information in the Regulatory Compliance Unit Status report.

Councillor Chen/Councillor East

Carried

9. Resource Consents Monthly Report - January 2019
Committee Resolved RPCM/2019/00004

Part C

That Regulatory Performance Committee:

1. Receive the information in the Resource Consents Monthly Report – December 2018.

Councillor Galloway/Councillor Gough

Carried

Meeting concluded at 2.36pm.

CONFIRMED THIS 6TH DAY OF MARCH 2019

COUNCILLOR JAMIE GOUGH
ACTING CHAIRMAN

9. Audit and Risk Management Committee Minutes - 1 February 2019

Reference: 19/108873

Presenter(s): Mark Saunders - Committee and Hearings Advisor

1. Purpose of Report

The Audit and Risk Management Committee held a meeting on 1 February 2019 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation to Council

[That the Council receives the Minutes from the Audit and Risk Management Committee meeting held 1 February 2019.](#)

Attachments

No.	Title	Page
A	Minutes Audit and Risk Management Committee - 1 February 2019	42

Signatories

Author	Mark Saunders - Committee and Hearings Advisor
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Audit and Risk Management Committee OPEN MINUTES

Date: Friday 1 February 2019
Time: 3:31pm
Venue: Council Chambers, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson
Deputy Chairperson
Members

Ms Kim Wallace
Deputy Chair Raf Manji
Councillor Vicki Buck
Councillor Phil Clearwater
Councillor Pauline Cotter
Mayor Lianne Dalziel
Deputy Mayor Andrew Turner
Mr Mark Russell
Mr Michael Rondel

1 February 2019

Principal Advisor

Carol Bellette
General Manager Finance and
Commercial

Mark Saunders
Committee and Hearings Advisor
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Audit and Risk Management Committee
01 February 2019



- Part A Matters Requiring a Council Decision
Part B Reports for Information
Part C Decisions Under Delegation

The agenda was dealt with in the following order.

1. Apologies

Part C

Committee Resolved ARCM/2019/00001

Committee Decision

That the apology from Councillor East be accepted.

Ms Wallace/Councillor Cotter

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Committee Resolved ARCM/2019/00002

Committee Decision

That the minutes of the Audit and Risk Management Committee meeting held on Monday, 12 November 2018 be confirmed.

Ms Wallace/Deputy Chair Manji

Carried

4. Public Forum

Part B

There were no public forum presentations.

5. Deputations by Appointment

Part B

There were no deputations by appointment.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

Audit and Risk Management Committee
01 February 2019



7. Committee-Only Time with Auditors for Public Excluded Items

Part B

It was noted that under its Terms of Reference, the Committee should meet with the internal and the external auditors without Management present at each meeting where external reporting is approved, and at other meetings if requested by any of the parties. This Committee-only time with the auditors to be part of the consideration of a relevant item on the public excluded agenda and requested during the consideration of the item.

8. Audit NZ Report to Council on the 2017/18 Audit of the Christchurch City Council

Committee Resolved ARCM/2019/00003 (Original Staff Recommendations Accepted without Change)

Part C

That the Audit and Risk Management Committee:

1. Receives the information and notes the recommendations made by Audit New Zealand in the Audit New Zealand Management Report relating to the audit of the financial statements and annual report for the year ended 30 June 2018 and management's responses to these.

Mr Russell/Councillor Clearwater

Carried

Committee Decided ARCM/2019/00004 (Original Staff Recommendations Accepted without Change)

Part A

That the Audit and Risk Management Committee recommends that the Council:

1. Receives the Audit New Zealand Management Report relating to the audit of the financial statements and annual report for the year ended 30 June 2018.

Deputy Mayor/Ms Wallace

Carried

9 Resolution to Exclude the Public

Committee Resolved ARCM/2019/00005

Part C

That David Seath of Deloitte remain after the public have been excluded for Item 11, Draft Annual Plan 2019/20 to be presented to the Council Annual Plan meeting on 12 Feb 2019, of the public excluded agenda as he has knowledge that is relevant to that item and will assist the Committee.

AND

That at 3:52pm the resolution to exclude the public set out on pages 42 to 43 of the agenda be adopted.

Ms Wallace/Councillor Clearwater

Carried

Page 3

Item 9

Attachment A

Audit and Risk Management Committee
01 February 2019

Christchurch
City Council 

The public were re-admitted to the meeting at 4:25pm.

Meeting concluded at 4:26pm.

CONFIRMED THIS 8th DAY OF MARCH 2019

KIM WALLACE
CHAIRPERSON

UNCONFIRMED

Item 9

Attachment A

Report from Audit and Risk Management Committee – 1 February 2019

10. Audit NZ Report to Council on the 2017/18 Audit of the Christchurch City Council

Reference: 19/108882

Presenter(s): Len van Hout - Manager External Reporting and Governance

1. Audit and Risk Management Committee Decisions Under Delegation

Original Staff Recommendations Accepted without Change

Part C

That the Audit and Risk Management Committee:

1. Receives the information and notes the recommendations made by Audit New Zealand in the Audit New Zealand Management Report relating to the audit of the financial statements and annual report for the year ended 30 June 2018 and management's responses to these.

2. Audit and Risk Management Committee Recommendation to Council

Part A

That the Council:

1. [Receives the Audit New Zealand Management Report relating to the audit of the financial statements and annual report for the year ended 30 June 2018.](#)

Attachments

No.	Report Title	Page
1	Audit NZ Report to Council on the 2017/18 Audit of the Christchurch City Council	48

No.	Title	Page
A ↓	Audit New Zealand Management Report for the year ended 30 June 2018	50

Audit NZ Report to Council on the 2017/18 Audit of the Christchurch City Council

Reference: 19/41606

Presenter(s): Len van Hout; Manager External Reporting and Governance

1. Purpose of Report

- 1.1 The purpose of this report is for the Audit and Risk Management Committee to receive the Audit New Zealand Management Report relating to the audit of the financial statements and annual report for the year ended 30 June 2018.

2. Staff Recommendations

That the Audit and Risk Management Committee:

1. Receive the information and consider the recommendations made by Audit New Zealand in the Audit New Zealand Management Report relating to the audit of the financial statements and annual report for the year ended 30 June 2018 and management's responses to these.
2. Recommend to Council that it receives the Audit New Zealand Management Report relating to the audit of the financial statements and annual report for the year ended 30 June 2018.

3. Key Points

- 3.1 The Management Report is attached as Attachment A.
- 3.2 The Management Report sets out Audit New Zealand's findings from their audit of the Council for the year ended 30 June 2018. The report draws attention to areas where the Council is doing well or where Audit New Zealand has made recommendations for improvement.
- 3.3 The key points in the management report are:
 - 3.3.1 Internal Control Processes

Audit NZ noted that the identification of a significant although not material misstatement by Council highlighted that there are appropriate internal control processes in place.
 - 3.3.2 Recommendation for Improvements

No new recommendations were made following the 2017/18 audit.
- 3.4 Review notes from the audit of group entities include:
 - 3.4.1 Christchurch City Holdings Limited – Release of Capital, Dividends and Bond Issues.
 - 3.4.2 Vbase Limited – Move to PBE accounting standards and Town Hall repair costs and post balance date equity injections from Council.
- 3.5 Future matter to be reviewed in the 2018/19 audit cycle include:
 - 3.5.1 Accounting for the Otautahi Community Housing Trust Asset Transfer.
 - 3.5.2 Council's procurement and contract management processes from a best practice perspective.
 - 3.5.3 The accounting treatment of the Crown's contribution towards key development projects.
 - 3.5.4 Progress in addressing Deloitte's outstanding recommendations from their audit of Holidays Act 2003 compliance.

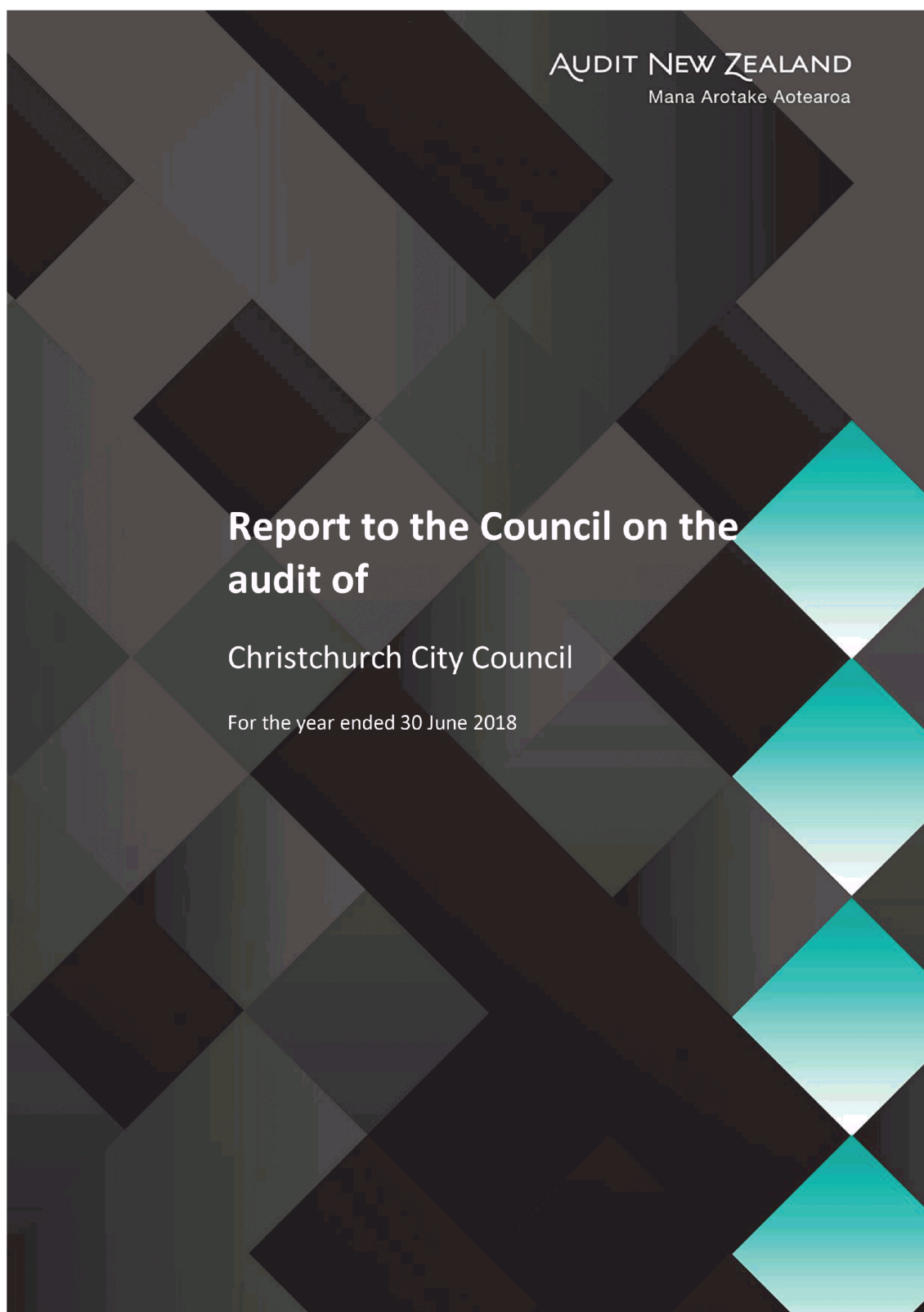
3.5.5 Review of the treatment of any variations to the 2018/28 Long Term Plan.

Attachments

No.	Title	Page
A	Audit New Zealand Management Report for the year ended 30 June 2018	

Signatories

Author	Len Van Hout - Manager External Reporting & Governance
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Key messages

Audit opinion

We have completed the audit of the Christchurch City Council and group for the year ended 30 June 2018. We issued an unmodified audit opinion dated 11 October 2018. This is the first audit report that is completely unmodified and does not contain any references to earthquake issues in the current or prior year.

Matters identified during the audit

The 2018 year saw further progress with, and the completion of, several key projects for the city. There continues to be significant investment in roading, flood protection and three water infrastructure.

Our areas of focus for the audit included the revaluation of the City Council's land and buildings assets that were last revalued in 2015. We also considered the status of, and accounting for, projects under the cost sharing agreement between the City Council and government. Other areas of interest, including issues that have a future focus, were the accounting for the arrangement between the City Council and the Otautahi Community Housing Trust, the Lancaster Park surrender agreement between Vbase and the City Council and any potential impact on the City Council of the proposed Vbase restructure (such as future asset transfers).

We considered and concluded that the City Council continues to have an effective control environment with strengthening elements of effective governance. We endorse the role of the Audit and Risk Management Committee and the support the Committee provides to the City Council's internal audit function to identify and address improvement areas across the activities of the City Council. We are aware of the Council commissioned independent review of matters relating to the secure status of the city's drinking water supply. We encourage Council to consider any learnings from this review for its overall governance arrangements. We will consider the Council's response to this and other reports as part of next year's audit.

Thank you

We would like to thank the Council, management and staff for their assistance and open, constructive working relationship during the audit.



Andy Burns
Appointed Auditor
16 January 2019

1 Our audit report

1.1 We issued an unmodified audit report



We issued an unmodified audit report on 11 October 2018. This means we are satisfied that the financial statements and statement of service performance present fairly the City Council's activity for the year and its financial position at the end of the year.

The unmodified opinion issued in 2018 is the first opinion since the Canterbury earthquake sequence that is completely unmodified for both the current and comparative financial years. This means that the City Council has addressed all earthquake related matters that had previously impacted on the audit opinion, particularly the asset related issues arising from impairment of damaged assets, accounting for the rebuild and repair and the valuation of Council's infrastructure asset classes. This reflects the significant effort of management and staff over recent years to address the many complex accounting issues while focussing on the necessary repair and rebuild tasks.

In forming our audit opinion, we considered the matters identified in sections two and three of this report.

1.2 Uncorrected misstatements

The financial statements are free from material misstatements, including omissions. During the audit, we discussed with management any misstatements that we found, other than those which were clearly trivial. We also discussed adjustments identified by Council staff through the annual report process and agreed the appropriate adjustments to make to the annual report.

The misstatements that were not corrected are listed in Appendix 2 along with management's reasons for not adjusting these misstatements. We are satisfied that these misstatements are individually and collectively immaterial to the financial statements.

1.3 Uncorrected disclosure deficiencies

The financial statements include all material disclosure requirements. The disclosure deficiencies that were not corrected in the financial statements are listed in Appendix 2.

We are satisfied that these disclosure deficiencies are individually and collectively immaterial to the financial statements.

1.4 Quality and timeliness of information provided for audit



Management needs to provide information for audit relating to the annual report of the City Council. This includes the draft annual report with supporting working papers.

We agreed a timetable with management for the provision of information as part of the audit plan issued on 15 May 2018. This included the dates we required the information to be provided to us to assist us meeting Council's annual report adoption timetable.

The information provided for audit was in line with this agreed timeframe and was of a good quality. We consider there was a good working relationship with Council's finance team, and regular meetings with the finance team also contributed to effective communication and up-to-date knowledge of key matters arising. Adjustments to the draft financial statements were well managed to avoid numerous iterations of the financial statements.

2 Observations and matters arising from the audit



The following section outlines our observations and matters that were identified during our audit.

2.1 Overview of the year

The 2018 financial year was another year of progress and regeneration for the city. The City Council completed several key projects during the year, including community libraries, the Taiora QEII Recreation and Sport Centre, cycle ways, car parking facilities and significant investment in the three waters and transport infrastructure. In addition the Turanga central library opened subsequent to balance date.

The forward work programme includes ongoing investment in roading and flood protection projects and the expected completion of the Town Hall and Nga Puna Wai sports complex.

An unexpected priority of Council during the year was responding to the loss of the secure status for the city's drinking water supply, resulting in investment in above grounding of well heads. This work is continuing in 2018/19.

From an audit perspective, we commented in section 1.1 that the 2018 audit report was the first fully unmodified audit report since the Canterbury earthquakes. We comment on other observations and accounting and audit matters further within the report.

2.2 Governance and control environment

The City Council continues to operate in an environment of change and challenge. There is ongoing earthquake related investment in infrastructure and anchor projects, either delivered by Council or working in partnership with other agencies, changes in the regulatory environment and planning to address future identified risks including natural hazards.

Central to the successful operation of any organisation is effective governance disciplines supported by a strong control environment.

The control environment is defined by the standards, processes and structures that guide people throughout the organisation in carrying out their responsibilities for internal control and making decisions. It creates the discipline that supports the other aspects of internal control – risk assessment processes, performance of control activities, information and communication systems, and monitoring of controls.

Some of the mechanisms that Council has in place to discharge its governance responsibilities include the Audit and Risk Management Committee and the Internal Audit function.

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Internal Audit function and other reviews

Our observations are that the internal audit function of Council is operating well. A three year internal audit plan covering the 2017/18 – 2019/20 years has been endorsed by the Audit and Risk Management Committee (ARMC). The internal audit plan provides for a comprehensive review of a wide-range of the Council's operations and identified risk areas.

Reviews conducted during 2017/18 by the City Council's internal audit function, and co-source partner Deloitte, have covered major aspects of the City Council's processes including procurement, contract management and elements of sensitive expenditure.

The results of internal audit's reviews are reported to the ARMC on a regular basis. This reporting also includes a summary of previous recommendations and the status of any follow-up action taken.

We are aware of the Council commissioned independent review of matters relating to the secure status of the city's drinking water supply. We encourage Council to consider any learnings from this review for its overall governance arrangements. We will consider the Council's response to this and other reports as part of next year's audit.

We encourage Council, through its ARMC, to continue its robust monitoring of the internal audit function and the recommendations raised from the reviews performed. Council should continue to hold management and staff accountable for the progress being made to address recommendations arising in their areas of responsibility.

Internal control processes

During the preparation of the annual report management identified transactions from the prior year that had been made in error. The most significant related to the accruing of NZTA subsidy revenue in 2017 for earthquake damaged roading projects that had yet to commence, or were in progress but the full subsidy had been recognised. Approximately \$24.8 million of subsidy revenue was incorrectly recognised in 2017. This resulted in the correction of this overstatement as a prior period error.

The identification of the error by Council staff does demonstrate that processes this year were able to identify this issue. It also provides an opportunity for Council to review whether these current internal processes could be strengthened, particularly where information may be held in different areas of Council, e.g. between the central finance function and the asset teams.

Management comment

During the preparation of the 2017/18 financial statements a misstatement was identified in accrued revenue and a solution to correct the issue was presented to Audit NZ for consideration. The recognition of the NZTA income accrual in 2016/17 did not take into account the proposed income and corresponding expenditure budgeted in future years which was known at the time. Advice was sought from the appropriate Business Partner

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before the journal was raised but on this occasion the person concerned was also unaware that the accrual formed part of the income for the 2017/18 plan.

2.3 Future issues

2.3.1 Accounting for the Otautahi Community Housing Trust

The Council has entered into an arrangement with the Otautahi Community Housing Trust (OCHT) whereby the Council intends to transfer social housing assets to OCHT. The transfers are proposed to occur in tranches via a mix of cash and assets. The total value to be transferred to OCHT amounts to \$50 million.

During the audit, both management and Audit NZ considered the current status of the arrangement and the accounting implications of the assets that had been transferred to date and the planned transfers still to occur. This analysis has identified potential accounting issues with the current proposed arrangement between Council and OCHT and management has undertaken to review the arrangement.

We consider it prudent that Council takes the opportunity to revisit the current arrangement and accounting implications to ensure that the arrangement remains fit for purpose and achieves the intended outcomes for both parties. We will review the outcome of this work to confirm the accounting for the transaction in the 2018/19 financial statements.

Management comment

Council finance staff are working with the Council's social housing team staff to ensure that the proposed transactions between the Council and OCHT do achieve the intended outcomes for both parties. This work includes the \$45 million asset transfers and \$30 million loan for the development of new units.

2.3.2 2018-28 Long term plan

Council adopted its long term plan (LTP) for the 10 year period covering the 2018/19 to 2027/28 financial years on 26 June 2018. Inherent in any forecast information is the likelihood that the underlying assumptions applied to the planned information will change and the forecast information will need to be revisited in light of more recent information.

There were several assumptions made in the preparation of the LTP that were based on the best available information at the time. Some of the circumstances and information relating to these assumptions would have changed since the adoption of the LTP.

As Council reviews its forecast information there is the potential that these changes may require the LTP to be amended. From our discussions with management to date, a comprehensive list of possible issues has been identified. At this stage management consider these to be variations rather than at the level that would require Council to amend the LTP.

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Where there is uncertainty as to whether the issue would require the LTP to be amended, we recommend Council obtains advice to determine the appropriate course of action.

Management comment

In line with normal procedure Council staff have reviewed all assumptions and forecasts as part of the preparation of the Annual Plan, and while there are several changes we do not believe that they give rise for the need to prepare an amended Long Term Plan.

2.4 Holidays Act 2003 compliance

Many public and private sector entities continue to investigate underpayment of minimum holiday entitlements through the end-to-end pay systems they have implemented in their businesses.

In 2016/17 the City Council engaged Deloitte to review its compliance with the Holidays Act 2003. This initial review resulted in several issues being identified by Deloitte that were subsequently worked through with City Council staff. Residual issues to be addressed included:

- Calculation and payment of Bereavement Leave, Alternative Leave, Public Holiday Leave and Sick Leave (BAPS).
- Annual Leave calculations such as when an employee changes their standard hours of work.

Some of the outstanding payroll issues required changes to the City Council's SAP system in order to ensure compliance. SAP has introduced functionality into their payroll software that brings certain payroll processes and calculations in line with the Holidays Act.

The City Council has developed an action plan and timetable to implement changes required to address the residual compliance issues.

We will follow up on the City Council's progress with addressing the outstanding recommendations and issues as part of the 2018/19 audit.

2.5 Management override of controls

Professional auditing standards require us to consider the risk of management override of controls in all audits we perform. Management is in a powerful position to perpetrate fraud due to its ability to override controls that appear to be operating effectively.

In response to the risk of management override of controls, we have reviewed the journals system to ensure that there is sufficient segregation of duties in the process.

We have also performed testing and analysis of journals and other adjustments identified as of heightened risk.

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No indications of inappropriate adjustments or management override of controls were identified during this testing.

3 Matters raised in the Audit Plan



In our Audit Plan dated 15 May 2018, we identified the following matters as the main audit risks and issues from an audit perspective that could impact the Council and group financial and service performance statements.

We have included the more significant matters arising from our audit and the audits of the Council group.

Audit risk/issue	Outcome
Valuation of property, plant and equipment	
<p>The accounting standard PBE IPSAS 17: <i>Property, Plant and Equipment</i>, requires that valuations are carried out with sufficient regularity to ensure that the carrying amount does not differ materially from fair value.</p> <p>The asset categories that are due to be revalued in the 2017/18 year are:</p> <ul style="list-style-type: none"> • Land and buildings assets. • Parks improvements assets. 	<p>For 2017/18 the valuations covered land and buildings and parks improvements. The total revaluation movement across all asset classes was an increase of \$121.1 million. This includes impairment reversals of \$4.6 million.</p> <p>The land and buildings valuation was performed by Quotable Value (QV) as at 30 June 2018 and resulted in an increase in value of \$57.9 million. We reviewed the valuation report and supporting schedules to confirm whether the valuation had been conducted in accordance with generally accepted accounting practice and confirm that the valuation complies with PBE IPSAS 17. Council management were concerned that the quality assurance performed by QV in assessing its assets was not of good quality, which resulted in City Council staff performing extensive quality checks to ensure that the valuation data provided by QV was accurate and complete. In particular, we note that the valuation double counted numerous assets. We were satisfied that the final valuation report was reasonable.</p> <p>The parks improvements valuation was performed internally by the Senior Insurance Specialist as at 30 June 2018 and peer-reviewed by WSP Opus. This resulted in a valuation increase of \$58.6 million. We reviewed the valuation report and supporting schedules to confirm whether the valuation had been conducted in accordance with generally accepted accounting practice and confirm that the valuation complies with</p>

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Audit risk/issue	Outcome
	PBE IPSAS 17. The peer review indicated that the valuation was appropriate for inclusion in the City Council's financial statements.
Fair value assessment of property, plant and equipment	
<p>Council has other classes of infrastructure and operational assets that are outside of their revaluation cycle this year. Council will need to complete a fair value assessment to determine whether there is a significant difference between their carrying amounts and their fair values. If this assessment identifies that there is a material difference in the carrying values of these asset classes, a revaluation is required.</p> <p>In 2017 Council revalued all infrastructure asset classes, including stormwater and roading, which had previously been subject to modified audit reports. This provided Council with robust asset values that will form the basis for a fair value assessment in 2018.</p>	<p>In accordance with generally accepted accounting practice, management completed a fair value assessment to determine whether the fair value of these assets differs significantly from their carrying amounts.</p> <p>We reviewed the City Council's assessment Management applied a materiality of 10% of net assets, which equates to \$1,089 million, to assess whether the calculated value was materially different to the carrying amount as at 30 June 2018. The overall movement across all asset classes was an increase of \$78.3 million which indicated to management that the carrying value and fair values of individual assets classes were not materially different.</p> <p>We reviewed the assessment performed by management and were satisfied that the carrying value of the assets was not materially different to their fair value. The assessment was completed in accordance with generally accepted accounting practice.</p>
Procurement and contract management	
<p>The areas of procurement and contract management have been an area of focus for Council recently. They are also areas that the Office of the Auditor-General (OAG) intend to include in future work streams for auditors in the public sector.</p> <p>Council continues to operate in a period of significant capital spend, mainly due to the delivery of the capital programme, and the establishment and application of sound procurement policies and practices is important.</p> <p>Additionally, effective contract management practices are important across the life cycle</p>	<p>The City Council's internal audit function, and co-sourcing partner Deloitte, performed reviews of the City Council's procurement and contract management processes during the period. The findings from these reviews indicated that Council's policies and processes require some significant improvements.</p> <p>Given the detailed nature of these reviews we have maintained a watching brief so as not to duplicate any of the work performed by the internal auditors and used the findings to inform our audit testing.</p> <p>As part of our audit in 2018/19 we will utilise a specialist from our Specialist Audit and</p>

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Audit risk/issue	Outcome
of a contract to ensure Council receives value from its contracting arrangements.	Assurance Services team to consider the City Council's processes from a best practice perspective.
Accounting for the cost sharing agreement with the Crown	
<p>In August 2017, Council agreed some changes to the cost sharing agreement that it is a party to with the Crown. This "refresh" of the agreement clarifies payments and ownership of the respective parties under the agreement, particularly where the original 2013 agreement was not clear.</p> <p>Assets specifically addressed in the resolution include the bus interchange, central city public realm (Margaret Mahy family playground and the Otakaro/Avon river precinct) and residential red zoned land in the Port Hills, Brooklands and Southshore.</p> <p>Management needed to assess during the year and at year end, Council's obligations under the agreement. Potentially, as Council may have needed to recognise assets transferred to Council, its commitments of costs towards anchor projects or revenue where funding to Council is able to be recognised.</p>	<p>The City Council has taken ownership of several assets transferred from Otakaro Limited during the year including the Margaret Mahy playground and several elements of the Avon River, South Frame and East Frame precincts. We reviewed the transfers to ensure that they were recorded in the City Council's financial statements at appropriate amounts. We did not identify any issues. We also considered the completeness of the assets being transferred to ensure that the City Council had taken ownership of all required assets under the agreement. We did not identify any issues.</p> <p>Also, the Government has agreed to provide the Council with an additional \$300 million as a contribution towards key development projects as part of the City's regeneration. We will maintain a watching brief and consider the accounting treatment of this commitment as part of the 2018/19 audit.</p>

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Item No.:

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4 Recommendations



Our recommendations for improvement and their priority are based on our assessment of how far short current practice is from a standard that is appropriate for the size, nature, and complexity of your business. We use the following priority ratings for our recommendations.

Explanation	Priority
Needs to be addressed <i>urgently</i> These recommendations relate to a significant deficiency that exposes the City Council to significant risk or for any other reason need to be addressed without delay.	Urgent
Address at the earliest reasonable opportunity, <i>generally within six months</i> These recommendations relate to deficiencies that need to be addressed to meet expected standards of best practice. These include any control weakness that could undermine the system of internal control.	Necessary
Address, <i>generally within six to 12 months</i> These recommendations relate to areas where the City Council is falling short of best practice. In our view it is beneficial for management to address these, provided the benefits outweigh the costs.	Beneficial

4.1 New recommendations

There are no new recommendations.

4.2 Status of previous recommendations

Set out below is a summary of the action taken in response to previous recommendations. Appendix 1 sets out the status of previous recommendations in detail.

Priority	Priority			
	Urgent	Necessary	Beneficial	Total
Open		1	1	2
Implemented or closed				
Total		1	1	2

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5 Public sector audit



The City Council is accountable to their local community and to the public for its use of public resources. Everyone who pays taxes or rates has a right to know that the money is being spent wisely and in the way the City Council said it would be spent.

As such, public sector audits have a broader scope than private sector audits. As part of our audit, we have considered if the City Council has fairly reflected the results of its activities in its financial statements and non-financial information.

We also considered if there are any indications of issues relevant to the audit with:

- compliance with its statutory obligations that are relevant to the annual report;
- the City Council carrying out its activities effectively and efficiently;
- the City Council incurring waste as a result of any act or failure to act by a public entity;
- any sign or appearance of a lack of probity as a result of any act or omission, either by the City Council or by one or more of its members, office holders, or employees; or
- any sign or appearance of a lack of financial prudence as a result of any act or omission by a public entity or by one or more of its members, office holders, or employees.

5.1 Prudent expenditure decisions

We remained alert to public sector concerns, including issues and risks about effectiveness and efficiency, waste, and a lack of probity or financial prudence.

We have performed specific testing over a sample of sensitive transactions to ensure expenditure is in line with the public sector principles and expectations.

This includes transactions involving purchase cards, large termination payments, elected members' expenses, and bonuses.

As part of our testing, we have also assessed the transactions against the policies the City Council has in place.

We reviewed the appropriateness of severance payments made and found these payments are in line with the City Council policies.

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6 Group audit



The consolidated Council group comprises the City Council parent, the substantive CCOs listed below, and multiple smaller entities. The following CCOs have been identified as material to the group, due to their financial significance or the nature of their services and activities. These are:

- Christchurch City Holdings Limited; and
- Vbase Limited.

We have not identified any of the following matters during our audit for the year ended 30 June 2018:

- instances where our review of the work of component auditors gave rise to a concern about the quality of that auditor's work;
- limitations on the group audit; or
- fraud or suspected fraud involving group management, component management, employees with significant roles in group-wide controls, or others where the fraud resulted in a material misstatement of the group financial statements.

We comment below on relevant audit, accounting and other matters relating to the significant subsidiaries of the City Council.

6.1 Christchurch City Holdings Limited (CCHL)

CCHL is a holding company for the City Council's trading subsidiaries. The consolidated CCHL group has total assets of \$4.020 billion and reported a group net surplus after tax of \$135.7 million.

The City Council and CCHL are working closely to identify opportunities to release capital to the City Council to support post-earthquake infrastructure investment. Under an amended capital release programme, CCHL will provide an additional \$280 million over the 2017/18 and 2018/19 financial years to Council. During the 2017/18 year CCHL paid dividends of \$192.7 million to the City Council, including a special dividend of \$140 million as part of the capital release programme.

In order to meet this commitment, CCHL issued \$150 million of fixed rate bonds on the NZX Debt Market on 6 December 2017.

6.2 Vbase

From an accounting perspective the key issue impacting Vbase in 2018 was the change in accounting designation. Vbase had previously assessed themselves as a "for-profit" entity. The accounting implications of this "for-profit" assessment previously required the carrying value of its assets (Horncastle Arena) and the work in progress value of the Town Hall

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repairs to be impaired. In 2017 there was also an issue with the calculation of deferred tax that had an audit opinion issue.

During 2018, Vbase re-designated itself as a “public benefit entity”. As a result of this change, the carrying values of its assets and work in progress did not need to be impaired and the prior year’s deferred tax issue was addressed.

There was no impact on the City Council’s group financial statements as these are consolidated on a consistent basis. In 2017 adjustments were made on consolidation to reinstate the values of the assets to be consistent with Council’s group accounting policies. In 2018 no adjustment was required as both Council and Vbase apply the same accounting standards framework.

Other Vbase related issues noted were the proposed restructure of the company and Vbase’s share issue to Council subsequent to balance date.

Council are implementing a revised structure for Vbase’s operations to separate the facilities ownership and asset management from the event hosting and operations. The proposed changes will involve the activation of a previously dormant shelf company to deliver the event management business and retain the core property assets within the existing company structure. However there is not expected to be any change in operations during the restructure period.

On 24 August 2018 Vbase issued 45 million shares to Council. The proceeds from the share issue are to provide sufficient capital for Vbase to complete the Town Hall repair programme and development works for Horncastle Arena. This event was appropriately disclosed in the annual report.

6.3 Other Council subsidiaries

The City Council has the following subsidiaries that it consolidates into its group financial statements:

- Tuam Limited;
- Civic Building Limited;
- Riccarton Bush Trust;
- ChristchurchNZ Holdings Limited
- World Buskers Festival Trust;
- Rod Donald Banks Peninsula Trust; and
- Christchurch Agency for Energy Trust.

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Relevant issues relating to the above entities include:

- The World Buskers Festival prepared its final financial statements for the year ended 30 June 2018. These were prepared on a realisation basis with remaining assets transferred and the Trust being dissolved. A rebranded festival is scheduled to take place in January/February 2019.
- The Christchurch Agency for Energy Trust disclosed within their 2018 financial statements that these had been prepared on a disestablishment basis, as the Trust intends to wind up within the next 12 month period. It is expected that the remaining grants will be disbursed in the 2018/19 financial year.

There are no other significant issues to bring to your attention in relation to the other subsidiaries.

7 Useful publications



Based on our knowledge of the City Council, we have included some publications that the Council and management may find useful.

Description	Where to find it
Client updates	
<p>In March 2018, we hosted a series of client updates. The theme was “Our high performing and accountable public sector”.</p> <p>These included speakers from both Audit New Zealand and external organisations.</p> <p>Relevant sessions for the City Council include:</p> <ul style="list-style-type: none"> • A high performing and accountable public sector by Greg Schollum – issues affecting the public accountability system and the OAG work programme. • New Zealand economic outlook. • Annual reports and stakeholder expectations. • Valuing your audit and risk committee. • Accounting technical update. 	<p>On our website under publications and resources.</p> <p>Link: Client updates</p>
Model financial statements	
<p>Our model financial statements reflect best practice we have seen to improve financial reporting. This includes:</p> <ul style="list-style-type: none"> • significant accounting policies are alongside the notes to which they relate; • simplifying accounting policy language; • enhancing estimates and judgement disclosures; and • including colour, contents pages and subheadings to assist the reader in navigating the financial statements. 	<p>On our website under publications and resources.</p> <p>Link: Model Financial Statements</p>

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Description	Where to find it
Tax matters	
As the leading provider of audit services to the public sector, we have an extensive knowledge of sector tax issues. These documents provide guidance and information on selected tax matters.	On our website under publications and resources. Link: Tax Matters
Data in the public sector	
The Office of the Auditor-General (the OAG) has published a series of articles about how data is being used in the public sector. These cover: <ul style="list-style-type: none"> functional leadership; building capability and capacity; collaboration; and security. 	On the OAG's website under publications. Link: Data in the public sector
Matters arising from the 2016/17 audits	
The OAG has published a report on the results of the 2016/17 audits for the sector.	On the OAG's website under publications. Link: Recent publications
Audit Committees	
The OAG has released various best practice information on Audit Committees.	On the OAG's website under "Our Work – Audit Committee Resources". Link: Audit Committee Resources
Infrastructure as a Service	
The OAG has completed a performance audit on Infrastructure as a Service and considered whether the benefits are achieved.	On the OAG's website under publications. Link: Infrastructure as a Service

Appendix 1: Status of previous recommendations

Open recommendations

Recommendation	First raised	Status
Necessary		
Review of revenue in advance accounts		
Council staff perform a review of all revenue in advance items older than one year and clear out to revenue those that are not valid Revenue in Advance. This is particularly relevant for revenue in advance accounts relating to building consent applications, inspections and issuance of code compliance certificates.	2016/17	In progress <i>The Council has made progress in reducing the aforementioned revenue in advance balances and this item remains on the high priority list.</i>
Beneficial		
SAP accounts payable three-way matching		
<p>We recommended that all available SAP system controls for three-way matching are fully activated.</p> <p>We found that the “three-way matching” system control is only partly activated. The system setting requiring purchase orders to be matched to invoices with zero tolerance is correctly activated within the SAP system. However, the restriction for all invoices to require goods to be receipted before payment, is not fully set. The control is currently marked as “optional” in the system. Per the SAP settings this feature would be enhanced if this was set to “required”.</p>	2016/17	In progress <i>The Council will consider the full activation of 3WM as part of the SAP Suite 4 Hana upgrade project.</i> <i>The requirement to use purchase orders is currently not mandatory, therefore full activation of 3WM is not warranted.</i> <i>Along with the SAP S4Hana project review, 3WM may eventuate from the work being undertaken in the purchase to pay project.</i>

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Appendix 2: Uncorrected misstatements

Uncorrected misstatements

The misstatements that have not been corrected are listed below:

Current year uncorrected misstatements	Assets	Liabilities	Equity	Financial Performance
	Dr (Cr)	Dr (Cr)	Dr (Cr)	Dr (Cr)
Parent misstatements				
The City Council and Vbase signed a surrender of lease agreement, effective 29 June 2018. Under this surrender agreement, Council repaid Vbase for prepaid ground lease rental and Vbase paid Council to take over the responsibility for the demolition of Lancaster Park assets. We considered that the receipt by Council of the net \$10.186 million should be recognised as revenue in the 2017/18 year. Council's view is that this should be recognised as a revenue in advance liability as the obligation to incur these costs falls in the 2018/19 financial year.		10,186		(10,186)
Council purchased flood risk properties adjacent to Dudley Creek and the Heathcote River. As the improvements on these properties have or will be demolished, the value of these assets (\$1.685 million) should be recognised as an expense in the surplus for the year.	(1,685)			1,685
Total parent	(1,685)	10,186		8,501
Group misstatements				
CCHL The impairment charge for capital contributions relating to the electricity distribution network should be recognised in other comprehensive revenue and expense and not as an expense against surplus in CCHL's financial statements. This impacts the Group surplus upon consolidation.				1,970 (1,970)
Total group				0

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Uncorrected disclosure deficiencies

The disclosures that have not been corrected are listed below:

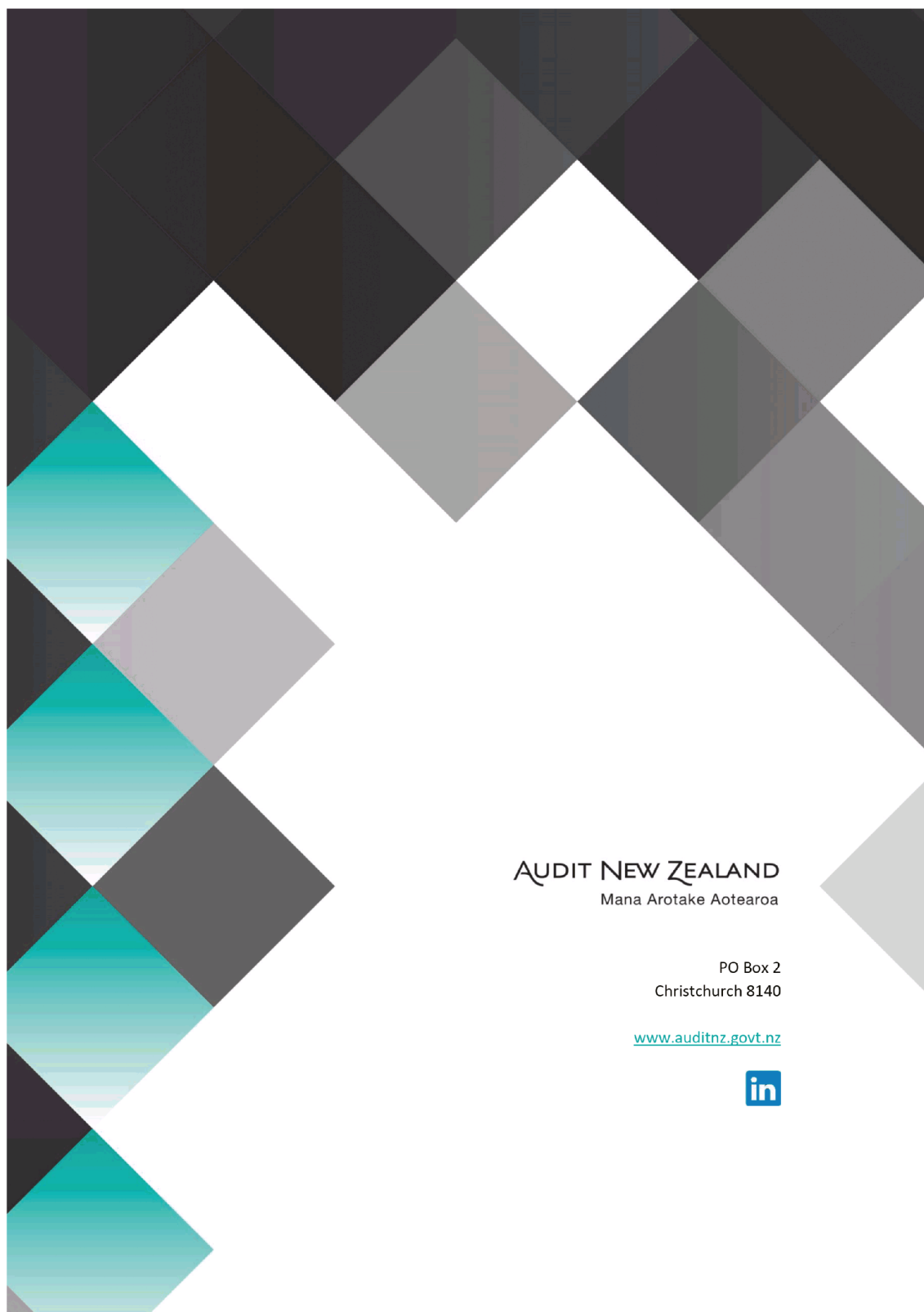
Detail of disclosure deficiency	Management's explanation for not correcting
Parent disclosures	
None	
Group disclosures	
CCHL Capital work in progress (WIP) is overstated by an estimated \$13.8 million in CCHL's financial statements. This flows into the City Council's group property, plant and equipment figures upon consolidation. Capital WIP should have been transferred out of WIP and into depreciable assets. This does not impact the overall value of property, plant and equipment.	<i>This is a classification error within property, plant and equipment. The classification error does not materially affect the reader's understanding or perception of the financial statements.</i>

Appendix 3: Disclosures

Area	Key messages
Our responsibilities in conducting the audit	<p>We carried out this audit on behalf of the Controller and Auditor-General. We are responsible for expressing an independent opinion on the financial statements and performance information and reporting that opinion to you. This responsibility arises from section 15 of the Public Audit Act 2001.</p> <p>The audit of the financial statements does not relieve management or the Council of their responsibilities.</p> <p>Our Audit Engagement Letter contains a detailed explanation of the respective responsibilities of the auditor and the Council.</p>
Auditing standards	<p>We carried out our audit in accordance with the Auditor-General's Auditing Standards. The audit cannot and should not be relied upon to detect every instance of misstatement, fraud, irregularity or inefficiency that are immaterial to your financial statements. The Council and management are responsible for implementing and maintaining your systems of controls for detecting these matters.</p>
Auditor independence	<p>We are independent of the City Council in accordance with the independence requirements of the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1 (Revised): <i>Code of Ethics for Assurance Practitioners</i>, issued by New Zealand Auditing and Assurance Standards Board.</p> <p>In addition to the audit of the City Council and its subsidiaries, excluding Lyttelton Port Company (audited by KPMG), we carried out other audit and assurance engagements for the City Council and its subsidiary companies.</p> <p>The engagements we carried out for the City Council parent were:</p> <ul style="list-style-type: none"> • An audit of the City Council's 2018-28 Long term plan. • An audit of the City Council's Debenture Trust Deed. <p>The engagements for the City Council's subsidiaries were:</p> <ul style="list-style-type: none"> • an assurance engagement in respect of Orion's annual regulatory information disclosures, prepared under the Electricity Distribution Information Disclosure Determination 2012;

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Area	Key messages
	<ul style="list-style-type: none"> an assurance engagement in respect of Orion's annual compliance statement, prepared under the Electricity Distribution Services Default Price-Quality Path Determination 2010; an assurance engagement in respect of Christchurch International Airport Limited's (CIAL) annual regulatory information disclosures, prepared under the Commerce Act (Specified Airport Services Information Disclosure) Determination 2010; and an audit of CIAL's bond registry. <p>These engagements are compatible with those independence requirements. Other than the audits and the other audit and assurance engagements, we have no relationship with or interests in the City Council or any of its subsidiaries.</p>
Fees	<p>The audit fee for the year is \$332,330, as detailed in our Audit Proposal Letter.</p> <p>Other fees charged in the period were \$220,000 for the audit of the City Council's Long term plan and \$4,800 for the audit of the Debenture Trust Deed.</p>
Other relationships	<p>We are not aware of any situations where a spouse or close relative of a staff member involved in the audit occupies a position with the City Council or its subsidiaries that is significant to the audit.</p> <p>We are aware of a situation where a staff member of Audit New Zealand has accepted a position of employment with the City Council since the end of the financial year. This staff member was not involved in the 2018 audit of the City Council or its subsidiaries.</p>



AUDIT NEW ZEALAND
Mana Arotake Aotearoa

PO Box 2
Christchurch 8140

www.auditnz.govt.nz



11. Infrastructure, Transport and Environment Committee Minutes - 13 February 2019

Reference: 19/155804

Presenter(s): Aidan Kimberley – Committee Advisor


1. Purpose of Report

The Infrastructure, Transport and Environment Committee held a meeting on 13 February 2019 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation to Council

[That the Council receives the Minutes from the Infrastructure, Transport and Environment Committee meeting held 13 February 2019.](#)

Attachments

No.	Title	Page
A 	Minutes Infrastructure, Transport and Environment Committee - 13 February 2019	78

Signatories

Author	Aidan Kimberley - Committee and Hearings Advisor
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Infrastructure, Transport and Environment Committee OPEN MINUTES

Date: Wednesday 13 February 2019
Time: 1.34pm
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson
Deputy Chairperson
Members

Councillor Pauline Cotter
Councillor Mike Davidson
Councillor Vicki Buck
Councillor Phil Clearwater
Councillor Anne Galloway
Councillor Aaron Keown
Councillor Tim Scandrett

12 February 2019

Principal Advisor

David Adamson
General Manager City Services
Tel: 941 8235

Aidan Kimberley
Committee and Hearings Advisor
941 6566
aidan.kimberley@ccc.govt.nz
www.ccc.govt.nz

To view copies of Agendas and Minutes, visit:
www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/

Infrastructure, Transport and Environment Committee
13 February 2019



- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**

The agenda was dealt with in the following order.

1. Apologies

Part C
Committee Resolved ITEC/2019/00001

Committee Decision

That the apology from Councillor Templeton be accepted.
Councillor Clearwater/Councillor Galloway

Carried

2. Declarations of Interest

Part B
There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C
Committee Resolved ITEC/2019/00002

Committee Decision

That the minutes of the Infrastructure, Transport and Environment Committee meeting held on Wednesday, 12 December 2018 be confirmed.

Councillor Clearwater/Councillor Davidson

Carried

4. Public Forum

Part B
There were no public forum presentations.

5. Deputations by Appointment

- Part B**
5.1 Jake McLellan
Jake McLellan, local resident, addressed the Committee regarding Item 7, E-Scooter Permit Recommendations.

Infrastructure, Transport and Environment Committee
13 February 2019



5.2 Charlotte Mayne

Charlotte Mayne, local resident, addressed the Committee regarding Item 7, E-Scooter Permit Recommendations.

5.3 Helen Broughton

Helen Broughton, local resident, addressed the Committee regarding Item 7, E-Scooter Permit Recommendations.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

8. Major Cycleway, Heathcote Expressway, Section 1a detailed traffic resolutions and tree removals

Committee Resolved ITEC/2019/00003

Part C

That the Infrastructure, Transport and Environment Committee:

1. Resolve to leave the report to lie on the table to ensure there are no changes between the approved design and the final detailed design, to be reported back to the Committee as soon as possible.
2. Note that construction works will continue on aspects of the project that do not impact the outcome of the detailed traffic resolutions such as landscape areas, ducting, drainage, and surfacing as required to make safe.
3. Note that staff will communicate this update with the stakeholders.

Councillor Cotter/Councillor Galloway

Carried

7. E-Scooter Permit Recommendations

Committee Decided ITEC/2019/00004

Part A

That the Infrastructure, Transport and Environment Committee recommend that the Council:

1. Approve the continued issue of trading permits for e-scooters under the Public Places Bylaw 2018 and Trading and Events in Public Places Policy 2018, and
 - a. Note the intention to issue a 12 month permit for Lime Technology with a proposed increase in Lime's permit cap from 700 to 1000 e-scooters
2. Resolve that:
 - a. The rental fee applicable under the Trading and Events in Public Places Policy (2018) is applied for all e-scooter permits. Noting that this is presently set at \$172.50/m2 per year, which would equate to \$86.25 per year for each Lime scooter.

Infrastructure, Transport and Environment Committee
13 February 2019



- b. The total fee payable under an E-Scooter permit will be determined on a pro rata basis proportionate to the total footprint, measured in square metres, of all vehicles in the fleet.
 - c. The fee will come into effect the day after the Council's decision to adopt it.
 3. Approve a citywide limit/cap on the number of e-scooters of 1600 until demand can be determined to justify an alternative cap.
 4. Delegate to the Head of Transport the authority to amend up or down individual permit caps and the citywide cap on the number of e-scooters.

Councillor Clearwater/Councillor Buck

Carried

9. Three Waters and Waste report - December/January
Committee Resolved ITEC/2019/00005

Part C

That the Infrastructure, Transport and Environment Committee:

1. Receive the information in the Three Waters and Waste December/January report attached.

Councillor Davidson/Councillor Scandrett

Carried

Committee Recommendation

That the Infrastructure, Transport and Environment Committee:

2. Request staff to include advice on potential consultation options within the drinking water report to the Council on 28 February 2019, if the May deadline cannot be met.

*On being put to the meeting by show of hands the motion was declared **lost** by 3 votes to 4 votes the voting being as follows:*

For: Councillor Davidson, Councillor Keown and Councillor Scandrett

Against: Councillor Cotter, Councillor Buck, Councillor Clearwater and Councillor Galloway

Councillor Davidson/Councillor Scandrett

Lost

10 Resolution to Exclude the Public
Committee Resolved ITEC/2019/00006

Part C

That at 3:43 pm. the resolution to exclude the public set out on pages 108 to 109 of the agenda be adopted.

Councillor Cotter/Councillor Davidson

Carried

The public were re-admitted to the meeting at 4.15 pm.

Infrastructure, Transport and Environment Committee
13 February 2019

Christchurch
City Council 

Meeting concluded at 4.15 pm.

CONFIRMED THIS 13TH DAY OF MARCH 2019

COUNCILLOR PAULINE COTTER
CHAIRPERSON

UNCONFIRMED

Attachment A
Item 11

Report from Infrastructure, Transport and Environment Committee – 13 February 2019

12. E-Scooter Permit Recommendations

Reference: 19/155248

Presenter(s): Nick Lovett, Policy Planner - Transport
Steffan Thomas, Manager Operations - Transport

1. Infrastructure, Transport and Environment Committee Consideration

The Committee received three deputations on this item from Jake McLellan, Charlotte Mayne and Helen Broughton.

Attachment B to this report was tabled on the day of the Infrastructure, Transport and Environment Committee's meeting in response to correspondence from Lime.

2. Staff and Infrastructure, Transport and Environment Committee Recommendation to Council

(Original Staff Recommendation accepted without change)

Part A

That the Council:

1. Approve the continued issue of trading permits for e-scooters under the Public Places Bylaw 2018 and Trading and Events in Public Places Policy 2018, and
 - a. Note the intention to issue a 12 month permit for Lime Technology with a proposed increase in Lime's permit cap from 700 to 1000 e-scooters.
2. Resolve that:
 - a. The rental fee applicable under the Trading and Events in Public Places Policy (2018) is applied for all e-scooter permits. Noting that this is presently set at \$172.50/m² per year, which would equate to \$86.25 per year for each Lime scooter.
 - b. The total fee payable under an E-Scooter permit will be determined on a pro rata basis proportionate to the total footprint, measured in square metres, of all vehicles in the fleet.
 - c. The fee will come into effect the day after the Council's decision to adopt it.
3. Approve a citywide limit/cap on the number of e-scooters of 1600 until demand can be determined to justify an alternative cap.
4. Delegate to the Head of Transport the authority to amend up or down individual permit caps and the citywide cap on the number of e-scooters.

Attachments

No.	Report Title	Page
1	E-Scooter Permit recommendations	85

No.	Title	Page
A ↓	Micro-mobility discussion paper	94
B ↓	Memorandum - Response to Correspondence from Lime	121

Item 12

E-Scooter Permit recommendations

Reference: 18/1296221

Presenter(s): Nick Lovett – Transport Policy Planner

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Infrastructure, Transport and Environment Committee to be informed of the results of the Lime e-scooter trial, and to recommend that the Council approve the staff recommendations on future trading permits, set a commercial fee to apply to all e-scooter permits and approve an interim citywide limit on the number of e-scooters.

Origin of Report

- 1.2 This report is being provided to fulfil the Infrastructure, Transport and Environment Committee resolution ITEC/2018/00067 :
 - 1.2.1 *Acknowledges and supports that the permit will be extended to end of February 2019 under delegation by staff so that reporting can occur to the Committee's February meeting.*
- 1.3 Staff are aware that at the 4 February Waikura/Linwood-Central-Heathcote Community Board meeting the Board resolved the following:

That the Waikura/Linwood-Central-Heathcote Community Board: Request staff to provide as part of their advice to the Infrastructure, Transport and Environment Committee and the Council on the review of the Lime scooter trial, whether or not a fee could be charged to all hire mobility providers who use the public realm under permit, with the revenue being used for footpath repairs and maintenance.
- 1.4 This information is included in the current report with a recommendation to apply the existing Trading and Events in Public Places Policy (2018) fee, and that revenue from this fee would be utilised within the Transport Unit, including if applicable, for footpath repairs and maintenance.

2. Significance

- 2.1 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by assessing number of people affected, the level of interest and impacts in accordance with the Council's significance and engagement policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Infrastructure, Transport and Environment Committee recommend that the Council:

1. Approve the continued issue of trading permits for e-scooters under the Public Places Bylaw 2018 and Trading and Events in Public Places Policy 2018, and
 - a. Note the intention to issue a 12 month permit for Lime Technology with a proposed increase in Lime's permit cap from 700 to 1000 e-scooters
2. Resolve that:

- a. The rental fee applicable under the Trading and Events in Public Places Policy (2018) is applied for all e-scooter permits. Noting that this is presently set at \$172.50/m² per year, which would equate to \$86.25 per year for each Lime scooter.
- b. The total fee payable under an E-Scooter permit will be determined on a pro rata basis proportionate to the total footprint, measured in square metres, of all vehicles in the fleet.
- c. The fee will come into effect the day after the Council's decision to adopt it.
3. Approve a citywide limit/cap on the number of e-scooters of 1600 until demand can be determined to justify an alternative cap.
4. Delegate to the Head of Transport the authority to amend up or down individual permit caps and the citywide cap on the number of e-scooters.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 4.1.1 Activity: Strategic Planning and Policy
 - 4.1.2 Level of Service: 17.0.11.4. A strategic vision for transport to guide the planning and delivery of transport programmes - Elected members are briefed before key governance committee meetings.
- 4.2 The following feasible options have been considered:
 - 4.2.1 Option 1 (Preferred) – Approve shared e-scooter schemes to operate in the city.
 - 4.2.2 Option 2 – Do not approve shared e-scooter schemes to operate in the city.
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Using an evidence based approach to increase the number of shared e-scooters allowed under the permit to ensure a manageable operation that meets the needs of users and the public.
 - A fair and consistent fee structure that ensures consistent price signals to anyone trading or utilising public space, as well as allowing incurred costs to be offset by the permit holder.
 - 4.3.2 Allows for competition in the marketplace.
- 4.4 The disadvantages of this option include:
 - Continuing to permit shared e-scooter schemes in Christchurch could pose a reputational risk for the Council given a small group of residents are vocally opposed to their operation in Christchurch. Other reputational risk may be exposed through any future high-profile injuries or incidents that may occur on shared scooters in Christchurch.
 - Limiting the number of scooters in the city though a permitting system may not fully address the market demand, limiting potential trip uptake and overall transport benefits to the city.

5. Context/Background

Lime Trial Overview

- 5.1 In September 2018, the Council agreed to permit Lime Technology Limited a three-month trading permit to operate 700 e-scooters within Christchurch City. At an update to the ITE

committee in November 2018, committee members acknowledged and supported an extension of the trial until the end of February 2019 in order to report back at the first committee meeting of the year.

- 5.2 The Lime scooter trial has been in place since 15 October 2018, with very high rates of usage when compared with similar sized cities (from Lime's perspective we would expect that the trial will have been commercially beneficial).
- 5.3 To monitor the trial, staff have analysed the data provided by Lime, and have been working with staff from NZTA, ACC, Auckland Transport and Auckland Council to better understand injury rates, safety issues and risk profile.
- 5.4 Staff have also set up a reference group to raise qualitative issues and gather feedback. Additionally, an online survey with more than 8,000 responses was conducted to gather quantitative data and feedback. More than half (54%) reported using a Lime e-scooter in Christchurch.

Findings from the trial

5.5 Public reception

- 5.5.1 There has been a wide range of feedback through multiple communication channels since the trial began. The trials in Christchurch and Auckland, and Lime's recent roll-out to other locations, have gained significant media and public attention.
- 5.5.2 From the Council's e-scooter survey 75% of the respondents think that the e-scooter trial has had a positive or very positive effect on the city. A similar number (74%) of respondents felt that e-scooter share companies should probably or definitely be allowed to operate in Christchurch after the trial.
- 5.5.3 People that had used the e-scooters were much more likely to view them positively and feel more comfortable sharing space with the scooters on the footpath and other public spaces.
- 5.5.4 A random, but representative survey sample of Christchurch and Auckland residents was also undertaken. Auckland residents are more mixed towards the impact of shared e-scooters on the city, while Christchurch residents are more positive overall. This may reflect differences in implementation and/or supportive infrastructure provision in the two cities.

5.6 Usage and uptake

- 5.6.1 To date, there have been over 400,000 trips taken by more than 100,000 people in Christchurch. Most trips are less than ten minutes and are concentrated in the central city and around Hagley Park.
- 5.6.2 Most users (nearly three-quarters) have ridden the scooters less than a handful of times. A small group of users (~1%) have taken more than 30 trips over the three-month period.
- 5.6.3 Utilisation has remained very high throughout the trial with each e-scooter being used approximately seven times per day on average.
- 5.6.4 From the survey, most people report to have ridden them on footpaths, however shared paths and cycle ways are often stated as the preferred locations for riding them.
- 5.6.5 Most users reported using the e-scooters for fun and recreation (55%), as well as for getting to/from hospitality locations or other social activities (36.7%).
- 5.6.6 From the survey 40% of users (n=3,872) reported that they would have walked had the scooters not been available on their most recent trip. Nearly a third of users (31%) reported that they would have taken a motor vehicle (Car driver/passenger or Taxi/Uber).

5.7 Operations, Performance and Compliance

- 5.7.1 The Council's contact centre has received a number of complaints about users' behaviour on Lime e-scooters. However, most complaints were about riders violating Lime's customer rules (helmet use, riders under 18 etc.) or transport rules (which are enforced by Police) rather than breaches of their trading permit.
- 5.7.2 The reference group noted that Lime was relatively ineffective in enforcing its own user agreement conditions (such as age limits or number of users). From the online survey, 18% of users reported allowing someone under the age of 18 to operate their e-scooter and 27% of people reported having been on a scooter with more than one person on it.
- 5.7.3 As part of the current permit requirement, Lime scooters are required to be fitted with front and rear facing lights, a bell and be regularly inspected and maintained to ensure user safety. Lime have been asked to provide information about the safety, maintenance and inspection procedures.

6. Discussion

6.1 Fees

- 6.1.1 For the duration of the trial, Lime has been charged the cost of the Trading Permit, and no additional fees associated with their activities. As the trial moves into a more permanent service, the Council needs to ensure the use of public space is managed fairly and balance the use of public space with the interests of commercial activities. This is already provided for in the Trading and Events in Public Places Policy 2018, which states in section 3.3 that 'The Council reserves the right to charge rental fees for all commercial activities on a public place'. A per vehicle fee structure is the most appropriate way to ensure vendors are economical and responsible with their fleet and that there isn't an oversupply of idle vehicles creating public obstructions.
- 6.1.2 Use of public space for private and business activities is essentially a property right that the Council grants to parties through permits and licences. The basis for determining an appropriate fee associated with e-scooter permits should be applied based on the amount of space that is being occupied and its corresponding value.
- 6.1.3 The Council already has a fee structure set out in its Public Streets Enclosures Policy, under which for example cafes and bars pay to occupy the public realm. The price calculated for e-scooters by using a similar fee structure (as determined by the Facilities, Property and Planning Unit) is \$172.50/m² per year. This is based on the assumption that half the fleet are deployed in the central city and the remainder in the suburbs.
- 6.1.4 Assuming each scooter occupies 0.5m² the cost per scooter per year would be \$86.25.

6.2 Fleet caps and citywide limits

- 6.2.1 Other e-scooter vendors have contacted the Council expressing interest in obtaining a permit to operate. Competition within any market can improve efficiency and ensure that no single supplier can dictate how the market operates or dictate prices for the goods and services. However, observations from multi-vendor cities overseas has not necessarily shown lower prices for consumers, despite competition.
- 6.2.2 Limiting the number of e-scooters in the city should be done so to balance the needs of customers and the general public in accordance with the Public Places Bylaw. Determining a limit is challenging with only three-months of observed data, and uncertainties about how demand will fluctuate throughout the seasons. Staff recommend that the size of fleets and/or the number of permits is regularly monitored to ensure positive outcomes are achieved and mitigate negative impacts of oversupply.

6.2.3 Although more work is required to finalise what the overall citywide limit is to ensure the best outcomes for consumers and the public, there is international evidence of market saturation leading to diminishing returns in terms of how often and how far e-scooters are ridden. The point for oversupply appears to be approximately 3-4 vehicles per thousand residents. Based on this estimation, the citywide saturation point for Christchurch could be approximately 1,600 vehicles. It is easier to set a conservative limit initially and then increase that if required, than to set a higher limit which may then be reduced.

6.3 Future Policy Development

6.3.1 In anticipation of micro-mobility services growing, staff are developing a draft policy to provide clarity about the use of e-scooters and similar business models in the context of the Council's Bylaw, other policies and permitting process. Staff will report back to Committee with the draft policy over the next few months.

7. Option 1 – Approve shared e-scooter schemes to operate in the city

Option Description

- 7.1 Staff are recommending that trading permits continue to be issued for e-scooters under the Public Places Bylaw 2018 and Trading and Events in Public Places Policy 2018, and that a permit be issued to Lime Technology permit for another twelve months.
- 7.2 This option will enable more permits to be granted on a case-by-case basis (up to the citywide cap proposed below) provided other operators can demonstrate benefits while ensuring minimal disruptions to pedestrians and other users of public space. These recommendations are based on the feedback from the survey, the reference group recommendations, input from Lime Technology and the observed impacts during the trial.
- 7.3 Staff recommend charging a fee to recognise the use of public space by such schemes, and to do this, adopt the fee structure determined by the Facilities, Property and Planning Unit. This equates to \$172.50/m² which could be approximated at \$86.25 per scooter per year, but will depend on the exact make and model of vehicle (and its size).
- 7.4 Based on observed patterns from the Lime trial, it is clear that the demand for shared e-scooters is greater than the existing cap of 700 vehicles currently permitted. The number of vehicles deployed each day has remained marginally below (but close to their permitted cap). Staff are therefore recommending lifting Lime's permitted cap to 1,000 vehicles. This may be reviewed depending on the utilisation, deployment rates and operational performance of the permit holder. Staff also recommend an interim citywide limit/cap on the total number of e-scooters, of 1600 vehicles. Staff will continue to assess demand to assess if an alternative cap is justified.

Significance

- 7.5 The level of significance of this option is medium, consistent with section 2 of this report.
- 7.6 Residents are well aware of the trial and the public were invited to provide feedback via the online survey.
- 7.7 Formal public consultation on the details of the draft micro-mobility policy will be required.

Impact on Mana Whenua

- 7.8 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.9 The wider public are affected by this option due to increased presence and e-scooters in public places. Their views have been formed over during the trial phase. Members of the public have provided online feedback with nearly 7,000 responses indicating that the majority believe e-scooter schemes should be allowed to remain after the trial.
- 7.10 When users were asked what would encourage them to use e-scooters more often, making the trial permanent and having more e-scooters available were the two most common responses. Although, most users reported that they could find an e-scooter when they needed to rent one.
- 7.11 Initial conversations with Lime representatives have revealed they are supportive of a dynamic cap type permitting system, where fleets can be increased/decreased based on demand and performance. These representatives have also mooted a per-trip fee structure for the permits as a possible option.
- 7.12 Other parties, interested in providing shared e-scooter services have provided little detail of their intended fleet size although, staff understand these will fall within the proposed citywide cap. None have discussed or questioned the Council's intended fee structure for permits.

Alignment with Council Plans and Policies

- 7.13 This option is consistent with the Council's Plans and Policies

Financial Implications

- 7.14 The primary costs of implementing this option will be incurred through the transport unit. As is the case with any new level of service, there will be pressures on fixed operating budgets and staff resources. Given the increased number of e-scooter devices on city streets, targeted education and safety campaigns will be planned for 2019.
- 7.15 If the Council approve the report there will be associated application, monitoring, maintenance and compliance costs. Also, software may be required to monitor and evaluate the compliance and performance of each operator, if multiple operators enter our market.
- 7.16 Funding source – The proposed permit fee is intended to cover the costs described above and any additional staff resource that is required.

Legal Implications

- 7.17 There is a legal context, issue or implication relevant to this decision.
- 7.18 This report has been reviewed and approved by the Legal Services Unit.
- 7.19 The legal considerations are:
 - 7.19.1 The current Lime permit and any future permits will be issued under the Council's Public Places Bylaw 2018 and Trading and Events in Public Places Policy 2018. Although the Policy doesn't expressly prohibit or allow for e-scooter trading permits, the current Lime permit was issued, with controls, under the general guidelines of the policy and under the 'other activities' section of the policy.
 - 7.19.2 Section 12 of the Local Government Act enables the Council to set fees and charges, and the Trading and Events in Public Places policy provides that the Council may charge rental fees for commercial activities using a public place.

Risks and Mitigations

- 7.20 There is a risk that Lime may increase their prices, as a result of the proposed fee structure. This may result in the costs being incurred by users or a downturn in ridership.
 - 7.20.1 Residual risk rating: The residual rating of the risk after the below treatment is implemented will be low. Depending on utilisation, it is expected that applying the

standard fee structure will be equivalent to an additional 5c per ride. This is unlikely to materially impact the commercial feasibility of the hire e-scooter model.

- 7.20.2 Planned treatments to mitigate this risk are to ensure that fee policies are fair and transparent to all operators and that competition in the marketplace will ensure consumers aren't negatively impacted by monopolistic pricing.

Implementation

- 7.21 The implementation dependencies for this option require a Council resolution to confirm the increase in cap and fee structure for the permit.
- 7.22 All changes to the Lime permit and the issuing of new permits can be approved by the Head of Transport under delegations held by that position.
- 7.23 The implementation timeframes can progress as soon as the fee structure is agreed by the Council and paid by the permit holder. The cap on the number of permitted vehicles can be reviewed in three months.

Option Summary - Advantages and Disadvantages

- 7.24 The advantages of this option include:
- 7.24.1 Using an evidence based approach to increase the number of shared e-scooters allowed under the permit to ensure a manageable operation that meets the needs of users and the public.
- 7.24.2 A fair and consistent fee structure that ensures consistent price signals to anyone trading or creating an obstruction in public place, as well as allowing incurred costs to be offset by the permit holder.
- 7.24.3 Allows for competition in the marketplace
- 7.25 The disadvantages of this option include:
- 7.25.1 Continuing to permit shared e-scooter schemes in Christchurch could pose a reputational risk for the Council given a small group of residents are vocally opposed to their operation in Christchurch. Other reputational risk may be exposed through any future high-profile injuries or incidents that may occur on shared scooters in Christchurch.
- 7.25.2 Limiting the number of scooters in the city though a permitting system may not fully reach the market demand, reducing trip uptake and overall transport benefits to the city.

8. Option 2 – Do not approve shared e-scooter schemes to operate in the city

Option Description

- 8.1 This option would not extend the trading permit to Lime Technology Limited, and not issue any more trading permits for shared e-scooter schemes in the future. The Council should consult on this before a final decision is made, as it represents a proposed change to the Trading and Events in Public Places Policy. The current permit was granted, with conditions, under the 'other activities' section and following the guidance of that Policy.

Significance

- 8.2 The level of significance of this option is medium consistent with section 2 of this report

Impact on Mana Whenua

- 8.3 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 8.4 The occasional and frequent users of the Lime e-scooters are specifically affected by this option due to this option providing that their permit to trade not be continued. More than 100,000 people have used the devices during the trial period and 93% of users that responded to the survey indicated that e-scooter companies should probably or definitely be allowed to operate after the trial.
- 8.5 If the Council consults on a decision to refuse future e-scooter and micro-mobility permits it will gain a better understanding of community views and preferences.

Alignment with Council Plans and Policies

- 8.6 This option is inconsistent with the Council's strategic directions framework
- 8.6.1 One of the Council's strategic priorities is to increase active, public and shared transport opportunities and use
- 8.6.2 This option is also consistent with the Council's strategic priority to maximise opportunities to develop a vibrant prosperous and sustainable 21st century city.
- 8.6.3 Discontinuing shared e-scooter systems would eliminate one of the most popular forms of shared transport in the city.

Financial Implications

- 8.7 Cost of Implementation - Nil
- 8.8 Maintenance / Ongoing Costs - Nil
- 8.9 Funding source – N/A

Legal Implications

- 8.10 There is a legal context, issue or implication relevant to this decision
- 8.11 This report has been reviewed and approved by the Legal Services Unit
- 8.12 The Council should consult on a decision to refuse future e-scooter permits to ensure it has properly considered the views and preferences of those affected by or interested in such a policy approach. The Trading and Events in Public Places Policy 2018 contemplates permits of other activities not specifically covered by the policy being considered on a case by case basis. This means there is no guarantee a permit will be granted in any case. However, following the Lime trial and the level of interest in this activity, for the Council to make a reasonable decision not to grant any future permits it should have a clear policy approach which it consults the public on first, before making a final decision.

Risks and Mitigations

- 8.13 There is a risk that not allowing shared e-scooter companies to operate in Christchurch, the city may hinder the regeneration of the central city, and fail to meet its transport objectives.

Implementation

- 8.14 The Implementation dependencies for this option require informing the permit holder that the Council will not issue a trading permit.
- 8.15 The Implementation timeframe for this option is to discontinue operations by March 2019.

Option Summary - Advantages and Disadvantages

- 8.16 The advantages of this option include:
- 8.16.1 Reducing the rate of injuries that occur on e-scooters in Christchurch.
- 8.16.2 Not incurring additional expenses to the transport unit or the Council.

8.16.3 Eliminating the concerns of safety and inconvenience for pedestrians and vulnerable road users that have been raised by some commentators during the trial period.

8.17 The disadvantages of this option include:

8.17.1 Reduced level of services for residents and visitors travelling around the central city

8.17.2 Missed opportunities to realise the Council's Strategic Priorities and transport goals.

8.17.3 Impacts on the hundreds of independent contractors' supplementary income (or livelihood) from charging the e-scooters.

Attachments

No.	Title	Page
A	Micro-mobility discussion paper	
B	Memorandum - Response to Correspondence from Lime (<i>Under Separate Cover</i>)	

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Nicholas Lovett - Policy Planner - Transport Rae-Anne Kurucz - Team Leader Transport
Approved By	David Griffiths - Head of Planning & Strategic Transport Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport David Adamson - General Manager City Services Brendan Anstiss - General Manager Strategy and Transformation

Draft micro-mobility discussion paper

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PART A – ISSUES AND DISCUSSION

Introduction

The rapid growth in shared transportation services has presented challenges for policymakers when defining and regulating the various and emerging aspects of these transport business models. For the Christchurch City Council, one of the strategic priorities is to increase public, active and shared transport¹. This report provides background context and discussion on a range of policy issues regarding e-scooters and other emerging micro-mobility devices. This is intended to inform policy recommendations on the subject of shared micro-mobility transport options in Christchurch City. The information within the report has been gathered using trial data, survey feedback and relevant international and local examples. The paper discusses the issues drawn from these sources and offers some key considerations in inform the development of a draft policy.

Initial findings from this paper indicate that e-scooters and micro-mobility services are very well aligned with the city's goals and objectives. However international observations have shown that when managed poorly, micro-mobility services can impact negatively on cities and urban environments. This is an issue for Council when issuing permits for use of public spaces by commercial operators of shared transport devices under its Public Places Bylaw 2018. The proposed policy recommendations at the end of the document are intended to guide the Council on issuing permits under that bylaw.

1. Background and Overview

The global urban transportation landscape is changing. Driven by macro trends in urbanisation, digital disruption and new technologies, private ventures are racing to become integral components of the 21st century transport system. E-scooters are product of this new transport environment and have generated a lot of debate among the public, policymakers and the media both here and abroad. However, it is important to consider the issues within the context New Zealand's national regulations and local challenges such as central city regeneration and sustainable transport objectives.

1.1. International Context

In early 2017, one of the most prolific transport phenomena in a decade began to emerge in China. Dockless bikes, as they came to be known, rapidly expanded, first in China's dense metros then to hundreds of cities around the world. The scale and pace of this expansion, particularly into western markets, has divided opinion among policymakers and transport practitioners as both the opportunities² and threats³ have become apparent.

While cities were scrambling to adapt, a variation of the business model began to emerge on the west coast of the United States in early 2018. Since then, fleets of electrically-assisted kick scooters have been deployed in a number of North American cities and have expanded into European markets. Several companies that started out in the dockless bike share market have quickly pivoted to e-scooters^{4,5}. The market has grown aggressively, with some newcomers reaching a valuation of \$1 billion in less than a year of operation⁶. Figure 1 illustrates the trajectory of these new

¹ [CCC – Our Vision, Strategic Priorities](#)

² [Journal of Urban Economics: Is Uber a substitute or complement for public transit?](#)

³ [UC Davis: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States](#)

⁴ [Curbed: Dockless company Lime goes all in on scooters](#)

⁵ [Streetsblog: Is Pedal Dockless Bike Share Going Extinct?](#)

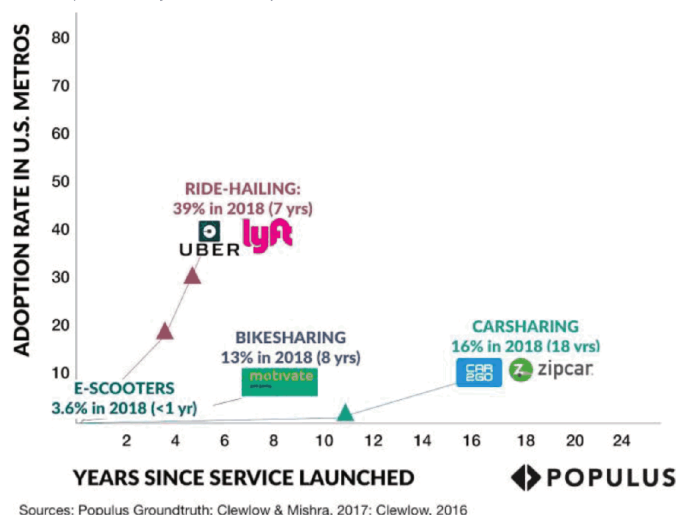
⁶ [Quartz: Bird is the fastest startup ever to reach a \\$1 billion valuation](#)

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transportation models, indicating they will likely continue to grow and provide extended transport choice for consumers.

In a globalised market, the future of urban transportation in New Zealand will not resemble the recent past. This will require flexible, but focused approaches from regulators to realise opportunities and mitigate any negative impacts⁷.

Figure 1 – Adoption rates of shared mobility in the United States



Sources: Populus Groundtruth; Clewlow & Mishra, 2017; Clewlow, 2016

1.2. Local Context

Shared transport services are not new to New Zealand. Bike sharing and car sharing systems have been around for several years. In September 2018, the Council agreed to permit Lime Technology Limited a three-month trading permit to operate 700 e-scooters within Christchurch City. Lime launched in Auckland and Christchurch on the 15th of October and both councils have extended their respective trials in order to report back with findings and decisions. More recently Lime scooters have launched in Dunedin, and Hutt City.

The Lime scooter trial has been in place for three months, with very high rates of usage when compared with similar sized cities. The arrival of the e-scooter sharing company has captured the attention of the public and the media, with the scooters proving to be both popular and controversial. This has prompted debate among policymakers and elected officials about their place in our streets and cities. The key issues and results from the Christchurch trial are outlined in sections 2 and 3 of this discussion document.

⁷ [Deloitte Insights - Regulating the future of mobility](#)

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2. Issues and Discussion

2.1. Definitions and categorisation

The rapid growth in shared transportation services has presented challenges for policymakers when defining the various and emerging aspects of these transport business models. Although shared transport isn't largely defined, an accepted definition is transportation services and resources that are shared among users, either concurrently or one after another.

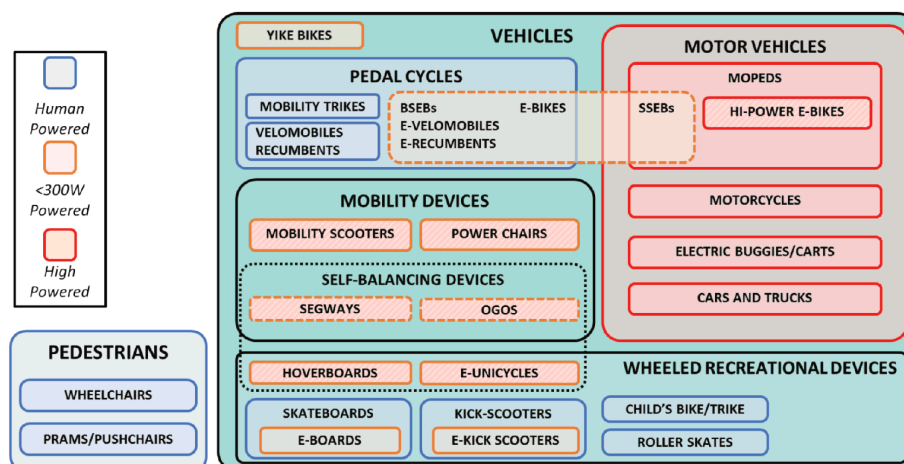
*Micro-mobility*⁸ or *little vehicles*⁹ are emerging terms used to characterise a subset of shared transport employing small vehicles and devices. The term includes an emerging cluster of bikes and scooters, (as well as e-bikes, velo-mobiles, motorised skateboards, unicycles, "hover boards,") and other small, wheeled conveyances used for personal transportation. When incorporated into shared fleets, these vehicles can meet the demand for short, point to point trips in urban areas.

Shared fleets of e-scooters are the latest model to arrive in Christchurch as part of a wider trend in shared transport services. Table 1 **Error! Reference source not found.** provides a snapshot of shared transport services presently available in New Zealand, and their corresponding regulatory frameworks.

In New Zealand, many of the emerging micro-mobility vehicles are defined as Wheeled Recreational Devices (WRDs) under the Land Transport (Road User) Rule 2004 [provided that the electric motors do not exceed a 300w power output]. Figure 2 illustrates the various vehicular categories that are defined in transport legislation.

The category of wheeled recreational devices has traditionally been confined to personal devices like skateboards, and kick-scooters which were presumed to be purely recreational and of little

Figure 2 – Definitions of various low powered vehicles in New Zealand



Research from Koorey, Lieswyn, and Kennett (ViaStrada and NZ Transport Agency)
Regulation of e-bikes and other low powered vehicles

⁸ [Populus: The Micro Mobility Revolution](#)

⁹ [Citylab: Why little vehicles will conquer the city](#)

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transportation utility. More recently, these devices are increasingly being used for commuting or in shared fleets making them a more common fixture in urban areas¹⁰.

While there has been public anxiety about the lack of regulation, New Zealand has a relatively comprehensive and straightforward framework for shared transport business models at both the national and local level. Additionally everyone on a public street or road must comply with the Land Transport (Road User) Rule 2004. As discussed further in section 2.2, contrary to public opinion, these devices aren't unregulated, they just don't fit within traditionally accepted transport notions, public norms and expectations.

Key Consideration #1

As small electronic devices become more commonplace, many members remain unfamiliar with the existing rules and regulations. Public education campaigns are needed to grow awareness of how and where they can be used safely.

2.2. Roles and responsibilities

The rise of shared mobility services discussed in Section 1 illustrates the many difficulties of placing micro-mobility services into the transport and policy context. More familiar services such as car sharing or ride-hailing are well understood, defined and regulated. Unlike passenger services (such as Uber and taxis), commercial vendors on city streets (such as bike and scooter sharing) don't use motor vehicles therefore aren't commercially regulated under the Land Transport Act 1998.

As shared transport fleets begin to blur the lines between private and public modes of transportation, there is often confusion about the regulatory accountability for devices, business models and end users. These are sometimes conflated but are broken down into three categories below:
















- 1) **New Zealand transport rules and legislation** are written and controlled by NZTA and the Ministry of Transport (see Table 1). They cover the types of vehicles that can be used in New Zealand and rules of the road that everybody must follow. These rules and laws are enforced by the New Zealand Police and they have the power to issue infringement fines for non-compliance. The Land Transport Act also enables local authorities to make bylaws to restrict speeds, parking, and one way restrictions. The Council's traffic and parking bylaw contains these bylaws and restrictions.
- 2) **Controls on activities in public places** are developed by local councils for a variety of purposes, including to keep the public safe protect them from nuisance and to regulate trading in public places. In Christchurch, this is achieved through the Public Places Bylaw 2018 and Trading and Events in Public Places Policy 2018. The Bylaw requires anyone working to undertake a commercial activity or create an obstruction in a public place to get permission from the Council. The Council can also impose conditions and charge fees associated with permits or licences. To enforce these powers, the Council can amend and revoke business licences as well as prosecute for breaches of the bylaw with potential fines of up to \$20,000 for each offence.
- 3) **Terms and conditions of hireage.** Customers are often subject to a set of conditions or policies as part of a business transaction. Rental car companies often won't rent vehicles to anyone under the age of 21 despite many 18 being the minimum age for holding a full driver's licence. Similarly, micro-mobility services will set rules and conditions pertaining to

¹⁰ [NZ Herald - e-scooters normalise scooting for adults](#)

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the user of their services which may go beyond what is required by New Zealand Transport Rules or Council bylaws.

Table 1 - Shared Transport Services within NZ regulatory frameworks

Micro-mobility or Little Vehicles							
	 Car Sharing	 Moped Sharing	 Ridesourcing	 Carpooling/ Ridesplitting	 Bike Sharing	 Scooter Sharing	
Regulations		 		 	 		
Businesses	Land Transport Act	✓ Required to obtain a transport service licence	✓ Required to obtain a transport service licence	✓ Required to obtain a transport service licence	✗ Exempt, provided costs are split, and driver is not paid	✗ Exempt from TSL (as are all non-motor vehicles)	✗ Exempt from TSL (as are all non-motor vehicles)
	Public Places Bylaw	✗ Exempt under CCC car sharing policy	? may require a permit if primarily parked on city streets	✗ Passenger service vehicles Exempt under PP Bylaw	✗ Exempt as carpooling is not a commercial activity	✓ Company requires a permit for commercial activities in a public place	✓ Company requires a permit for commercial activities in a public place
Users	Road User Rule 2004 (RUR)	✓ Yes	✓ Yes	✓ Yes	✓ Yes	✓ Yes	✓ Yes
Vehicles	Land Transport Rules	Certificate of Fitness	Certificate of Fitness	Certificate of Fitness	Warrant of Fitness	Pedal reflectors	Motor size Wheel Size

Key Consideration #2

There is currently little policy precedent and information about the effects of micro-mobility to draw from, therefore local authorities need to carefully assess services on their merits. Early findings indicate that these services align well with transport objectives and should be continually monitored to ensure success. It is also important to ensure consistent policy approaches nationally, and across local districts.

2.3. Infrastructure

In New Zealand Legislation, the classifications and distinctions between different types of vehicles has a bearing on their infrastructure and where they can be used. Figure 2 illustrates the overlap between motor vehicles, mobility devices, pedal cycles and Wheeled Recreational Devices (WRDs). For the most part, transport rules treat mobility devices, WRDs and pedestrians as part of the same category and assume they'll be using the same space. While in western countries, cyclists have traditionally been considered as vehicles¹¹ and therefore have received commensurate regulatory and infrastructure provision. Under the Traffic Control Devices rule, cycle lanes, (by virtue of their definition) are solely reserved for the 'cycle' category of vehicle (See Figure 3). Without changes to this rule, it is difficult to legally designate



Figure 3 – An example of a cycle lane denoted by the NZTA approved cycle lane symbol

¹¹ [Wikipedia – Vehicular Cycling](#)

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infrastructure specifically for e-scooters and other WRDs because, unlike the cycle symbol, there is no specified symbol/marking (or even commonly accepted understanding) of a WRD.

By default, WRDs are primarily used on footpaths. However, we know from research, that the issue of cycling on footpaths is contentious yet it raises a more fundamental questions about how road space is allocated in cities²⁴. Due to the rise of e-scooters and other personal mobility devices, design practices and rules about which road users share space with one another must be considered. The North American Association of City Transportation Officials has produced an illustrated user hierarchy (see Figure 5), which places pedestrians above all other modes. NZTA's pedestrian planning and design guide also makes reference to placing pedestrians near or at the top of the hierarchy¹².

Internationally, cities are being challenged to reframe the distinction between the way we design and describe their streets and public spaces¹³. With the proliferation of low-powered devices, cities need to carefully consider how road space is allocated, and what fit-for-purpose infrastructure is needed to support these new modes.

Figure 5 – NACTO guidelines, Street Hierarchy
Prioritizing Users in Street Designs



Figure 5 – E-scooters parked outside the Botanic Gardens

A survey of e-scooter users by the Christchurch City Council revealed that most people are riding e-scooters on the footpath. However, most people prefer to ride on shared paths, there is also a clear desire for users to ride in separated cycle lanes (see Figure 6¹⁴). In San Diego, the city has started referring to New Mobility Plan infrastructure as bike and scooter lanes¹⁴.

Key Consideration #3

If micro-mobility devices such as e-scooters continue to gain popularity, it will be important that there is appropriate infrastructure to accommodate and encourage their uptake. Separated cycle lanes and shared paths are far better suited to the small vehicles travelling between 15-25kmh than footpaths.

¹² [NZ Transport Agency – Pedestrian planning and Design Guide](#)

¹³ [Citylab - Let's Rethink What a 'Bike Lane' Is](#)

¹⁴ [Times of San Diego - City Building Dedicated Lanes Downtown for Bicycles and Scooters](#)

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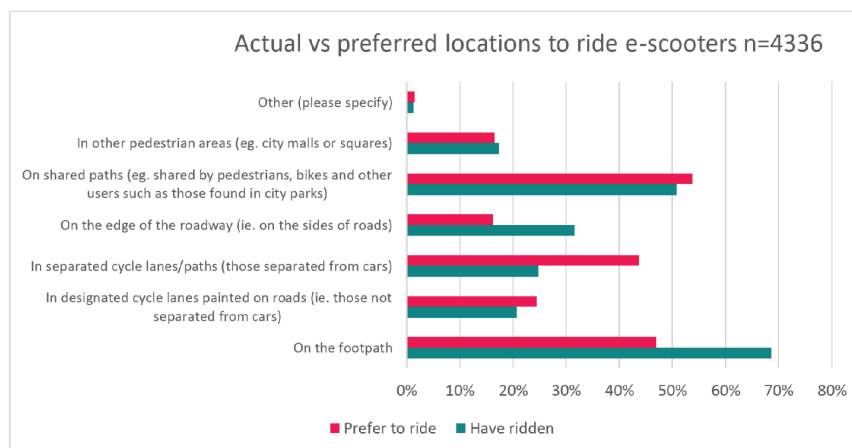


Figure 6 – Locations about where e-scooters are ridden

2.4. Limits, caps and the total addressable market.

The challenge for policymakers is being able to balance the needs of customers and the general public when demand for services can be highly elastic. The two critical factors for determining the optimal outcome for the public are:

- The number of vehicles each operator is permitted in their fleet and;
- The total number of micro-mobility operators allowed to operate in the city.

The trading and Events in Public Places Policy 2018 provides the framework to balance the street activities against the needs of the environment and the impact public and commercial activities may have on the area. The Policy aims to ensure that the commercial activities enhance the life and attractiveness of an area by adding vibrancy and appeal, without inhibiting the safety and efficiency of pedestrian movement and vehicle travel. When deciding whether to grant a permit, consideration is given to whether the activity could cause visual clutter, impede thoroughfare and reduce public amenity.

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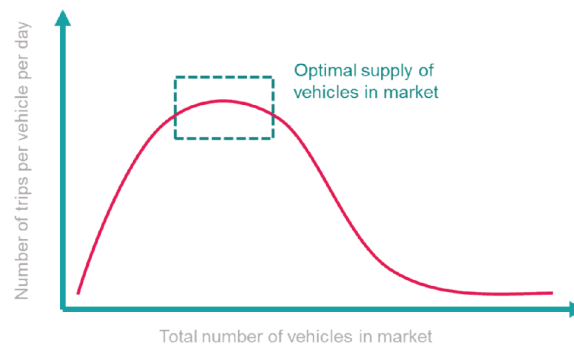


Figure 7 Demand curve illustrating market saturation point for micro-mobility vehicles.

With regard to micro-mobility vendors, there are challenging policy implications when artificially limiting the supply. This can lead to increased costs and lower levels of services for users when demand is high and supply is unable to respond. Conversely, too many vehicles can lead to underutilisation with idle vehicles creating obstructions on footpaths and public places.

Competition within the micro-mobility market can improve efficiency and ensure that no single supplier can dictate how the market operates or control prices for the goods and services. However, observations of multi-vendor markets overseas has not necessarily resulted in lower prices for consumers. Nevertheless, policy approaches to micro-mobility permitting should support conditions for improved service quality and public outcomes.

Key Consideration #4

The size of fleets or the number of permits should be regularly reviewed in order to ensure that there isn't a shortage of vehicles to meet demand, and conversely that there isn't an oversupply of idle vehicles creating an obstruction in public places.

2.5. Permit fees

Users of streets and roads (the general public) are not charged a fee every time they use the road or street to transport themselves, other people or goods. However, use of public space for private and business activities is essentially a property right that the Council grants to a business or individual through permits and licences. The Public Places Bylaw enables the Council to set fees for commercial activities in public places.

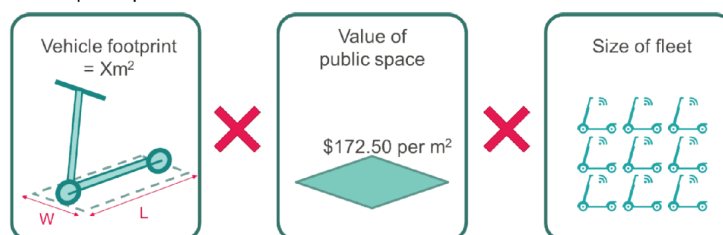


Figure 8 – Illustration of how fees are calculated

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Temporary use of the road is charged out at a rate of \$198/m² per year. Whereas cafes or restaurants that extend dining areas onto public space pay based on the market rate of a particular street or location.

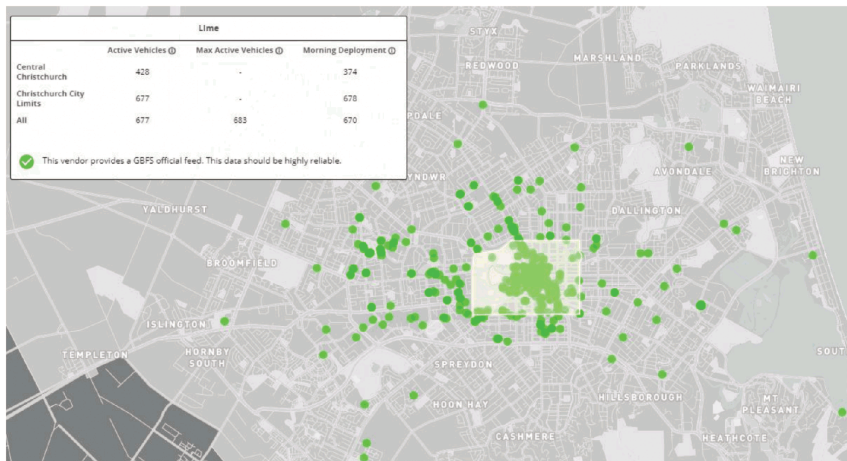


Figure 9 – Snapshot of Lime e-scooter locations in Christchurch on a Friday morning

Micromobility services tend to be concentrated in the central city and surrounding suburbs. While the movement of the vehicles fluctuates throughout the day approximately 50% are located in the CBD and 50% in the suburbs (see Figure 9). The average prime rental rate per square metre averaged across the central city (\$800/m²) and the suburbs (\$350/m²) is \$575/m². In accordance with existing Council policy¹⁵ this is only charged at 30% to account for obstructions and furniture often being removed at night. Therefore the value of the public realm occupied by micro mobility vendors is calculated to be \$172.50/m² per year (see Figure 8). Setting the fee structure on this basis meets the aims of the Trading and Events in Public Places Policy which sets fees at a level that reflects the value of the location and ensures that businesses on private property are not unfairly disadvantaged.

Other Considerations

Implementing any fee, levy or tax, should be done with careful thought and consideration. All well as being easy to collect and logical to explain, it should send price signals to encourage or incentivise behaviours to internalise negative impacts caused by an activity. In the case of the proposed fee structure, Council is trying to encourage companies to be economical with their fleets, and ensure that there isn't an oversupply of idle vehicles creating public obstructions. Charging a per-ride fee or arbitrary vehicle fee, is likely to be passed on to the customer which would certainly reduce the demand for the service.

Revenue collected should be allocated to the transport unit to offset the application, monitoring, maintenance and compliance costs incurred by these activities. Hypothecating revenue to a specific activity (such as footpath maintenance and renewals) raises several issues.

¹⁵ [CCC - Public Streets Enclosures Policy and fees charged](#)

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Footpath maintenance is a new work category under the 2018-21 NLTP and eligible for NZTA funding assistance. Any third party revenue from this programme would be subtracted from the eligible rate and forecasting the precise amount to be raised would present risks. As budgets and programmes are set years in advance, any shortfall in would mean a reduced level of service, or an increased contribution from Council without funding assistance from NZTA.

Key Consideration #5

Pricing the space that commercial micro-mobility operators occupy is a way to ensure vendors are economical with their fleet and that there isn't an oversupply of idle vehicles creating public obstructions. It also provides consistent price signals much in the same way that cafes and bars, or construction hoardings pay a fee for the private occupation on public realm.

2.6. Limiting speeds

There have been several calls for speed restrictions on e-scooters in New Zealand since the launch of the Lime pilots in Auckland and Christchurch¹⁶¹⁷. Although there is little detail on exactly how or by who this should be achieved. There are a number of approaches this could take, including:

- 1) Regulatory speed limits.** Policy decisions regarding speeds should be closely considered alongside issues about usage locations (discussed further in section 2.3 Infrastructure). Councils cannot impose regulatory speed limits on certain classes of vehicles, they can only restrict speeds on sections of roads. Central Government legislation sets the law for vehicle speeds.
- 2) Electronically governing or limiting devices.** Council's may be able to require that shared vehicles such as e-scooters are limited to certain speeds as a condition of being able to trade in the public place. However, it's unclear if the Council would be overstepping its legal power or authority in doing so. This may be effectively imposing a regulatory speed limit which is a role of central government, not local authorities.
- 3) Advisory speeds** are used to encourage appropriate travel speeds, without the legal complexities of regulatory speed limits. They are most commonly used on curves, indicating safe an appropriate speeds for cornering. They can also be used to help provide direction to users about the expected behaviours of a shared environment



Figure 10 – Sign advising cyclists to use safe and appropriate speeds.

A research report on low-powered vehicles commissioned by the NZTA found that if a national default standard or guidance is established, its likely implementation would need to be at the national level through changes to the Road User Rule¹⁸. If local councils decided to impose regulatory speed limits, placing signs and/or markings would likely clutter the built environment, be costly and create an ongoing maintenance issue. Researchers also consulted with Police representatives and found that enforcement of posted speed limits may prove to be prohibitive on a wide scale due to resourcing, the cost of signage, and the potential difficulties posed by many

¹⁶ [NZ Herald - Matthew Wilson wants an e-scooter speed limit of 15kp/h](#)

¹⁷ [RNZ - Phil Goff wants tighter speed restrictions on e-scooters](#)

¹⁸ [NZTA - Regulations and safety for electric bicycles and other low- powered vehicles](#)

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unpowered vehicles, entry-level e-bikes and other low-powered vehicles lacking speedometers. Therefore, users are likely to regard posted speed limits as guidance rather than regulation.

Table 2 – Speed in pedestrian areas

Person or Activity	Speed km/h
Pedestrian	4.4-5.5km/h
Jogger	10-12km/h
Runner	14km/h
Kick Scooter / Longboard	15 – 18 km/h
NZ Post Paxter	20km/h
Fast Runner	21km/h

Determining an appropriate regulatory speed limit is problematic. Table 2 highlights the range of speeds at which people move on footpaths and pedestrian areas. Introducing speed limits will need a sound evidence base and would be difficult to limit to a particular vehicle type or manufacturer. Similarly, broad regulatory speed limits for footpaths or shared paths will depend on the land use context, path dimensions, user volumes and user composition.

Technologically limiting speeds for micro-mobility services may be worth exploring further although it would be unprecedented in a New Zealand context and effectively increase the price of customers' journeys by taking longer to get where they want to go.

Key Consideration #6

Limiting speeds for micro-mobility vehicles is a challenging and problematic topic that is interlinked with issues on usage locations and infrastructure. Much of the transport infrastructure and regulatory system we have today was developed well before the arrival and proliferation of micro-mobility vehicles.

2.7. Data and information sharing

Standard data is important for informed decision making as well as public interest and accountability. Standardisation of these feeds is important to improve public access and can help people make more informed travel choices. There are few recognised data formats and standards for micro-mobility operators to share their data and information with public officials. An emerging standard developed by the Los Angeles Department of Transportation has developed a data standard and API

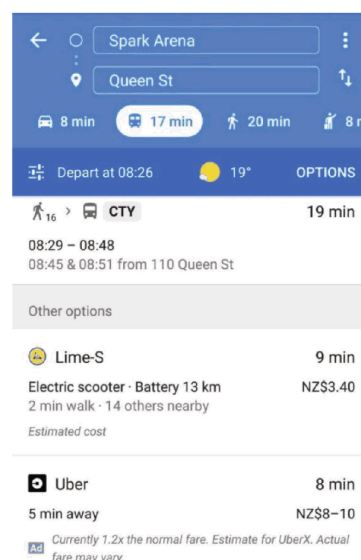


Figure 11 – Example of open data feeds being used in a trip planning app (Google Maps)

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known as the Mobility Data Specification or MDS¹⁹. For transport services, such as Dockless Bikeshare, E-Scooters, and Shared Ride providers, MDS has emerged as the de facto minimum data specification for compliance and permit monitoring by authorities.

Non-proprietary standards such as MDS should be provided to public authorities as a requirement of being permitted to trade in a public place. The information from the providers should be used to better integrate with public transport and ensure wider transport objectives are realised.

Key Consideration #7

As data standards continue to evolve, micro-mobility operators should publish feeds in readily accessible formats. Local authorities should continue to work with NZTA and operators to ensure that data is available for both consumers and authorities.

2.8. User Safety

E-Scooter accidents and injuries have been widely reported in the media both in New Zealand and internationally. Until the launch of the e-scooter pilot, little was known nationally about the injury rates for these vehicles in New Zealand. However as Figure 12 shows, the number of injuries was already on the rise before the launch of shared schemes in Christchurch and Auckland. This may suggest a growing rate of personal e-scooters in New Zealand, in line with the recent popularity in e-bike sales²⁰. As the New Zealand Customs Import code classification for these devices encompasses a wide variety of items, it is difficult to estimate the total number in the country. Although, there are reports from retailers and importers that the number of private e-scooters is growing substantially. A Council survey of the Lime Scooter trial found that nearly 100 respondents already owned an e-scooter, and that 18% were considering purchasing one.

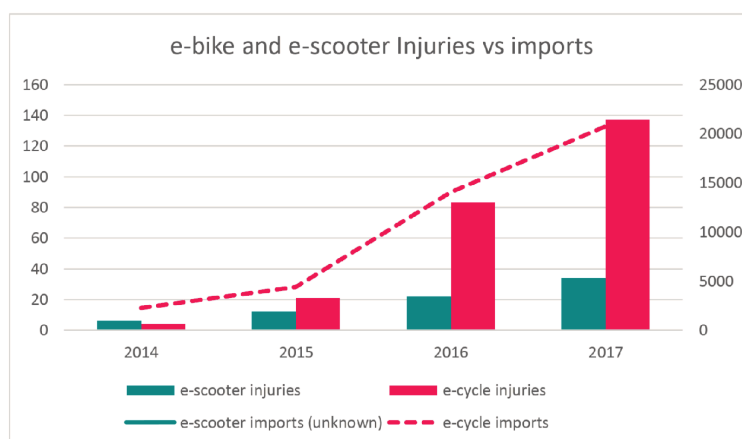


Figure 12 – ACC injury claims and imports for e-scooters and e-bikes

The dozens of stories that have been reported in the media since the launch of shared schemes has put the spotlight on injuries, but few media outlets have focused on identifying risk relative to other

¹⁹ [Github – City of Los Angeles/mobility-data-specification](https://github.com/CityofLosAngeles/mobility-data-specification)

²⁰ [Stuff.co.nz - E-bike popularity gathers speed as imports hit up to 20,000](http://stuff.co.nz/E-bike-popularity-gathers-speed-as-imports-hit-up-to-20,000)

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transport activities. The Institute for Transportation Development and Policy calls this media emphasis an overreaction that neglects putting scooter safety into perspective²¹.

The New Zealand Transport Agency, Ministry of Transport, New Zealand Police, as well as local councils all measure road safety outcomes in terms of deaths and serious injuries (DSIs) which are collected through a national database (The Crash Analysis System). Serious injuries are defined as injuries (fracture, concussion, severe cuts or other injury) requiring medical treatment or removal to and retention in hospital²². Since the launch of the Lime trial in, there have been no serious injuries recorded that mention e-scooters in the crash report in Christchurch.

ACC data is not typically used as a metric for determining or evaluating road safety indicators, so it is difficult to draw comparisons about risk and injury relative to other activities or transport modes. Furthermore, few studies are available that calculate injury rates for a raft of everyday activities in a strictly comparable fashion. Without further study and analysis, direct comparisons are difficult to determine. However, figures from ACC, Lime and the Ministry of Transport can illuminate some imprecise comparisons about injury risk. At the end of November 2018, data from ACC and Lime shows that there is approximately one e-scooter related injury for every 1800 trips taken²³. Comparatively, cycling in New Zealand sees approximately one injury for every 3700 trips. Trips on bikes tend to be longer in duration, therefore the risk per hour travelled is much higher for e-scooters. Given that most riders would be unfamiliar with operating the devices, it's not surprising they are resulting in more injuries relative to the injury rate for cyclists.

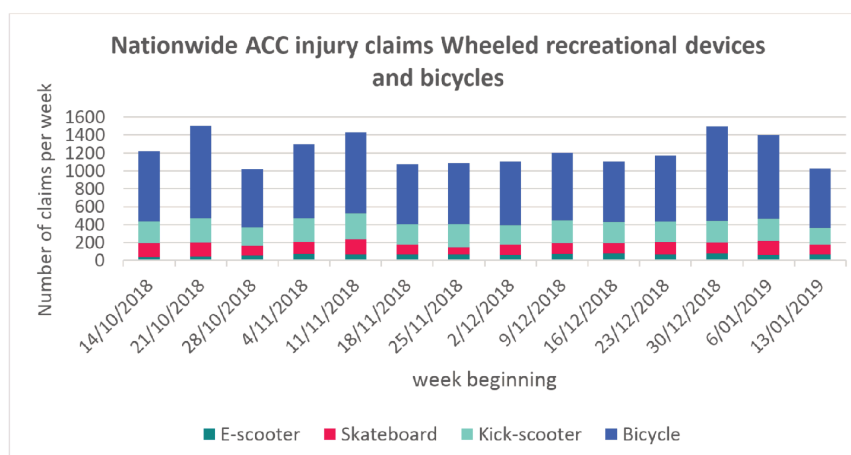


Figure 13 –Nationwide ACC Injury claims for wheeled recreational devices and bicycles

ACC advice is that during the trial, 225 injury claims involving e-scooters (both personal and shared) were lodged during the Lime trial compared with 318 kick scooter (non-motorised) injury claims during the same period. The average cost to treat the injuries was \$320, compared with \$200 for kick-scooters. Nationally, e-scooter injury claims are much lower than kick-scooters, skateboards or bicycles (see Figure 13).

²¹ [ITDP - Scooters Are Not A Public Safety Crisis, but Cars Still Are](#)

²² [Mackie Research 2017 - Serious injury crashes: How do they differ from fatal crashes?](#)

²³ [Lime Press Release - New Zealand reaches 500,000 scooter rides](#)

PART A – ISSUES AND DISCUSSION

Key Consideration #8

For the purposes of sound transport planning and policymaking, it is important to thoroughly understand and consider the injury profile and statistical exposure to risk. Injury risks relative to other transport modes should continue to be monitored to make sound policy determinations and ensure resources are appropriately allocated to maximise safety objectives.

2.9. Pedestrian risk

The sudden proliferation of e-scooters in Auckland and Christchurch and other New Zealand cities has raised anxieties about risks posed to pedestrians and other vulnerable users of the footpath and shared spaces. Previous research conducted on the subject of footpath cycling in New Zealand has proven the issue is highly contentious²⁴. Given the increased number of shared paths in the city use of bicycles and e-scooters on footpaths has been challenging. While there have been several reports of pedestrians having close encounters with devices on footpaths, there have been very few ACC injury claims that involved people being hit. Between the 14th October 2018 and 23rd January 2019, there were 4,325 injury claims involving the scooters and e-scooters throughout the country. Only eight of those claims (0.18%) involved a pedestrian whereas 278 (6.43%) involved a motor vehicle.

Since the arrival of the Lime Scooter trial, the number of interactions people have had with e-scooters in public space has risen substantially. In a recent Council survey, over 70% of survey respondents (n=6954) reported encountering an e-scooter in public (footpaths, cycle lanes/paths or other pedestrian areas) at least once in the past week.

When survey respondents were asked about sharing e-scooters on footpaths and in other public spaces, 60% reported feeling safe or very safe. People that hadn't used an e-scooter before were much more likely to feel unsafe with 55% reporting that they felt a bit unsafe or very unsafe (see Figure 14). The main reasons people reported feeling unsafe was because riders were not being safe or considerate and because of the speeds at which they are operated.

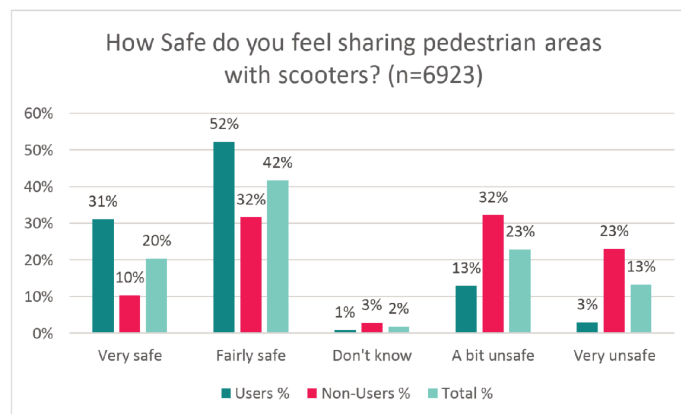


Figure 14 –Sharing space with e-scooters

Key Consideration #9

E-scooter riders should continue to exercise caution around pedestrians being sure to use the devices in a careful and considerate manner. Public education campaigns are needed to grow

²⁴ [NZ Transport Agency - Footpath Cycling Rule Options Research](#)

PART A – ISSUES AND DISCUSSION

awareness of how they can be used safely. Any regulatory changes should be examined alongside infrastructure and vehicle requirements.

PART B – RESULTS FROM TRIAL

3. E-Scooter reference group feedback and recommendations

The Christchurch City Council set up a reference group to meet and discuss the performance and impacts of the Lime Scooter Pilot and provide feedback to the Infrastructure, Transport and Environment Committee. Two meetings were held, and representatives from NZTA, CDHB, Environment Canterbury, NZ Police, the Christchurch Youth Council, Age Concern and representatives from the Earthquake Disability Leadership Group and an inner city residents association were in attendance.

The group were tasked with observing and discussing the impacts and issues of the pilot, the performance of Lime as a company with a view of making recommendations to Council, firstly about the continuation of the Lime Permit and more generally about the future of shared e-scooters in the city. The group acknowledged that more work is needed with regulators at the national level to ensure that the rules for both shared and personal e-scooters were clear and communicated to the public.

“Despite the issues there are for lots of people with disabilities, it’s definitely added a vibrancy to the city. We’re not talking about getting rid of them at all, we just want to see some really clear things in place [to ensure the best outcomes] and if Lime won’t do it we think [the Council] should find a vendor that will”

The feedback and recommendations from the group can be summarised as follows:

3.1. Continuing the trial

The reference group broadly agreed that shared scooter companies should continue to operate in some form following the trial period provided that the city can continually monitor and improve the upon the outcomes for users and non-users.

3.2. Use in cycle lanes and cycleways

The way cycleways and cycle lanes are defined means that e-scooters are not technically allowed to be ridden in them. Although, the Police indicated they would be unlikely to take action if that meant that riders would then place themselves or others in harm’s way (i.e. on the roadway or on a busy footpath). Regardless, the group encouraged the Council to work with central government to ensure e-scooters can operate in lanes and that all rules and references are updated to reflect this.

3.3. Permit Conditions

One of the key recommendations from the group is how the Council can best regulate the commercial activity or scooter sharing in the public realm. It was clear, early on in the trial that we didn’t have a good understanding of the cause and effect relationship of the existing permit conditions and furthermore, how we would be confident that the conditions imposed would succeed in achieving objectives. The group felt that Christchurch was in a unique position because, while the trial is new to New Zealand, there are other pilots and programmes internationally that can help us develop best practice. The group encouraged the Council to leverage more trials and experiments to continue to learn and achieve successful outcomes.

3.3.1. Usage on footpaths and associated speeds.

Discussion around device speeds and usage on the footpath was another issue discussed at length by the reference group. Generally, most people felt that the maximum speeds were

PART B – RESULTS FROM TRIAL

too fast for the footpath. Slower speeds would be required on the footpath if e-scooters can't be on the roads or cycle lanes. However challenges with enforcement (detailed in Section 2.811) were acknowledged and there was no consensus on what an appropriate speed would be.

3.3.2. User rules and behaviours

User behaviours and their interactions in pedestrian areas was another subject of lengthy discussion. Understanding the scale and significance of the problem will be key to mitigating impacts and formulating concrete recommendations. A number of possible solutions were discussed ranging from technological, social, regulatory and advisory.

3.4. Lime's performance as an operator

One of the main criticisms was that Lime appeared to be doing very little to monitor or enforce their own rules and guidelines for users. The group felt that the Council should be exploring ways in which it could compel Lime to monitor their own rules and regulations. Alternatively, it was discussed that perhaps the rules should be altered, given that there is a low rate of compliance. As discussed in section 2.2 there are shared roles for setting, controlling and enforcing various rules with regard to user behaviour. The group expressed disappointment in Lime setting a broad set of rules that are unlikely to be adhered to (shown in Figure 15).

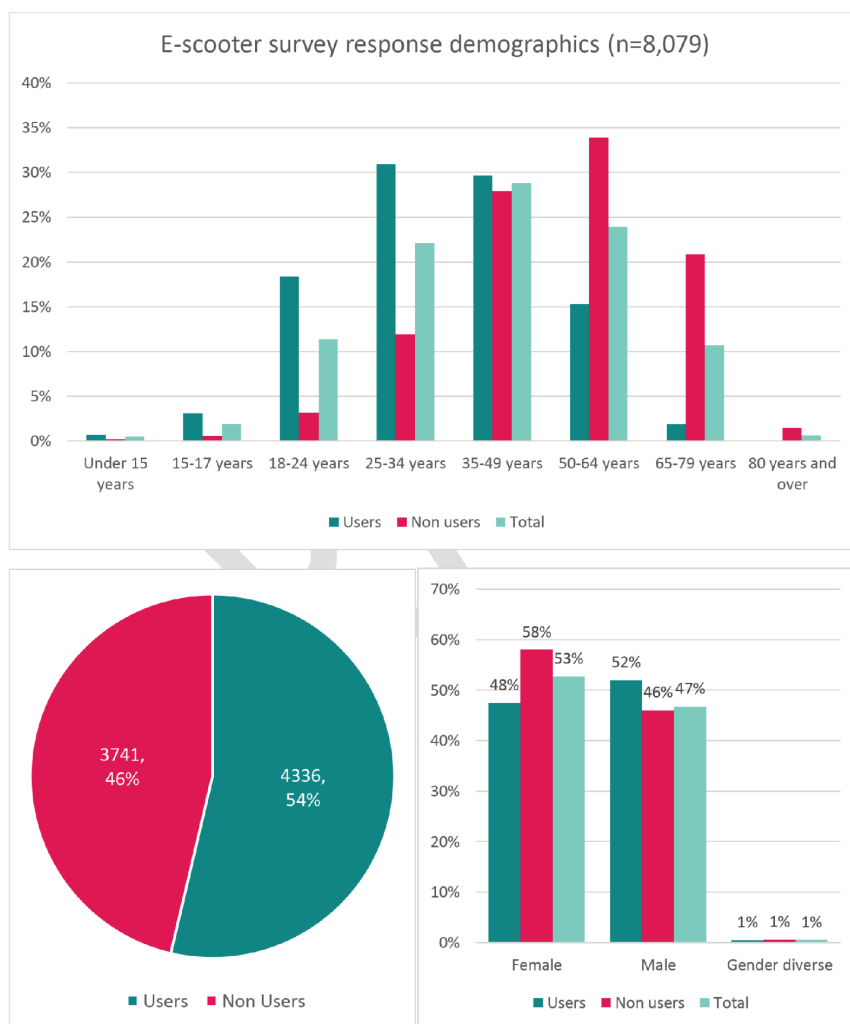


Figure 15 – Screenshot of Lime Rider Ts&Cs

PART B – RESULTS FROM TRIAL

4. Findings from trial

During the trial, Council staff closely monitored the data provided by Lime to better understand the transport impacts and implications of the shared e-scooters. The quantitative data was supported by an online survey that ran between the 13th of December and the 7th of January. Over that period more than 8,000 people provided feedback. More than half of the respondents reported using the shared e-scooters and tended to be younger than the non-users who answered the survey.



PART B – RESULTS FROM TRIAL

Survey respondents were also asked to pick one word to describe e-scooters. As with many aspects of the survey there was a distinct contrast between the people that had used them and people that hadn't.



Figure 16 – Most common words used to describe e-scooters from CCC survey

4.1. Demand and utilisation

Since the launch of the e-scooter trial the vehicles have proven extremely popular. In three months, over 400,000 trips had been taken in Christchurch with over 100,000 people taking at least one ride. Most of the users had only taken five or fewer trips and only a small percentage of the users were using scooters several times per week. Vehicle utilisation has remained very high with each e-scooter being used on average seven times per day (shown in Figure 17).

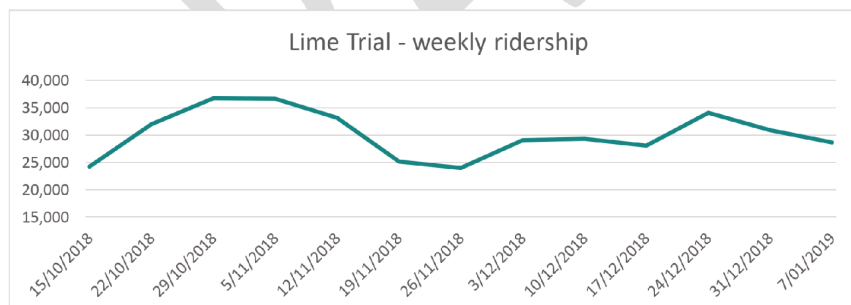


Figure 17 – Weekly ridership of the Lime e-scooters over the thirteen week trial

An online survey of Christchurch residents showed that e-scooter trips are commonly substituting walking although they are helping to reduce motor vehicle trips. Nearly a quarter of all scooter trips appear to be replacing vehicle (car, Uber, taxi) trips, shown in **Error! Reference source not found..**

PART B – RESULTS FROM TRIAL

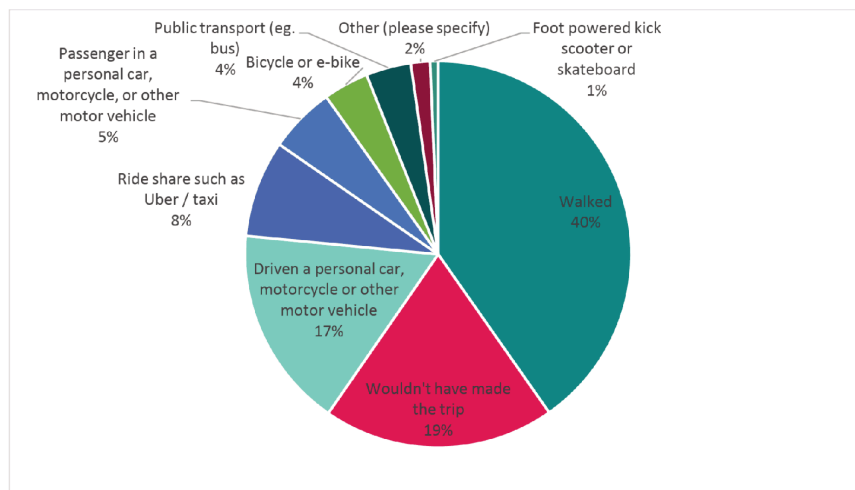


Figure 18 How users would have travelled had an e-scooter not been available on their most recent trip

The introduction of shared e-scooters seems to also have had an impact on travel behaviours. With the largest shift appearing to be away from driving and public transport followed by walking. While 23% of users reportedly walking less often, it was also the mode with the largest gains with 7% reporting to walk more often as a result of the e-scooter trial.

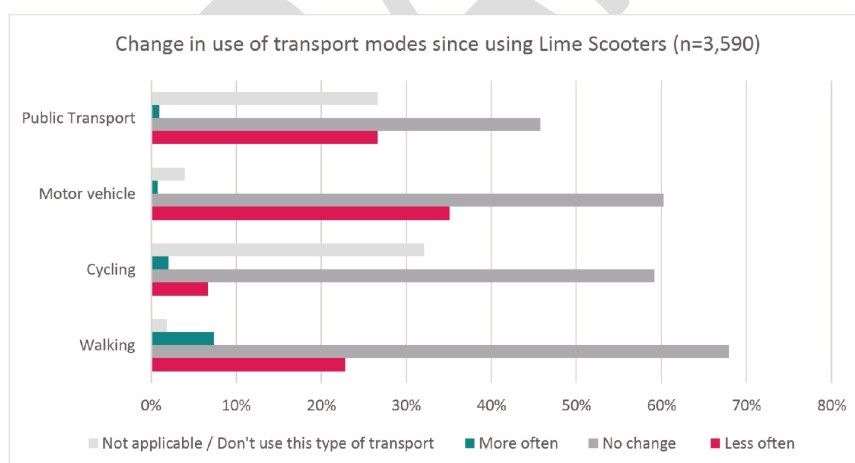


Figure 19 – Travel behaviour change following the introduction of e-scooters in Christchurch

In addition to the mode-shift from the most recent trip. The survey also asked what types of trips users usually use the devices for. Most users reported using the e-scooters for fun and recreation, followed by social and shopping activities, shown in Figure 20.

PART B – RESULTS FROM TRIAL

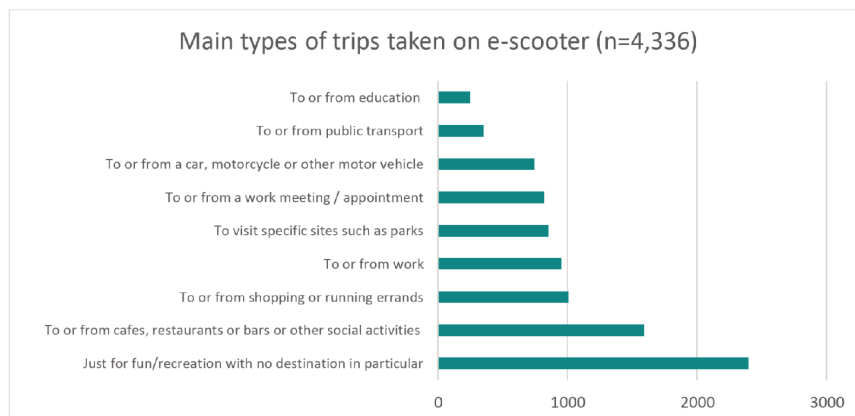


Figure 20 – Main types of trips taken on an e-scooter

Users reported that they first rode an e-scooter because they looked fun or were curious to try them out, although ease and speed were also a strong motivator see Figure 21.

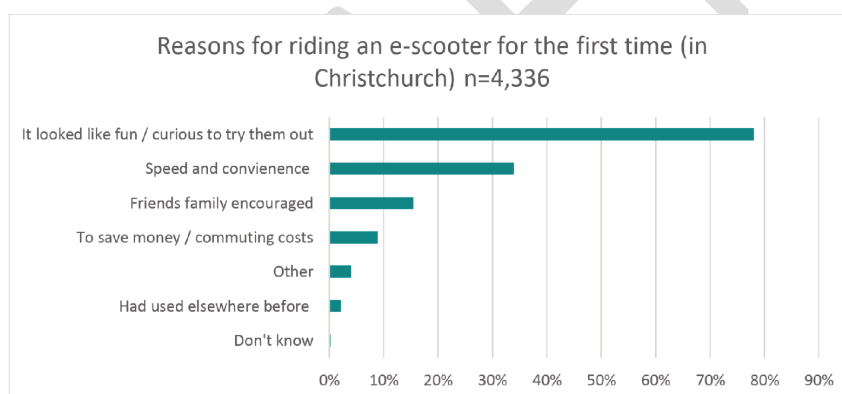


Figure 21 – Motivations for trying a shared e-scooter in Christchurch

Most users reported being able to find an e-scooter when they needed one, although nearly a third of respondents reported having some difficulty, see Figure 22.

PART B – RESULTS FROM TRIAL



Figure 22 – ease/difficulty in finding a scooter when needed.

4.2. Public Reception

The widespread presence of the scooters has not gone unnoticed by the public. Nearly three-quarters of survey respondents reported encountering an e-scooter as a pedestrian or cyclist at least once per week (see Figure 23). There has been a wide range of feedback through multiple communication channels since the trial began. The contact centre has recorded nearly 70 customer service requests since the trial began. Most were regarding complaints about users' behaviour.

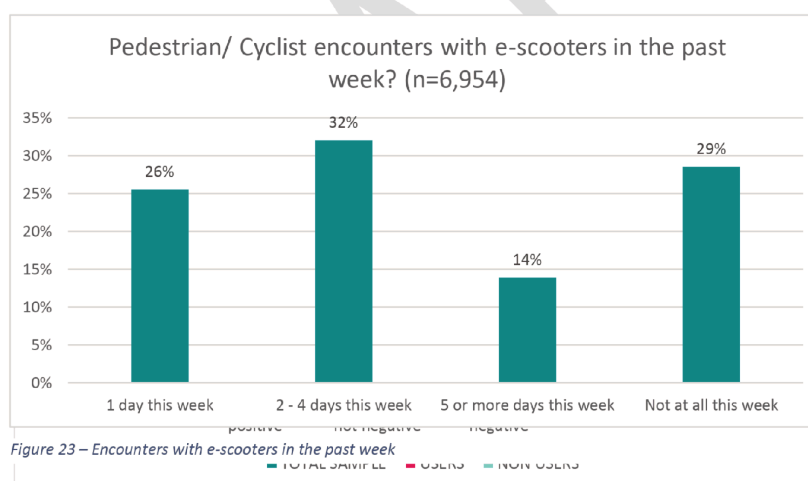


Figure 23 – Encounters with e-scooters in the past week

Figure 24 – Effect of Lime e-scooters on Christchurch

Data from The Council's online survey (Figure 24), revealed that most (75%) of the respondents (n=6,834) think that the e-scooter trial has had a positive or very positive effect on the city. People that had used the scooters were far more likely to view the e-scooters positively.

The primary reasons why people viewed them as negative or somewhat negative were that they felt the presence of the scooters were unsafe for pedestrians when used on footpaths and in other pedestrian areas. However, very few people who viewed the scooters negatively thought that they were discouraging visitors from coming to and spending time in the city.

PART B – RESULTS FROM TRIAL

4.3. Compliance and operational performance

There have been a number of issues raised about the performance of Lime as an operator and a permit holder. One of the biggest criticisms from the reference group has been that several of Lime's end user policies are not being enforced. The council has received several complaints of underage users, inconsiderate riding and more than one rider on a scooter at one time. The issue with this (as discussed in section 2.2) is that the New Zealand Road Code and Lime's terms and conditions are often conflated which sows confusion among the public about what is legally required of users when operating a wheeled recreational device such as an e-scooters.

Figure 25 – Swipe screen the first time users ride a Lime e-scooter

The information presented when users use the app to rent an e-scooter

Low rates of compliance with terms and conditions are a concern. From the online survey, 18% of users reported allowing someone under the age of 18 to operate their e-scooter and 27% of people reported having been on a scooter with more than one person on it, shown in Figure 17. These behaviours are not in breach of any road rule nor council bylaw.

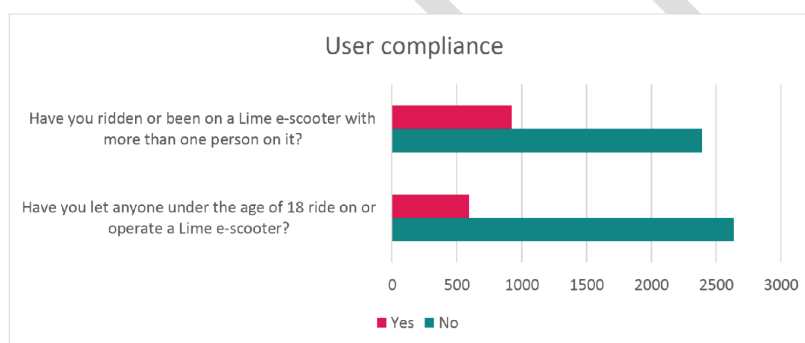


Figure 26 – User compliance rates

However, when asked what percentage of e-scooter users are using the devices in a careful and considerate manner, the majority of respondents felt that most users were.

PART B – RESULTS FROM TRIAL

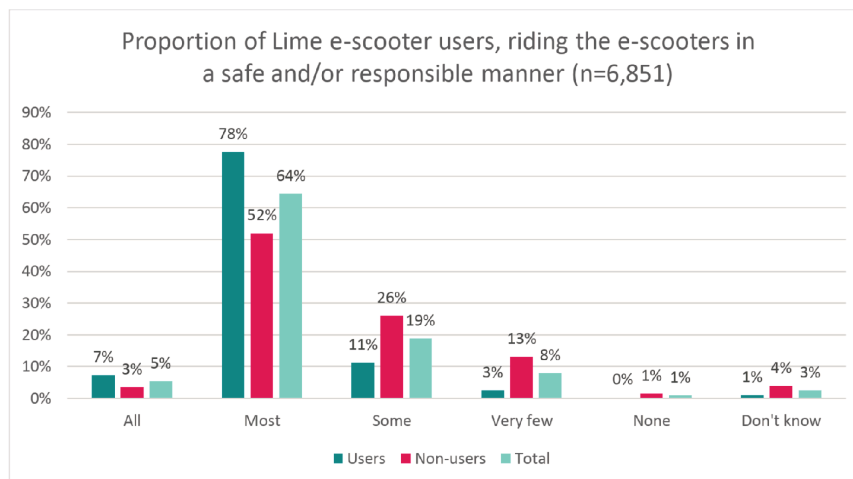


Figure 27 – Perception of safe and responsible scooter operation.

With regard to the New Zealand rules and regulations with regard to e-scooter use, e-scooter users were far more likely to report being knowledgeable about the rules than non-users.

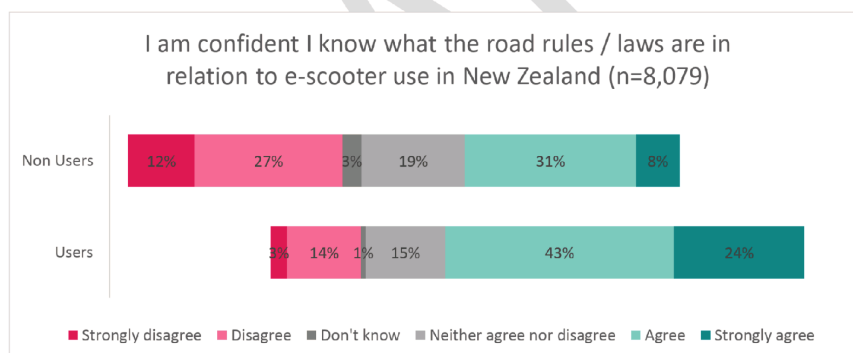


Figure 28 – Knowledge road rules by e-scooter users and non-users.

When quizzed on their specific knowledge of the rules, there was also a clear distinction between the user and non-user samples. Encouragingly, most users (60%) correctly identified that they must not put others at risk, ride in a safe and considerate manner, and give way to pedestrians and people using mobility devices. However less than half thought that the police can issue infringements for the breaches of the rules. More than half of users also think it's a legal requirement to be over 18 to operate them. The only thing that more than half of users and non-users correctly identified was that e-scooters were allowed to be used on footpaths.

PART B – RESULTS FROM TRIAL

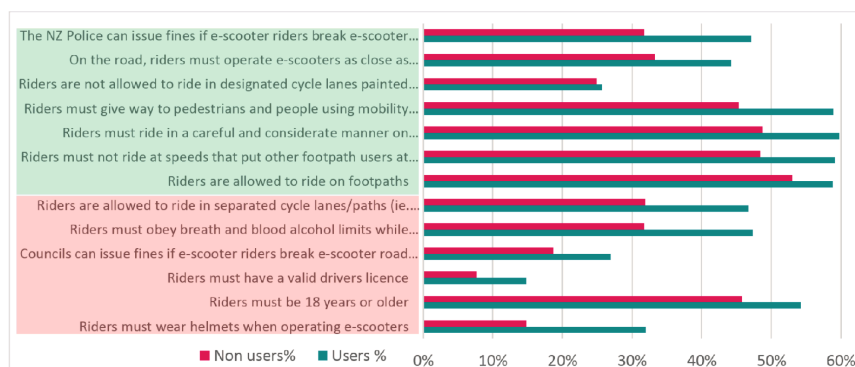


Figure 29 – Results on road rules quiz pertaining to e-scooters

4.4. Comparison with Auckland Trial

As part of the research process, CCC worked with Auckland Transport and NZTA to ask a similar set of questions to a national research panel that was comparable between the cities. This research was commissioned by NZTA. The report found that in general, Christchurch residents are more supportive of e-scooters than Auckland residents. Christchurch users more often used e-scooters for recreation and were more likely to use it because they were “More fun”. Perceptions of safety were generally more favourable than for those from Auckland.

Both regions had more “neutral” responses to questions when compared to the CCC survey, however this will be more driven by the differences in methodology. The survey statistics quoted in this document have been based on the local online survey, primarily because of the substantially higher response level for both users and non-users of e-scooters. Some comparisons between the quoted statistics in this document and the national surveying have been done to ensure that the key insights are broadly aligned at the user/non user level.

PART C – Conclusions

5. Conclusions

As a strategic priority of Council, the considerations in this document should be investigated to inform the development of draft policy. This document identifies the positive contributions of micro-mobility and what measures should be taken to minimise any negative impacts going forward as identified in section 2 and 3. It is recommended that these potential measures are addressed through the development of draft policy. The draft policy would provide further guidance on a range of considerations, including:

- Encouraging micro-mobility options which complement the transport system and supports public transport and multi modal trips
- Recognise that pedestrians are the most vulnerable users on our network and should be given utmost care and consideration by all other road users by putting pedestrians first in the road use hierarchy
- Designing infrastructure and public spaces to recognise micro-mobility options.
- Managing open data and standardising data from operators to ensure opportunities for integration with public transport and other modes is maximised
- Actively manage micro-mobility operators and fleet sizes to ensure a balance between customer demand and obstructions in the public realm.
- Establishing fair and reasonable fees to micro-mobility permit holders through the review of the Trading and Events in Public Space Policy.
- Working with central government and other Councils to develop regulation, policy frameworks and education campaigns.

While they may start off as novel, over time, many new transport models have become formally recognised as part of the transport system. By way of example, New Zealand was a unique regulatory market when Uber first began operating in 2014 but the popularity of the service and the new business model didn't fit neatly with existing frameworks. In 2017 the Ministry of Transport completed a review of small passenger services²⁵ to ensure regulations are fit for purpose and flexible enough to accommodate new technologies and innovations.

CCC Staff are recommending that the Ministry of Transport and NZTA look at a similar review of land transport rules for wheeled recreational devices. Specifically amending the Road User Rule to widen the scope of vehicles that can use a cycle lane so that Wheeled Recreational Devices can legally be allowed to use them.

²⁵ [Ministry of Transport – Small Passenger Services Review](#)

MEMO

To: ITE Committee members
Cc:
From: Strategic Transport Team – Strategy and Transformation Unit
Date: Thursday 13th February 2019
Subject: Email from Lime ahead of Feb 13th ITE meeting.

Purpose

The purpose of this memo is to make the ITE committee aware of correspondence received from Lime technology last night and provide staff advice to the points raised.

Key Points

- Staff have recommended in the report a per square metre fee as allowed for under the Public Places Bylaw and Trading and Events in public places policy. This fee is in line with existing policy and was calculated on the value of occupied public land multiplied by the size of the vehicle and the fleet.
- Staff have recommended increasing Lime's fleet cap (from 700 to 1000) under the permit based on observed demand as well as estimating a city-wide vehicle cap (of 1600) to ensure city streets are not saturated with underutilised vehicles causing an obstruction in public places. These figures are calculated on three months of data and should be reviewed to ensure there is adequate supply to meet demand.
- Lime have suggested alternatives to the staff advice and their proposals are detailed below with staff comments on each proposal in red.
- However staff would like to emphasise that this is not a negotiation and work to date has focused on developing clear and consistent policy on this issue that goes beyond Lime's permit to trade.

Correspondence Received by Lime's Regional Director of Government Relations

Hi all,

Thanks for your time last week. We have worked the numbers and have some suggestions as alternatives that we would like to propose. We have analysed the proposed fee structure and have done our own calculations.

1. Accept CCC proposal in exchange for **exclusivity** \$83 / scooter / annum

(Total Fee = \$132,800 based on 1600 scooters)

- The decisions before the ITE committee relate to setting a permit to Lime beyond the initial trial period and what the terms of the permit should be.
- Staff have been working on the trial period to determine the proposed permit structure and fees that apply to these types of commercial trading activities. This process is not a negotiation, nor is it a commercial arrangement with a particular operator. Any concepts of exclusivity raise several issues around anti-competitive practices, and would be counter to the existing policy frameworks for trading in public places.

2. Accept our proposal @ reduced rate based on actual scooter footprint: \$49 / scooter/ annum

- We don't believe the original calculation is correct. We have assessed the space in which our scooters occupy and believe it to be closer to 0.29 sqm [scooter footprint = 0.26m x 1.10m = 0.29 sqm]. We strongly believe that the calculations by CCC is incorrect on the use of space that our scooters use.

(Total fee = \$49000 based on 1000 scooters)

- The decision before ITE today is to set a rental fee applicable under the Trading and Events in Public Places Policy (2018) is applied for all e-scooter permits, and in line with all other activities using public space. Noting that this is presently set at \$172.50/m2 per year. These fees are exclusive of GST, and would change based on the commercial rates of public realm.
- Staff have identified this on a per square metre basis relating to the space the scooter takes up on the footpath.

3. Trip tax of \$0.05 that we will pass onto consumer as 'local tax'. This will pay for fixed fee and positively contribute into local infrastructure.

(Total fee / contribution = c. \$100,000+)

- Charging a tax or levy on a per trip basis is problematic under the Local Government Act 2002. The Council needs to take a reasonable and consistent approach to setting fees and charges. A \$.05 per trip fee would be inconsistent with existing Council policies and processes.
- Staff are recommending prescribing a fee for a permitted activity under the Public Places Bylaw that is constant with both the Council's Schedule of Fees and Charges, as well as the Public Streets Enclosures Policy.

4. Exclusivity for four years of \$50,000 per year paid up front to Christchurch City Council as a \$200,000 fee to operate with a dynamic cap on scooters.

- As mentioned above offering exclusivity to an operator is problematic, counter to the policies under the public places bylaw and not something the council is in the position to negotiate.

5. Christchurch City Council implement a dynamic cap that removes the 1600 city cap limit for scooters. Rather than select an arbitrary cap, we are committed to providing a truly tech-enabled solution. Allow market performance and TVD to determine the number of scooters rather than a hard line 1600 cap. This would allow our business to grow with supply and demand.

- As mentioned in the key points above, the 1600 vehicle, city-wide cap is based on the observed demand patterns over three months and there are uncertainties of how the demand will change over time or with the seasons. It has been benchmarked against data from the city of Austin where a saturation point of 3-4 scooters per 1000 residents has been observed. The city-wide cap should be considered an interim cap until observed demand can justify an alternative.

6. We are interested in knowing more accurately the financial cost that CCC has taken on in administering this trial so as to reevaluate the original suggested permit fee.

- The report identifies a growing activity of e-scooters and micromobility which is currently not resourced within Council units. There is no recommendation that Council be reimbursed by Lime for this cost. Work to date and the future will focus on developing clear and consistent policy on this issue that goes beyond Lime's permit to trade.

I note your intention to increase our cap to 1000. I would like the option on the table to operate exclusively in Christchurch. We are the tried and tested brand that is committed to Christchurch and its future mobility.

- 2 -

It should be noted that we already pay GST and Corporation Tax in NZ to operate our business - adding in the Christchurch Fee would render the tariff structure almost punitive. Of course, like any independent company, we reserve the right to set our own pricing model and keep options like passing the cost of the per scooter fee onto the consumer as a Christchurch City Council tax open.

We have created over 30 jobs in Christchurch not to mention the juicer opportunities for the people of the city.

I ask that our proposal be presented to the committee at the meeting this week for consideration.

- The proposed fee is considered by staff to be fair and reasonable as Lime are essentially receiving a property right to sell and display their goods on public land. As discussed in the report's attachment implementing any fee should be done with careful thought and consideration. All well as being easy to collect and logical to explain, it should send price signals to encourage or incentivise behaviours to internalise negative impacts caused by an activity.
- In the case of the proposed fee structure, Council is trying to encourage companies to be economical with their fleets, and ensure that there isn't an oversupply of idle vehicles creating public obstructions. Charging a per-ride fee is likely to be passed on to the customer meaning Christchurch residents would be paying more for a service than in other centres in New Zealand. Increased prices for consumers is likely to suppress demand, and ultimately ridership which would be counter to one of the Council's strategic objectives of increasing shared transport opportunities and use.

- 3 -

13. Hearings Panel report to the Council on the Draft Heritage Strategy

Reference: 19/29556

Presenter(s): Councillor Phil Clearwater - Chairperson

1. Purpose of Report

- 1.1 The purpose of this report is to present to the Council the Hearings Panel recommendations following the consultation and hearings process on the Draft Heritage Strategy.
- 1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making 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 s.82(1)(e) 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.”
- 1.3 The Council, as the final decision-maker, should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering this report which includes a summary of the written and verbal submissions that were presented at the hearings, any additional information received and the Hearings Panel’s considerations and deliberations. A link to the written submissions is also available should you want to review them.
http://christchurch.infocouncil.biz/Open/2018/11/BLHP_20181121_AGN_3036_AT.PDF .

2. Hearings Panel Recommendations

That the Council:

1. Adopts the amendments to the Christchurch City Council Heritage Strategy, in the form attached (Attachment A).
2. Authorises staff to make any typographical changes or to correct minor errors or omissions as the case may be.
3. Notes the following changes (incorporated in Attachment A), as a result of the consultation and hearings process:
 - a. Add an acknowledgement of the Consultation and Hearings Panel Process to the document.
 - b. Amend the Strategy for the word ‘community’ to read ‘communities’ throughout the document.
 - c. Add the following paragraph to page 2-
These strands include the stories of Ngāi Tahu, the early European settlers, Pasifika and people of all ethnic and cultural backgrounds who have journeyed here over time. This Strategy recognises that all these stories are our taonga and part of our rich and diverse heritage.
 - d. Add a message from Dr Te Marie Tau on page 5 to represent the papatipu rūnanga partnership.
 - e. Amend bullet point 9 on page 10 to read - “Provider of expertise and knowledge”.
 - f. Amend bullet point 12 on page 10 to read - “story teller”.
 - g. Amend the text box on page 12 heading to read –

Christchurch City Council Scheduled Heritage Places lost as a result of the Canterbury earthquakes.

- h. Add to the text box on page 12 'Christchurch City Council Scheduled Heritage to read.
Scheduled places of significance to Maori which were significantly impacted by the earthquakes-
Rapanui
Te Tihi o Kahukura/Castle Rock,
Te Poho Tamatea (maunga above Rapaki),
Ōpāwaho/Heathcote River and Ōtakaro/Avon River.
- i. Add a text box to page 13 to read - Context for the Heritage Strategy
The Heritage Strategy sits alongside a suite of legislation relating to heritage recognition and protection including the Resource Management Act, Ngāi Tahu Claims Settlement Act, Heritage New Zealand Pouhere Taonga Act and Reserves Act. The Strategy and its implementation plan are informed by national and international heritage conservation charters, and background documents such as the Christchurch and Banks Peninsula Contextual Historical Overview studies, the Mahaanui Iwi Management Plan and local area studies.
- j. Amend caption to image on page 15 to read –
"Akaroa Lighthouse with the French flag flying at half-mast in memory of those killed in the terrorist attack in Paris on 15 November 2015".
- k. Amend spelling of whanau on page 16 to read – whānau.
- l. Amend page 21 bullet point 'Accessibility' to read –
This Strategy includes people of all ages and abilities through a range of accessible options
- m. Amend paragraph starting ...and not so visible on page 22 to include –
music, kapahaka, dance and language and including the people and groups connected with them,
- n. Amend paragraph starting ...culturally diverse on page 23 to include –
festivals, food, clothing
- o. Amend the paragraph startingmore than history on page 23 to include –
'political, social, cultural and environmental movements'.
- p. Amend the paragraph starting ...varied in scale and type on page 23 to replace shopping with - *commerce, recreation, business and the arts*
- q. Add an additional paragraph to page 22-24 to read –
Our Heritage, Our Taonga includes moveable heritage - vehicles, boats, trams, waka, objects, artefacts, documents, photographs, ephemera, art and items removed from lost buildings and places.
- r. Add a new Mahinga to Whāinga on page 38 to read –
Acknowledge and celebrate the contribution of our communities to social justice and political reform
- s. Add a new Mahinga to Whāinga 4 on p. 39 to read –

Seek to develop the strongest possible regulatory framework to ensure effective protection of highly significant and significant heritage places.

- t. Amend the graphs and charts on pages 47-49 for clarity
- u. Appendix D (p66) illustrates the relationship between the Strategy and other legislative, policy and background documents.” Add to the appendices as appendix D on page 66 a table showing the relationship between the Strategy and other legislative, policy and background documents.

Note: to refer the Hearings Panel report and Council decision to the Te Hononga Committee for their information.

Requests staff provide a report on the implementation plan as a priority noting the significant loss of heritage post-earthquake to the Social Community Development and Housing Committee.

3. Background

- 3.1 The Council resolved on 28 September 2017 (CNCL/2017/00278) that staff prepare a Heritage Strategy with an implementation plan outlining a new direction for heritage. The resolution requires that the Strategy be developed in partnership with Ngāi Tahu, and for the Strategy to be implemented collaboratively with key stakeholders, heritage owners and the community.

- 3.2 The Council resolution required:

That the Council:

1. *Instruct staff to prepare a Heritage Strategy with an implementation plan outlining a new direction for heritage.*
2. *Note that the Strategy is based on the following principles:*
 - *our inheritance and legacy;*
 - *the recognition of both tangible and intangible heritage;*
 - *a story-based approach that acknowledges and respects all our cultures;*
 - *under-pinning our local and community sense of place and city identity.*
3. *Note that the Strategy is developed in partnership with Ngāi Tahu.*
4. *Note that implementation of the Strategy is developed in partnership with key stakeholders, owners and the community to include, but not limited to:*
 - a. *A charter or shared values agreement developed through further engagement to implement the new strategic direction collaboratively.*
 - b. *Regular workshops and/or forums to facilitate a collaborative approach to achieving positive heritage outcomes.*
 - c. *Establishment of regular Hui with the ngā Rūnanga.*
 - d. *Seek opportunities to improve and enhance local and community use and access.*
5. *Facilitate a workshop with relevant organisations and agencies to consider an overarching strategic approach to moveable cultural property in Christchurch city.*

- 3.3 Heritage is a key resource and asset to the district, contributing to our community and local identity, culture, belonging and sense of place. The retention and promotion of our heritage is vital to creating a vibrant, dynamic and sustainable twenty first century city, which celebrates its past.

- 3.4 There are social, cultural, community and economic benefits to be derived from the celebration and retention of heritage. The loss of a substantial numbers of both listed and unlisted heritage

buildings as a result of the Canterbury earthquakes has provided an opportunity to re-define and broaden the definition of heritage to include intangible heritage: the stories of people and places, including sites, traditions, knowledge, landscapes, areas and archaeology.

- 3.5 Increased public and community awareness of heritage offers Council the opportunity to develop a new approach to the protection and celebration of heritage which is founded on a shared vision and developed through engagement and partnership. It also offers the opportunity for Council to engage with the community and stakeholders to develop ways to implement and achieve the vision in a more collaborative manner.
- 3.6 The Council resolution set out that the Strategy should be developed in partnership with Ngāi Tahu.
- 3.7 The consultancy arm of the Rūnanga - Mahaanui Kurataiao Limited and the Council's Ngāi Tahu Partnership Team were involved in the development of the Strategy document. Three workshops with Rūnanga-connected heritage professionals were held from June to September 2018 to develop and review the draft document.
- 3.8 The development of the Strategy in partnership supports the Te Hononga – Papatipu Rūnanga relationship agreement. It enhances the relationship between Ngāi Tahu and the Council through the development of an ongoing collaboration, and builds shared understanding and strong co-ordinated leadership on matters of mutual interest.

4. Context

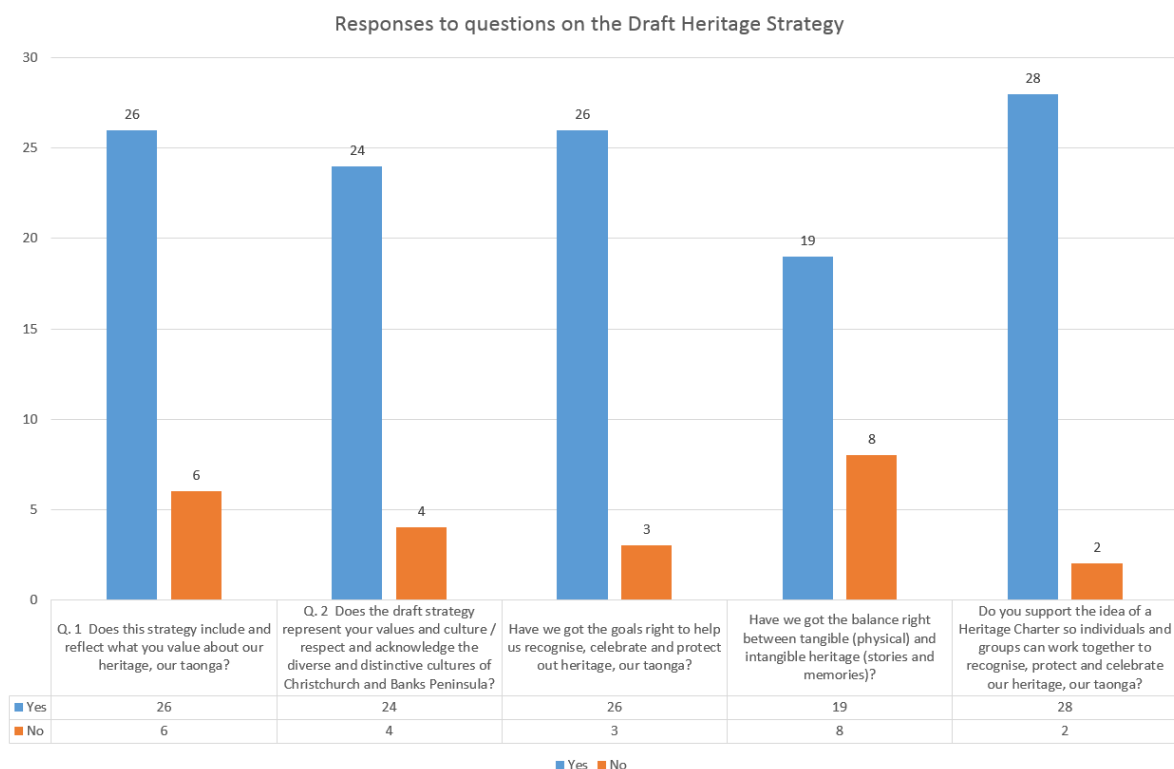
- 4.1 The Strategy presents a broadened view of heritage, which includes the built and natural environment, tangible and intangible heritage, including stories, memories and traditions, and moveable heritage. Ngāi Tahu taonga is acknowledged and integrated, and the heritage of the city's diverse cultures and distinctive communities is respected and provided for.
- 4.2 The Strategy is a high level document, setting out Council's leadership role for heritage in both the regulatory and non-regulatory spheres, and how it intends to work in an ongoing partnership with Ngāi Tahu and in collaboration with the community to identify, protect and celebrate heritage.

5. Consultation Process and Submissions

- 5.1 The Draft Heritage Strategy 2019-2029 was released for public consultation on Wednesday 10 October 2018 and closed Monday 12 November 2018. Copies of the document and summary documents were provided at all Council libraries and service centres, and emails sent to 455 stakeholders. The draft Heritage Strategy and consultation can be viewed here:
<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/196>
- 5.2 Updates were posted on Council's social media pages, and the Community Boards' Governance Teams were requested to send information about the Draft Heritage Strategy consultation to organisations in their community networks. Drop-ins were held on Sunday 14 October at Ferrymead Heritage Park Rewind Festival; Wednesday 17 October at Tūranga; Saturday 20 October at Akaroa Farmers Market and Halswell Quarry Park; Sunday 21 October at Orton Bradley Park Spring Fair; Saturday 27 October at Matuku Takotako: Sumner Centre, and Saturday 3 November at Lyttelton Farmers Market.
- 5.3 Three further responses were received after the closing date and were accepted as late submissions by the Hearings Panel.
- 5.4 Respondents were asked six questions:



- 5.4.1 Does this draft Strategy include and reflect what you value about our heritage, our taonga?
- 5.4.2 Does the draft Strategy represent your values and culture/respect and acknowledge the diverse cultures of Christchurch and Banks Peninsula?
- 5.4.3 Have we got the goals right to help us recognise, celebrate and protect our heritage, our taonga?
- 5.4.4 Have we got the balance right between tangible (physical) and intangible heritage (stories and memories)?
- 5.4.5 Do you support the idea of a Heritage Charter so individuals and groups can work together to recognise, protect and celebrate our heritage, our taonga?
- 5.4.6 Do you have any further thoughts on the Draft Heritage Strategy?
- 5.5 The following graph indicates the responses of those who specifically replied to all or some of the first five questions. Strong support for the draft Heritage Strategy was also reflected in the comments of most other submitters in response to question 6.



- 5.6 If the draft Heritage Strategy is adopted by Council, Council Officers can then begin to develop in partnership with the six papatipu rūnanga and working with stakeholders, the community and owners' a Heritage Charter as requested by resolution (CNCL/2017/00278)

4 Note that implementation of the Strategy is developed in partnership with key stakeholders, owners and the community to include, but not limited to:

a charter or shared values agreement developed through further engagement to implement the new strategic direction collaboratively.

- 5.7 Of the 42 respondents, most indicated full or general support, particularly in relation to:
- The process followed by the Council in developing the draft Heritage Strategy
 - At least eight respondents made specific, positive reference to the Council's collaborative approach

- The idea of a Heritage Charter
- Recognition of mana whenua in the document and how the partnership with the six papatipu rūnanga is reflected in the draft Strategy
- Recognition of the cultural diversity of Christchurch and Banks Peninsula
- The role of Council as a champion of heritage and the need for it to provide effective regulatory protection for heritage places.
- The need for adequate funding for heritage to be provided by the Council. This included adequate funding for its own heritage places, heritage grants and community-based initiatives, and funding for moveable heritage.

6. The Hearing

- 6.1 The Hearings Panel consisted of Councillor Phil Clearwater (Chairperson), Councillor Jimmy Chen and Councillor Yani Johanson. The Hearings Panel convened on Wednesday 21 November, Monday 10 December to hearing verbal submissions and Monday 18 December 2018 to receive further information from Council Officers and to consider and deliberate on all submissions received on the proposal.
- 6.2 Given the collaborative way the Strategy was developed two external Hearings Panel members were appointed with full voting rights; Puamiria Parata-Goodall and Kyle Davis. Kendra Burges-Naude was also utilised as an advisor to the Hearings Panel on behalf of the Youth Council but was not a member of the Hearings Panel and therefore did not have voting rights.
- 6.3 Prior to hearing oral submissions Council Officers presented a brief overview of the proposed amendments and presented the Hearings Panel with further information in relation to the pre-engagement consultation, the partnership and engagement process which informed the development of the Strategy and the consultation process on the draft document, a brief summary of the recommended changes from submissions and answered questions of the Hearings Panel.
- 6.4 The Hearings Panel then heard from those submitters who were available and wished to present, and asked questions for clarification. To assist the Hearings Panel with its deliberations, questions arising were allocated to Council officers to respond to accordingly.
- 6.5 The majority of verbal submissions were consistent with the points raised in written submissions. Some of the key issues that were raised through these verbal submissions included;
 - Support for the collaborative development of the Strategy, hope that this could be a model moving forward for all Strategy development
 - Request that the Strategy is shared with other Territorial Authorities as a model of inclusive Strategy development
 - Developing of an Implementation Plan and Charter, as an inclusive process as with the development of the draft Heritage Strategy
 - Recognition of the huge range of stories, from large to small street and individual stories within communities, and the importance of these as the threads that tie people together
 - Inclusion of movable Heritage to the Strategy and looking to include ecological heritage in other strategies being developed
 - Continuing to work with Iwi and other Multicultural stakeholders to gather a rich range of stories and weave threads together.

7. Consideration and Deliberation of Submissions

- 7.1 The Hearings Panel noted a general level of support for the Strategy expressed by submitters and discussed the concerns raised in written and verbal submissions, these included;
- The Hearings Panel noted the loss of large Heritage Areas in Christchurch post-earthquake and the value the Strategy could bring to protecting the remaining heritage
 - That Heritage is acknowledged to be more than tangible buildings, it encompasses the intangible of oral history, stories of new arrivals, moveable heritage, the Strategy has been built to weave these things together
 - The Panel thanked Council Officers for the inclusive way the draft Strategy had been prepared and the success of the engagement, stakeholder and working groups and all other parties
 - The Panel noted that as further work on implementation is undertaken the good work already started in engaging with communities will continue. More groups, and Communities (including other marginalised groups) will be included in the implementation planning, to allow their voices to be heard
 - The Panel noted that funding issues for community groups needed to be considered by the Council, and better/more funding could be acquired for implementation of the Strategy through other organisations and Central Government.
- 7.2 After receiving advice from Council Officers, the Hearings Panel discussed issues around formatting of the document (such as removal of brackets from translations) and noted that this would be carried out for the 'clean' Strategy Document. Further word changes and specific changes have been noted in the recommendation.
- 7.3 The Panel noted their deep concerns on issues with funding, of the Strategy, the speed with which it could be implemented and that a current work plan across Council was not in place.
- 7.4 The Panel discussed that they would like further communication that heritage is sustainable and environmentally friendly good for economy and this message should be more widely spread.
- 7.5 The Panel discussed that as the Four Well Beings were again becoming a focus of Council that for the Strategy to be successful support from across all Council departments would be required.
- 7.6 At the close of the Hearing the Chairperson Councillor Clearwater on behalf of the Panel thanked all Council, Officers, submitters and those that had engaged in the drafting of the Strategy for their involvement and passion.

Signatories

Author	Sarah Drummond - Hearings Advisor
Approved By	Councillor Phil Clearwater - Chairperson of the Hearings Panel

Attachments

No.	Title	Page
A ↓	Heritage Strategy 2019 - 2029	132

Our Heritage, Our Taonga

Heritage Strategy 2019–2029



He tātai muka, He tātai tangata
Weave together the strands; Weave together the people

Weaving our stories together – Connecting with Our Heritage, Our Taonga

Tuia i runga	Bind that which is above
Tuia i raro	Bind that which is below
Tuia i roto	Bind that which is within
Tuia i waho	Bind that which is without
Tuia te herenga tangata	Bind together the people
Ka rongo te pō	Feel the night
Ka rongo te ao	Feel the day
Tihei Mauri Ora	Give it life!

“There were (also) some very fine korari (flax) bushes growing about, the fibre of these handsome plants being used as cordage for any and every purpose. The flax plant, we were told, was of great use for floor and door mats, baskets, fishing lines and nets, also serving the purpose of nails on many occasions.”
Sarah Amelia Courage

Source: Lights and Shadows of Colonial Life, Sarah Amelia Courage, 1976 (first published c.1896), p.21.

This tauparapara conveys the mauri of this strategy’s purpose – to weave together, strengthen and provide for all aspects of heritage and taonga tuku iho in Christchurch and on Banks Peninsula.

This strategy is centred on the metaphor of weaving a taura, and focuses on how our individual strands are woven together to tell the story of the district’s heritage.

These strands include the stories of Ngāi Tahu, the early European settlers, Pasifika and people of all ethnic and cultural backgrounds who have journeyed here over time. This strategy recognises that all these stories are our taonga and part of our rich and diverse heritage.

You will see throughout this strategy the importance placed on the environment, the landscape, the people and the places. Each of these tell stories, which can be interpreted and woven in many ways.

As we broaden our understanding of our diverse heritage, more strands are added and the rope becomes thicker and stronger. This conveys the strength we can gain from recognising all our stories and places and by working together to celebrate our heritage. It also shows the strength our communities gain from having a strong connection to our taonga.

As time goes on, and new generations weave their stories, the rope grows. Unbroken, the rope reflects heritage as a continuum of past, present and future, and our desire to pass our treasured places, stories and traditions on to future generations intact.



Cabbage trees near Te Pōhue (above)
Botanic Gardens and Canterbury Museum (below)

Acknowledgements

This strategy would not have been possible without partnership of the six papatipu rūnanga, and the involvement of the communities of Christchurch and Banks Peninsula.

Thank you to all who have contributed, at every level. All those who engaged with us and provided feedback to the strategy through consultation have been an invaluable part of the process. The Hearings Panel process reflected this collaborative approach, by including Councillors and representatives from rūnanga and the Youth Council.

Finally, we wish to acknowledge those who have come before us and whose legacy we are honouring, and those who are working together now to share, celebrate and protect our taonga.

Our children who will follow will thank you all.



Message from the Deputy Mayor

Our heritage, our taonga

Our heritage, our taonga defines us. It is who we are, where we have come from and it guides what we will become. It contributes to our own personal sense of belonging and identity and anchors us to our communities and our city. Heritage connects us: to this place, to each other, to the past and to those who will follow us.

Our heritage is precious and valuable. It has social, cultural, educational, recreational and commercial benefits. It contributes to our cultural wellbeing and brings visitors to the district. We are guardians of our taonga, charged with caring for these treasures and passing them on to our children.

The devastating environmental, social and cultural impact of the Canterbury earthquakes has changed the district forever. They are a part of our story. We now have an opportunity to look to the future of our heritage and to treasure and celebrate the heritage buildings and places we still have left. This strategy provides an opportunity to celebrate our heritage in a much broader, more inclusive and more meaningful way. We have a chance to work

together to celebrate the taonga tuku iho of our six papatipu rūnanga and understand what this place means to them. It also provides an opportunity to hear from Pasifika and other cultures and communities about how they have contributed to the story that is Christchurch and Banks Peninsula, and to build on the work done by previous generations and the knowledge and legacy they have built. It also lets us celebrate the local distinctiveness which gives our communities their identity, and remember all that has been lost through memories which we can share and weave together to bind our stories and places and connect us.

This strategy has been developed in partnership with Ngāi Tahu and through extensive engagement with our communities. It affirms our city's desire to understand, celebrate and protect its heritage. We have a responsibility to future generations to safeguard our rich and diverse taonga. We can only do this if we work together in a spirit of partnership, collaboration and engagement to understand and appreciate what our heritage is, and why it is so important.

Andrew Turner
Deputy Mayor of Christchurch
Banks Peninsula Ward Councillor

Message from Mahaanui Kurataiao Ltd

Nau mai, haere mai, tauti mai ki te rautaki taonga a Te Pataka o Rakaihautu me Ōtautahi.

The Christchurch City Council Heritage Team is to be commended for their hard work on Our Heritage, Our Taonga Heritage Strategy 2019–2029. The compilation of this document set a new standard for community engagement and consultation, along with meaningful operational partnership with mana whenua and iwi.

Our district, home to a diverse community and in excess of 50 generations of human settlement, is comprised of many tangible and intangible taonga entities. Through this strategy Christchurch City Council, through its partnerships and operations, continues to aspire for the recognition and protection of many of these taonga and heritage items for us and our children after us.

Mā whero, mā pako, ka oti ai te mahi.

Nā,

Tania Wāti (Ngāi Tūāhuriri, Ngāti Kuri, Ngā Puhī)
Kaihautū – Mahaanui Kurataiao Ltd



Te Hononga, Christchurch City Council Civic Offices.



6 Our Heritage, Our Taonga - Heritage Strategy 2019-2029

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Our Heritage, Our Taonga - Heritage Strategy 2019-2029

7



Botanic Gardens Bandmen's Memorial Rotunda.

Whakarāpopoto matua

Executive summary

This heritage strategy is for all the people of Christchurch and Banks Peninsula.

The Strategy vision is:

Kia kōmiroa, kia whiria ngā weu kia ū,
Kia roa, kia pītonga ai te taura

We work together to recognise, protect and celebrate our heritage, which weaves our stories and places together, and is vital to the identity and wellbeing of our communities and the district.

As we weave together new strands into our rope,
we lengthen and strengthen the essence within

It will assist the Council in partnership with the respective papatipu rūnanga and working together with the wider community to better provide for our taonga.

We have always shown pride in our heritage, and have a long history of striving to protect it. The loss of our heritage buildings and places as a result of the Canterbury earthquakes changed Christchurch forever. The sense of loss has created a desire to remember and to capture our memories and stories of this place. It has also raised awareness of the importance of retaining our remaining built heritage as being vital to the district's identity.

This strategy recognises that the Council has a leadership role in facilitating a collaborative approach with its partners and communities, ensuring a broad range of our built and natural, tangible and intangible heritage is recognised, protected and celebrated.

This strategy was developed in partnership with the six papatipu rūnanga and in consultation with the community and seeks the following outcomes:

- Tohungatanga** Identifying, Understanding and Valuing Our Heritage, Our Taonga
- Kaitiakitanga** Protecting and Caring for Our Heritage, Our Taonga
- Manaakitanga** Celebrating and Sharing Our Heritage, Our Taonga
- Rangatiratanga** Leadership and Respect for Our Heritage, Our Taonga
- Wairuatanga** Spiritual Connections with Our Heritage, Our Taonga

“The earthquakes have ignited how important the sense of place and belonging is to members of the Christchurch community.”

Source: Valuing Non-Regulatory Methods of Protecting Privately Owned Heritage in Christchurch, University of Otago, Master of Planning 2017, p.67



These outcomes are supported by a set of goals and actions which include regulatory and non-regulatory measures.

The Council will develop an implementation plan with its partners and communities which will enable the delivery of these actions.

The goals and actions build on the work already undertaken by the Council, its partners and communities to identify, protect and celebrate heritage and taonga in all its diversity in the city and peninsula.



Purau Bay.

Whakataki

Introduction and background

Christchurch and Banks Peninsula have a rich and diverse heritage which is a significant part of our identity.

The places, memories and stories of all our cultures are treasures to be shared, celebrated and passed on to future generations. Valuing and connecting with our taonga provides many benefits and is a vital foundation for a vibrant, dynamic and sustainable 21st century city.

This whakatauki reflects the Māori worldview of the past and ancestors always being in front of us as we walk backwards into the future, the unknown. It expresses the importance of the past and those who have come before us and their relevance to us today as we move towards and plan for the future.

Ka titiro whakamuri, Kia anga whakamua
We look to our past, to face our future

This strategy builds on a significant legacy. We have a long history of recognition and protection of our taonga by the Council, the six papatipu rūnanga and the community, which we owe to earlier generations of kaitiaki, heritage professionals and advocates. The strategy is indebted to those in whose footsteps we follow, and the mātauranga that they have passed on. This inheritance is one of the strands we weave into the present for future generations.

Prior to the Canterbury Earthquakes the district was nationally and internationally recognised for its wealth of heritage buildings.ⁱ The earthquakes had a devastating and unprecedented impact on the built heritage of Christchurch. The scale of loss and change in such a short time period is rare in national and international terms.ⁱⁱ Almost half of the central city's protected heritage buildings, and more than a third of all protected heritage buildings in Christchurch, were demolished.ⁱⁱⁱ

Banks Peninsula saw comparatively less devastation, with the loss of 10% of its protected heritage stock. Built heritage in Akaroa remained largely intact, while Lyttelton township lost almost a quarter of its protected heritage. There was also the large-scale loss of distinctive neighbourhoods east of the central city, with around 7000 houses demolished in Avonside, Dallington, Bexley and South Brighton.^{iv} There was significant change to the natural environment, including landscape and geographic forms of cultural significance at Sumner and on the Port Hills. The city's infrastructure and facilities were also impacted.^v

As a result, the community has indicated that our remaining built heritage is even more precious and valuable.^{vi}

Christchurch City Council Scheduled Heritage Places lost as a result of the earthquakes

Christchurch City	204 of 588 protected buildings lost
Central City	135 of 309 protected buildings lost
Lyttelton – Urban Township	30 out of 126 protected buildings lost
Banks Peninsula (inc Lyttelton)	34 of 334 protected buildings lost

Scheduled places of significance to Māori which were significantly impacted by the earthquakes

Rapanui
Te Tihi o Kahukura/Castle Rock
Te Poho o Tamatea (maunga above Rapaki)
Ōpāwaho/Heathcote River and Ōtākaro/Avon River

Ko te whiringa o te taura tangata	The strands of the rope that binds man
Ahakoā uaina e te ua, whitikina e te rā	Even though it is battered by the rain
He taukaea o te aroha, ka mau ake tonu e ^{vii}	And scorched by the sun The rope made of love Will always hold strong

The Council has a leading role in heritage in the district as a champion of the value of heritage to our identity. It has core areas of responsibility – as an owner of heritage buildings and as a regulatory authority, as well taking an interest in relevant heritage matters on a national scale. The Council's partners, communities and building owners also play vital roles. This strategy recognises our ability to achieve better heritage outcomes through working together.

The Council's roles in heritage

- Leader
- Champion
- Regulatory authority
- Guardian and owner
- Policy maker and planner
- Advisor
- Funder
- Promoter
- Provider of expertise and knowledge
- Provider of facilities and amenities
- Visitor host
- Story teller

In the spirit of Te Tiriti o Waitangi, the Council and the six papatipu rūnanga who hold mana whenua rights and interests over the District – Te Ngāi Tūāhuriri Rūnanga, Te Hapū o Ngāti Wheke, Te Rūnanga o Koukourārata, Wairewa Rūnanga, Ōnuku Rūnanga and Te Taumutu Rūnanga – are partners in this strategy. The six papatipu rūnanga are primary kaitiaki for the taonga tuku iho of the district. They are holders and providers of the whakapapa, knowledge, stories and documents that reach back hundreds of years. The six papatipu rūnanga have their mana, therefore are to be respected when they provide advice and support as partners in this strategy and its implementation.

This strategy has been developed in partnership with the six papatipu rūnanga.

Context for the Heritage Strategy

The Heritage Strategy sits alongside a suite of legislation relating to heritage recognition and protection including the Resource Management Act, Ngāi Tahu Claims Settlement Act, Heritage New Zealand Pouhere Taonga Act and Reserves Act. The strategy and its implementation plan are informed by national and international heritage conservation charters, and background documents such as the Christchurch and Banks Peninsula Contextual Historical Overview studies, the Mahaanui Iwi Management Plan and local area studies. Refer to Appendix D.

“With so much of our physical heritage fabric destroyed in the aftermath of the earthquakes, it is imperative to look after what is left.”

Public engagement, 2017



ⁱ Contextual Historical Overview for Christchurch City, John Wilson 2013, p.27

ⁱⁱ Ibid., p.11

ⁱⁱⁱ Ibid., p.27

^{iv} Ibid., p.18

^v Ibid., p.19

^{vi} Key Stakeholders feedback, August 2018

^{vii} Excerpt from the song 'Te Taukaea o Te Aroha' composed by Charisma Rangipuna and Poulette Tamati-Elliffe



The communities of Christchurch and Banks Peninsula have shaped this strategy

Community input has been essential in shaping this strategy, through public and stakeholder engagement (online surveys, drop-ins, and workshops) in 2017 and 2018 (see appendices A and B for the results). The Council engaged with private owners of heritage, trusts, organisations, museums, archives and galleries, professionals, Heritage New Zealand Pouhere Taonga (HNZPT), the Department of Conservation (DOC), ChristchurchNZ, and a number of resident, history, cultural and interest groups throughout the city.

This strategy acknowledges the vital role these groups, individuals and whānau have in sustaining our heritage.

The experience of the earthquakes and feedback from public engagement have indicated the need for a change in the way we approach heritage in Christchurch. This strategy outlines the steps the Council will take together with its partners and communities to achieve our shared vision for heritage. Recognising the limitations of regulatory protection, there is a need to increase the range of non-regulatory approaches for us to use as guardians of our heritage.

“I have a tremendous amount of pride in what a community of people passionate about heritage can achieve to enrich their community and preserve our heritage for the future.”

Public engagement, 2017

“The earthquakes emphasised the need to take alternative approaches to keeping stories of the city’s past alive... New ideas must be developed about the most effective ways to be able to continue to tell the stories of the city’s development when a huge number of the physical reminders of that history and development, especially buildings, have been lost.”^{viii}

This strategy recognises the need to provide:

- Increased opportunities for collaboration and partnership in heritage identification, protection and celebration.
- More support through increased access to information, advice and funding.
- Increased accessibility through effective storytelling, so that more people can connect with heritage and the benefits it provides.

“In the absence of the actual buildings and other items which were lost in the earthquakes, education and interpretation will be of greater importance than in the past as a means of maintaining an awareness of the past.”^{ix}

- Acknowledgement, recognition and integration of Ngāi Tahu taonga in accordance with their mana whenua status and the Council’s statutory and regulatory responsibilities.^x
- Enhanced heritage protection and resilience through a range of tools, processes and planning, including adequate provision for disaster and climate change planning.
- Increased recognition of the distinctiveness and diversity of our different communities and their individual heritage.

Storytelling

We have always told stories of our heritage and heritage places. In this strategy, storytelling means the many different ways we share the history and stories of the people, places, objects and memories of our district – this includes through art, design, plaques, interpretation signs and panels, events, walks and trails, mapping, audio, visuals, sensory experiences, publications, the latest technology and traditional practices.

Sharing stories

This strategy respects that some stories are held in traditional ownership, some need permission to be shared, some are private or sensitive and therefore may not be able to be shared at all times and in all contexts.

Heritage funding

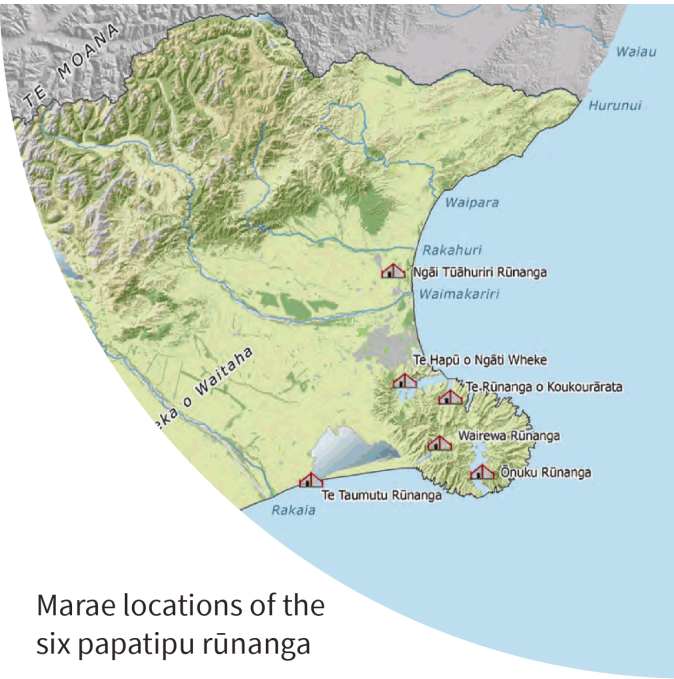
The identification, protection and promotion of Our Heritage, Our Taonga requires sufficient funding. This is a significant issue for the district, as well as in national and international contexts. Given the range of heritage places and projects, funding needs can vary from large scale restoration through to small scale local heritage initiatives.

Council’s role as funder

The Council is a major funder of heritage across Christchurch and Banks Peninsula. Council owns and protects heritage buildings, features and places as guardians of these treasured assets for future generations. Privately owned heritage is supported through the provision of Heritage Incentive Grants and the post-earthquake Central City Landmark Heritage Grant Scheme. The Council also runs an annual Heritage Week and provides grants to support community heritage projects. Free heritage advice is available through the Council’s Heritage team.

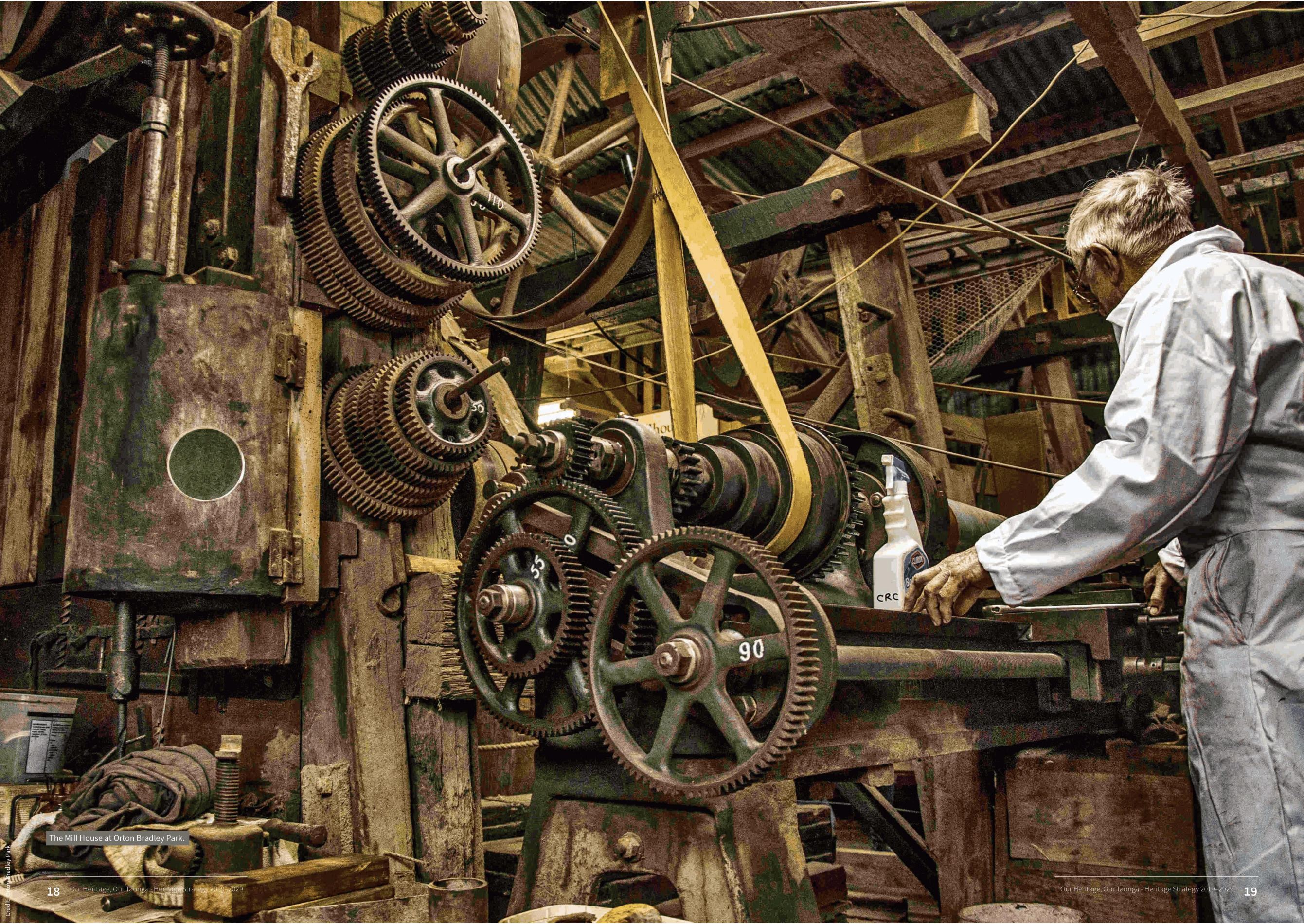
Funding of this strategy

The extent to which this strategy is implemented will depend on decisions made in the Council’s Long Term Plan and Annual Plan processes, as balanced against other Council projects and services. The Council will work with its partners and communities to seek opportunities to access funding from other agencies and organisations.



Marae locations of the six papatipu rūnanga

^{viii} Contextual Historical Overview for Christchurch City, John Wilson 2013 p.8
^{ix} Ibid., p.11
^x Council has statutory and regulatory responsibility under the Resource Management Act 1991 (RMA), Local Government Act (LGA), Canterbury Regional Policy Statement, Mahaanui Iwi Management Plan 2013 and Christchurch District Plan.



The Mill House at Orton Bradley Park.

Ngā Pou Mātāpono

Values and principles

This strategy is based on the following pou which ground us as we weave all our stories through the heritage strategy and its implementation.

Traditionally, Māori would place pou on the landscape to guide them to key locations. Just like traditional pou, the pou outlined below guide the Council and its partners in this strategy and its implementation. The community, including Ngāi Tahu representatives, nominated these pou in the strategy engagement workshops. Some of these values are expressed in Te Reo Māori as they are traditional values – their meanings correspond with the values that emerged from community engagement. All pou are equally important and all are interwoven. These pou have guided the goals of this strategy.

Kaitiakitanga includes the concepts of stewardship and guardianship. It also goes beyond these concepts and includes respect, responsibility and reciprocity. Kaitiakitanga is about our connection with the land, and means working strategically to protect and nurture the environment in its entirety (land, air, water), along with tikanga and Te Reo Māori for the use, enjoyment and prosperity of present and future generations.

Rangatiratanga is leadership through collaboration and maintaining a high degree of personal integrity and ethical behaviours in all actions and decisions.

Manaakitanga is the expression of reciprocity, hospitality and care for each other and includes whanaungatanga which is about respecting, fostering and maintaining connections and relationships with each other. Genuine collaboration and establishing enduring sustainable relationships is of the utmost importance. Recognising and valuing our connections to one another is an important part of whanaungatanga, as we are all part of a multitude of different collectives.

Wairuatanga is about the connection people have to place and the natural environment, and the spiritual aspects of that connection. Included in this pou is the concept of mauri and the principles associated with the way one interacts with others and their relationships.

Tohungatanga is recognising the value of experience, expertise and the ongoing pursuit of knowledge in empowering and supporting individuals, whānau and communities. We respect each other's experience, and recognise the need to bring people with the relevant expertise and knowledge to work together. This pou also encompasses mātauranga, which refers to knowledge. Mātauranga includes keeping the purpose of this strategy foremost as we apply our knowledge and experience; respecting the knowledge of elders; safeguarding knowledge, and recognising the value of the intergenerational transfer of knowledge.

In addition to the pou, this strategy is based on the following principles:

- **Accessibility** – this strategy includes people of all ages and abilities through a range of accessible options.
- **Respect for all cultures** – this strategy includes and respects all people in the district, their heritage and culture.
- **Heritage Conservation Principles** – The Council will implement this strategy in alignment with best practice conservation management of heritage places and the safeguarding of intangible heritage.
 - Heritage conservation principles and processes in the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value, 2010 (ICOMOS New Zealand Charter 2010) (Appendix C).
 - The Nara Document on Authenticity 1994; Historic Gardens (The Florence Charter) 1982; The ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites 2008, Convention for the Safeguarding of Intangible Heritage 2003; Quebec Declaration on the Preservation of the Spirit of Place 2008.

"Each one of us made a journey or has ancestors who did, to make New Zealand home — by waka, by ship or by plane. It is that journey that we all have in common, and it is one of the foundation stones of our nation."

Mayor of Christchurch, Hon Lianne Dalziel,
Christchurch City Council Multicultural Strategy 2017



What is Our Heritage, Our Taonga?

The community has told the Council that its concept of heritage is incredibly broad, with many dimensions, all of which are important to the district.

This is summarised below. More details on the public engagement findings can be found in Appendices A and B.

Our Heritage, Our Taonga is tangible and intangible, built and natural and comprises places, objects, stories, memories and traditions.

Our Journey, Our Stories
We have all journeyed here, and brought our own stories, traditions, objects and memories. In this place we and those before us have shaped the land, left our mark and created new memories, stories and traditions to be passed on to future generations.

“The climb up the bridle path (we had to lead the horses) was a stiff pull for fellows just out of a three months’ voyage, but we were repaid on reaching the top by the magnificent panorama opened out before us. To our right was the open ocean, blue and calm, dotted with a few white sails; to the left the long low range of hills encircling the bay, and on a pinnacle of which we stood...while beyond stretched away for sixty miles the splendid Canterbury Plains bounded in their turn by the southern Alps with their towering snow-capped peaks and glaciers sparkling in the sun; the patches of black pine forest lying sombre and dark against the mountain sides, in contrast with the purple, blue, and grey of the receding gorges, changing, smiling, or frowning as clouds or sunshine passed over them. All this heightened by the extremely rare atmosphere of New Zealand, in which every detail stood out at even that distance clear and distinct, made up a picture which for beauty and grandeur can rarely be equalled in the world.”

Robert Booth, Age 16, c1860 ⁱⁱ

Our Heritage, Our Taonga is those things we inherit, care for and pass on
Our heritage places represent the diversity of our communities and their stories. Taking Ngāi Tahu and community-identified values, and all our cultures into account, this strategy addresses a wide range of types of places and objects.

Our Heritage, Our Taonga is visible – and includes tangible, physical evidence such as buildings, public spaces, places of worship, monuments, archaeology, objects, artefacts, colours in the landscape, urupā and graveyards, sports grounds, artworks, literature, documents (physical and digitised) and infrastructure.

...and not so visible – it may be intangible, or it may be hidden. It includes knowledge, stories, waiata, sounds, oral histories, smells, trails, past landscape features and vegetation. It also includes past events and their associated sites and the people and groups connected with them; hidden archaeology, wāhi tapu, wāhi taonga, ingoa wāhi, music, kapa haka, dance and language.

Tangible and intangible aspects usually co-exist in heritage places and items, and are interwoven.

“Visiting the cemetery where my great grandparents and other family members are buried, and sharing their stories with my own children... keeps our family “alive” with the younger generations.”

Public engagement, 2017

“[Heritage has benefitted me by] being secure in the fact that the place you stand on was once the walking ground of your ancestors. 1000 years of occupation is something to behold.”

Public engagement, 2017

Our Heritage, Our Taonga is culturally diverse, reflecting all the cultures of our communities, and includes places of worship, traditions, customs, folklore, language, festivals, food and clothing. Welcoming visitors and new residents is part of our heritage.

“I would like Christchurch to be a city that honours, respects and acknowledges all the layers of history that go into its unique development.”

Public engagement, 2017

Our Heritage, Our Taonga is varied in scale and type. It can be an individual building, place, garden or tree, or it may be an avenue of trees, a neighbourhood, street, area, view or a cultural landscape on a large scale. It ranges from grand masonry public buildings, to humble timber cottages or fragments of a lost building. Our heritage places reflect the broad ranges of themes of the development of the district, including settlement, transport, industry, politics, entertainment, commerce, recreation, business and the arts. Our heritage is contained within our built and natural environment.

“I live in an old house, in a street of historic houses. I love the character of the houses and that they were here long before me and have a story to tell.”

Public engagement, 2017

“I love Akaroa and Banks Peninsula because of the way the history is expressed in its many structures, buildings, farms, fences, landscapes and the heritage towns.”

Public engagement, 2017

“We are living heritage. We are making the legacy for our mokopuna.”

Public engagement, 2017

“Akaroa’s heritage is felt and lived every day by me and the whole community – it must be protected for future generations.”

Public engagement, 2017

Our Heritage, Our Taonga includes cultural landscapes. Usually there are important connections between buildings, places and items and their settings, and this can extend to other nearby places and the wider landscapes in which they are located. Ngā Tūtōhu Whenua^{xii} is a heritage concept which conveys the interaction of people with their environment over time, and the connection between culture, nature and landscape and intangible and tangible values within particular areas. Most of our landscapes have cultural values as well as natural values, because of human interaction with the land over time. Whakapapa is embedded within the natural environment and this relationship is reinforced through the naming of landscape features, myth and legend.

Ko te whenua, ko te kiko. Ko ngā wai, ko te toto. Ko ngā maunga, ko ngā tīpuna.	We know these lands and these lands know us. We are in every blade of grass.
Ko tēnei te turangawaewae.	

Our Heritage, Our Taonga includes built heritage which represents different styles, materials, designers and eras, and the people, uses and stories associated with them. Our built heritage reflects a variety of traditional English and other international influences and is also unique to this place. The extent of remaining colonial buildings in Akaroa makes it a highly intact township. Original uses for buildings have in some cases continued to the present day, creating a long tradition. Our built heritage also reflects our different cultures, provides us with landmarks and contributes to our distinctive neighbourhoods.

Our Heritage, Our Taonga includes moveable heritage – vehicles, boats, trams, waka, objects, artefacts, documents, photographs, ephemera, art and items removed from lost buildings and places.

Our Heritage, Our Taonga is valued for different reasons and is seen through different lenses by different groups within a community. This strategy acknowledges that we need to recognise all values and aims to improve understanding of different viewpoints as there may be multiple heritage values and stories all residing in one place.

“Heritage [is] language, faith, dancing, folklore, history, ancestors’ contribution.”

Public engagement – Ethnic Communities’ workshop, 2018



Our Heritage, Our Taonga is more than history – we live it through traditions, tikanga, traditional practices, Te Reo Māori and other languages, crafts, use of food and other resources, music, dance, sport and recreational activities, costume, commemorations and anniversaries, ideas, philosophy and storytelling. It also includes political, social, cultural and environmental movements.

Our Heritage, Our Taonga is expressed, recorded and shared in many ways – through the visual and performing arts, through literature and poetry, events, design and by using a variety of media and technology.

Our Heritage, Our Taonga has different levels of significance. It may be valued at a personal level, on a local scale such as your neighbourhood, or the communities who use the place. The level of significance may be local, national or international.

“The memorial avenues of trees in Papanui, near where I live and marked by plaques on street corners, are a constant reminder to me of the local lives lost in the World Wars.”

Public engagement, 2017



Our Heritage, Our Taonga is shaped by local communities. Public engagement has told us that people see the district as a collection of distinct villages, neighbourhoods or communities. Further engagement has seen this idea developed into a notion of ‘City of Villages’, with different parts of the district having their own special sense of place.^{xiii} As well as district-wide heritage and stories, each marae, suburb or area has its own distinct and unique communities, features, character and stories.

“Part of Christchurch’s heritage is its green and peaceful leafy residential areas.”

Public engagement, 2017



“Heritage is the ability to value the past but integrate it into your present and future.”

Public engagement, 2017



Our Heritage, Our Taonga is shaped by the Canterbury Earthquakes. These impacted our landscape, our people and our built and movable heritage, and are part of our history.

Our Heritage, Our Taonga is what we have lost in the recent earthquakes, and throughout our history. We can research and remember buildings and places which have been demolished, changed or replaced, lost vegetation or landforms, and lost names, activities or traditions. That which has been lost is an important part of our history and shapes us and the story of the district.

...and what has been saved and survived. Because we have lost a significant amount of built heritage in Christchurch our remaining heritage buildings are precious survivors. Many of our remaining buildings and places are iconic landmarks that characterise the district and document its history. Some buildings have been saved by individuals or groups through significant effort – this becomes part of their story.

Our Heritage, Our Taonga is ever evolving, and can be seen as a continuum from past to present to the future. It is vibrant and alive, and includes our immediate past, more recent buildings and contemporary changes in the landscape as well as traditional practices which have evolved to make use of modern technology. Our heritage includes innovation. Our heritage buildings often need sympathetic change to adapt to modern requirements, safety needs or new uses, which ultimately ensures their retention in the future.

Our natural cultural heritage is living and affected by life cycles, the need for renewal, environmental and other influences. Seasonal changes in the landscape also contribute to our heritage.

Our Heritage, Our Taonga is still being created and discovered. Many of our stories are yet to be told, much of our archaeology is still to be uncovered, and some of our heritage places are yet to be identified. With continuing research, we are still discovering new aspects of our well-known heritage places and stories. Today’s creations and stories could be tomorrow’s heritage.

“[Heritage is] not just something that happened in the past, but an ongoing and enduring relationship with the land.”

Mahaanui Iwi Management Plan 2013, 5.8 Ngā Tūtohu Whenua, p.163



^{xiii} Public engagement workshop 6 May 2017



Credit: Jessie Garland



Credit: Tim Baker

Archaeological artefacts (above).
Jim Angus salvaging Honours Board, 23 February 2011 (below).

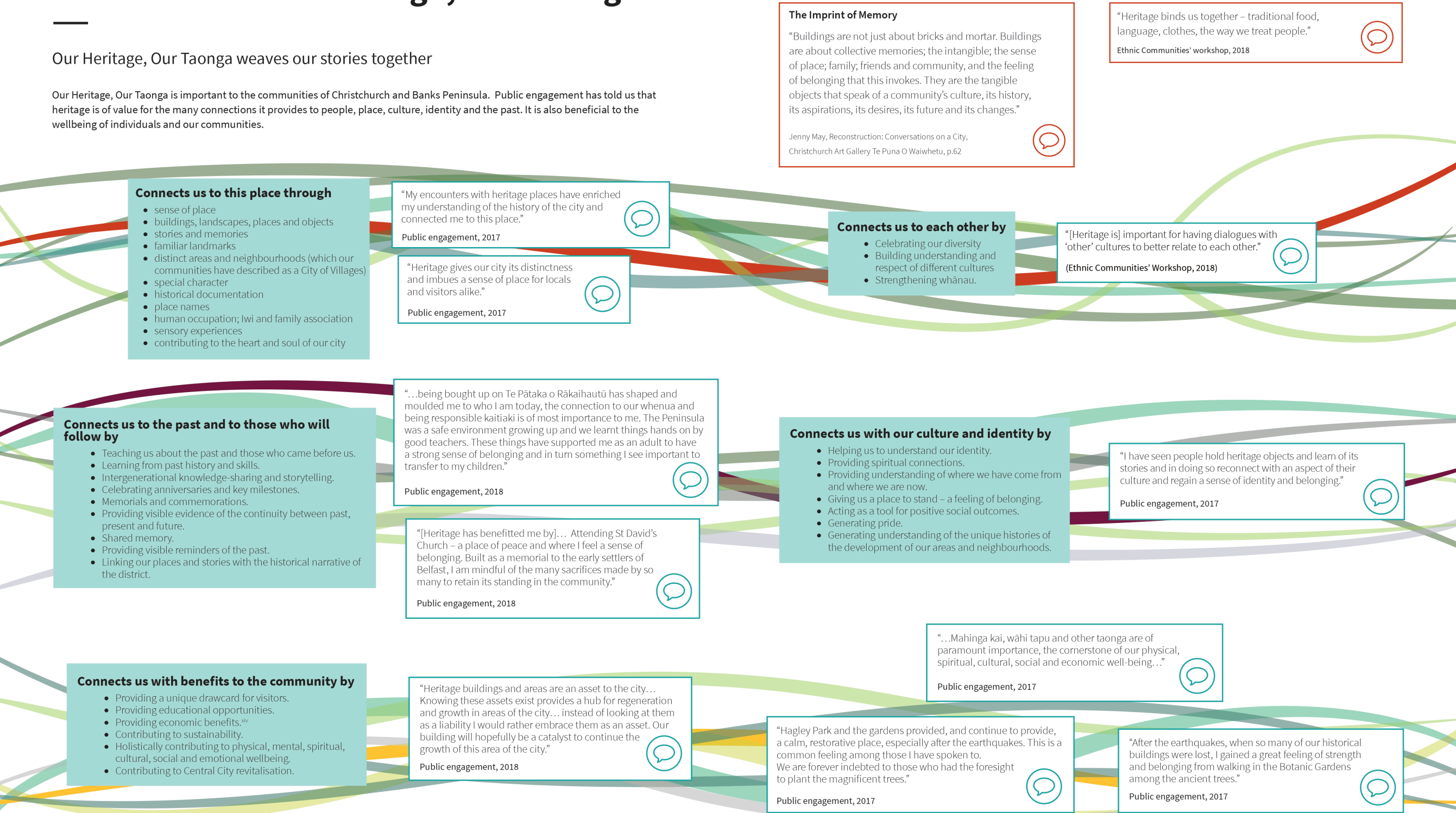


Tram on High Street.

The value of Our Heritage, Our Taonga

Our Heritage, Our Taonga weaves our stories together

Our Heritage, Our Taonga is important to the communities of Christchurch and Banks Peninsula. Public engagement has told us that heritage is of value for the many connections it provides to people, place, culture, identity and the past. It is also beneficial to the wellbeing of individuals and our communities.



⁴⁹ Heritage building retention provides increased employment and household income; generating development and investment and creating small businesses. Valuing Non-Regulatory Methods of Protecting Privately Owned Heritage in Christchurch, University of Otago, Master of Planning 2017, p.8

Whakakitenga Vision

Kia kōmiroa, kia whiria ngā
weu kia ū,
Kia roa, kia pītonga ai te taura

As we weave together new strands
into our rope, we lengthen and
strengthen the essence within

We work together to recognise, protect and celebrate our heritage, which weaves
our stories and places together, and is vital to the identity and wellbeing of our
communities and the district.



Pasifika music performance, April 2017

Culture Galore, March 2016

Ngā Whāinga Outcomes

Tohungatanga – Identifying, understanding and valuing Our Heritage, Our Taonga

Our heritage is identified, researched, documented, understood,
respected and valued in all its diversity.

Mā te mōhio, ka marama: Through awareness comes
understanding: through understanding, comes respect.

Kaitiakitanga – Protecting and caring for Our Heritage, Our Taonga

Our heritage is resilient and protected through best practice
conservation, traditional knowledge, support and stewardship.

To give the taonga to the next generation in a better condition
than when we received it.

Manaakitanga – Celebrating and sharing Our Heritage, Our Taonga

Through storytelling, our heritage is actively celebrated,
promoted and shared as a living treasure which embodies all our
stories.

He manawa whenua, he manawa tangata; kia atawhai ki te iwi –
Care for the land, care for the people.

Rangatiratanga – Leadership and respect for Our Heritage, Our Taonga

Our heritage is a taonga. This means we will always work to
engage with the right people at the right time.

The following whakataukī explains the partnership with the
papatipu rūnanga in regards to continuous improvements
towards the environmental, social, cultural and economic
wellbeing for all.

Whiria ngā whenu o ngā papa, honoa ki te maurua tāukiuki; bind
together the strands of each mat and join together with the seams
of respect and reciprocity.

Wairuatanga – Spiritual connections with Our Heritage, Our Taonga

Our heritage is a taonga, and has mauri with a connection to our
past. When we view heritage this way it becomes a living entity,
and our connections with it become stronger.

Ko tēnā ka kitea; he hononga matahiko.	Those things we can see give us a physical connection.
Ko tēnā ka kitea; he hononga wairua.	Those things that aren't seen give us a spiritual connection.
He Mauri kei rō; he whakapapa hoki	There's essence within and so it belongs.



Okains Bay waka, Waitangi Day celebration

Lyttelton dry dock



Patrick Hanly's *Rainbow Pieces* mural being conserved for redisplay at the Christchurch Town Hall.

Whāinga Goals

This strategy will seek to achieve the following goals by creating a heritage and taonga that is valued and recognised by all the communities of Christchurch and Banks Peninsula.

- 1. Our Heritage, Our Taonga is accessible to all and shared and celebrated.
- 2. Our Heritage, Our Taonga from Christchurch and Banks Peninsula’s six papatipu rūnanga is acknowledged with respect to their mana whenua and in accordance with their values and culture.
- 3. Our Heritage, Our Taonga includes and respects all the cultures and distinct communities of the district.
- 4. Our Heritage, Our Taonga is protected through collaboration and partnership.

It is only by working together that we will achieve these goals.



Mahinga Actions

Whāinga Goal 1: Our Heritage, Our Taonga is accessible to all and shared and celebrated.

Mahinga Actions:

The Council, in partnership with the six papatipu rūnanga and together with its communities, will seek to:

- 1. Work with its partners and communities to ensure heritage places, spaces and stories are accessible to everyone.
- 2. Facilitate the development of a Heritage Charter (see Implementation) which will acknowledge the value of heritage and taonga to Christchurch and Banks Peninsula and make a commitment to work together to achieve positive heritage outcomes.
- 3. Continue with an annual Heritage Week and support groups and communities to participate.
- 4. Celebrate and promote the Council’s role as heritage champion:
 - a) Promote the Council’s broad range of heritage assets.
 - b) Celebrate how the Council models best practice heritage asset management.
 - c) Enhance community access (physical, virtual or via storytelling) to Council-owned heritage assets where possible.
 - d) Create opportunities to share local heritage stories at Council facilities.
 - e) Promote storytelling opportunities as part of Council-produced events where appropriate.
 - f) Promote heritage walks, cycleways and trails.
 - g) Promote Christchurch City Libraries’ repository for digital archives, and its capacity for community contribution.

Whāinga Goal 2: Our Heritage, Our Taonga from the Christchurch and Banks Peninsula’s six papatipu rūnanga is acknowledged with respect to their mana whenua and in accordance with their values and culture.

Mahinga Actions:

The Council, in partnership (see Implementation) with the six papatipu rūnanga and together with its communities, will seek to:

- 1. Build and maintain strong relationships with the papatipu rūnanga and involve rūnanga representatives in decision-making on heritage and taonga.
- 2. Include Ngāi Tahu taonga throughout the narrative for storytelling in the district.
- 3. Provide a variety of opportunities for communities to connect with Ngāi Tahu and Māori heritage:
 - a) Work with the six papatipu rūnanga to build Heritage Week into an event which includes Ngāi Tahu heritage.
 - b) Provide opportunities to include Ngāi Tahu heritage as part of relevant Council events, with a focus on partnering with the six papatipu rūnanga to develop Matariki celebrations.
 - c) Increase the use of Te Reo in the Council’s heritage communications.
- 4. Raise awareness of Ngāi Tahu heritage across the Council:
 - a) Provide for Ngāi Tahu heritage in planning documents for Council works.
 - b) Provide opportunities for Council staff to access training related to Ngāi Tahu heritage including tikanga, Te Reo and Te Ao Māori.



St Andrew's College Boarders' Assembly on Friday 24 August 2018.

Whāinga Goal 3: Our Heritage, Our Taonga includes and respects all the cultures and distinct communities of the district.

Mahinga
Actions:

The Council, in partnership with the six papatipu rūnanga and together with its communities will seek to:

1. Highlight and promote the cultural diversity of heritage and taonga in the district, including ethnic communities:
 - a. Build and maintain strong relationships with different cultural and ethnic communities and groups.
 - b. Support and facilitate community events which celebrate and raise awareness of our diverse cultural heritage.
 - c. Identify opportunities for inclusive storytelling, interpretation and communications.
 - d. Assist cultural groups and ethnic communities to identify their places of heritage significance, and seek opportunities to protect, promote and provide access to them.
 - e. Review and update the existing thematic history of the district to ensure it is representative and inclusive.
2. Acknowledge, respect and where possible enhance the heritage of the distinct communities and neighbourhoods which create a sense of place and local uniqueness for those who live there
 - a. Support communities to identify, protect and celebrate their local heritage places and histories, including developing tools to identify community heritage values.
 - b. Build and maintain strong relationships with different communities and groups.
 - c. Ensure community voices have a central role in identifying and celebrating their local heritage.
 - d. Recognise the role heritage plays in strengthening community identity and sense of place.
3. Acknowledge the importance of anniversaries, traditional commemorations and events, and support communities to celebrate them.
4. Acknowledge and celebrate the contribution of our communities to social justice and political reform.



Cranmer Bridge Club building, Armagh Street.

Whāinga Goal 4: Our Heritage, Our Taonga is protected through collaboration and partnership.

Mahinga
Actions:

The Council, in partnership with the six papatipu rūnanga and together with its communities, will seek to:

1. Protect heritage:
 - a. Seek to develop the strongest possible regulatory framework to ensure effective protection of significant and highly significant heritage places.
 - heritage interiors
 - archaeological sites
 - places of significance to Ngāi Tahu
 - b. Seek to increase the scope and breadth of regulatory and non-regulatory protection measures which could achieve recognition of:
 - a broadened range of heritage places and values
 - cultural landscapes
 - heritage areas
- c. Promote the use of voluntary protection methods (e.g. heritage conservation covenants and conservation plans).
- d. Provide for heritage in disaster planning, policy and response.
- e. Identify and provide for the impact of climate change on heritage.
2. Investigate and promote funding sources for heritage projects available through other agencies, and provide information and support to communities to access this funding.
3. Support the development of a more strategic approach to the collection, conservation and management of our moveable cultural heritage.
4. Support owners of heritage buildings through:
 - Ongoing provision of Heritage Incentive Grant funding.
 - Providing conservation information and advice including promotion of the ICOMOS New Zealand Charter, 2010.
 - Providing free heritage advice, including pre-application advice for resource consents.

- Provide guidance and support on adaptive reuse of heritage buildings.
 - Investigate tools, mechanisms and funding to assist with repair, strengthening and maintenance of heritage buildings.
5. Provide and facilitate accessible and centralised heritage advice, advocacy and information, including:
 - Information-sharing and networking opportunities.
 - A centralised calendar of heritage-related events in the city.
 - Communication of heritage news and information to the community.
 - Public talks on aspects of heritage.
 - A variety of accessible opportunities for heritage education for the young.
 6. Review the Council's Heritage Conservation Policy and identify the need for any additional policy guidance required to support this strategy.
 7. Review project management processes to identify tools and systems to better provide for the identification, protection and promotion of heritage places, names, features, neighbourhood character, place-making and integrated storytelling as part of Council projects.



Okains Bay historic library.

Whakatinanatanga Implementation

Implementation of this strategy depends upon partnership and collaboration. Only by working together can we ensure our taonga is accessible to everyone, and shared, valued and celebrated by us all.

In partnership with the six papatipu rūnanga and working with the communities of Christchurch and Banks Peninsula, the Council will develop an implementation plan with timeframes that correspond to the Long Term Plans. This will identify and prioritise the actions based on collective agreement.

The plan will include targets and indicators to measure success which will be underpinned by the pou. The targets and success measures will be developed collaboratively.

It is anticipated we will start effecting the implementation plan in 2019.

The implementation plan will include the priority actions and other actions as identified in the strategy. Its outcomes will require both internal (Council) and collaborative actions.

The strategy will be implemented in stages.

What will the Council do to lead implementation of the strategy?

The Council will promote the heritage strategy and lead the development of the implementation plan and a Heritage Charter. The Council will undertake actions where it has principal responsibility such as asset owner and regulatory body. The Council will work alongside its partners and lead collaboration with the community to progress the joint actions in the implementation plan.

- The Council will champion the importance of heritage and taonga to the district.
- The Council will gradually integrate the strategy into the Council programmes and activities.
- The Council will ensure that internal plans, policies, strategies and regulations are in alignment with this strategy.
- The Council will undertake regular reviews in collaboration with its partners and communities to respond to the needs and challenges of Christchurch and Banks Peninsula as they present themselves.

- The Council will consider implementation funding through future Long Term and Annual Plan processes, and balance this against other Council priorities and services.

- The Council will review this strategy within 10 years, by 2029.

How will the Council work in partnership with the six papatipu rūnanga?

The Council recognises the rūnanga are kaitiaki for their taonga and already have mechanisms in place to support its identification, promotion and protection. The six rūnanga can support the Council through sharing their mātauranga. The Council and the six rūnanga will continue to strengthen relationships and work alongside one another in the spirit of Te Tiriti o Waitangi and the strategy's ngā pou mātauranga to implement the strategy.

How will the Council collaborate with our communities?

As part of this process, the Council will facilitate the development of a Heritage Charter that acknowledges the value of heritage to the communities of Christchurch and Banks Peninsula. Signatories to the charter will make a commitment to work together to protect, promote and celebrate our taonga. The actions of the Charter signatories can be included as targets and success measures for the external partnership and collaborative actions.

What is a Heritage Charter?

A Heritage Charter is a formal, independent agreement for individuals and groups. Signatories voluntarily agree to establish a way of working towards a shared vision and goals.

The Council will lead the development of a Heritage Charter in partnership with the six papatipu rūnanga and in collaboration with interested parties and communities.

Implementation process

Monitoring and reporting on progress

The Council will:

- Keep the community updated and involved in monitoring implementation.
- Monitor the uptake of the strategy's outcomes and principles in the Council's policies, plans and activities.
- Collect information from its communities to measure progress made in achieving the strategy's goals.
- Measure and report on progress on the heritage strategy goals yearly in a report to the Council or one of its committees.



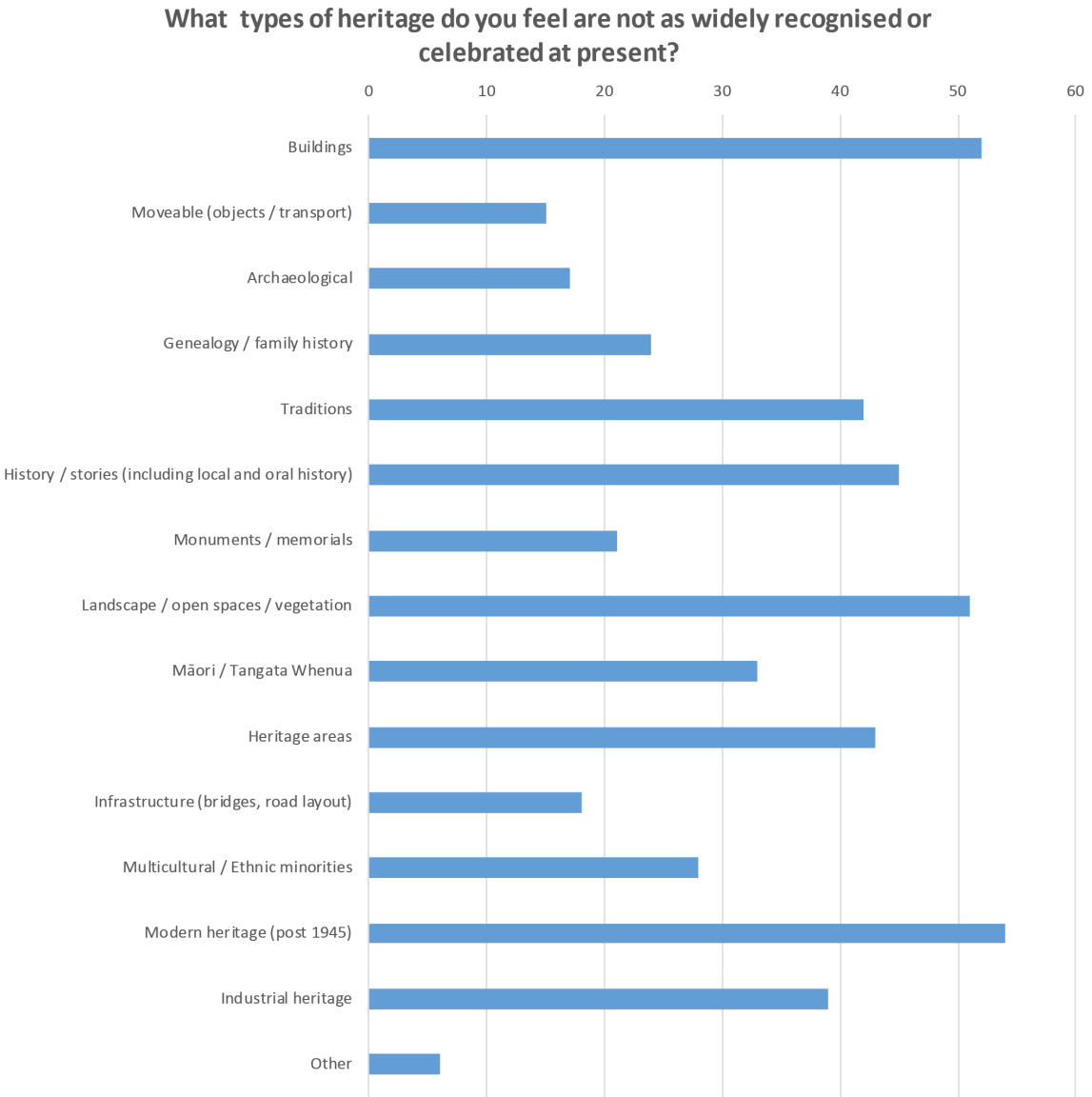
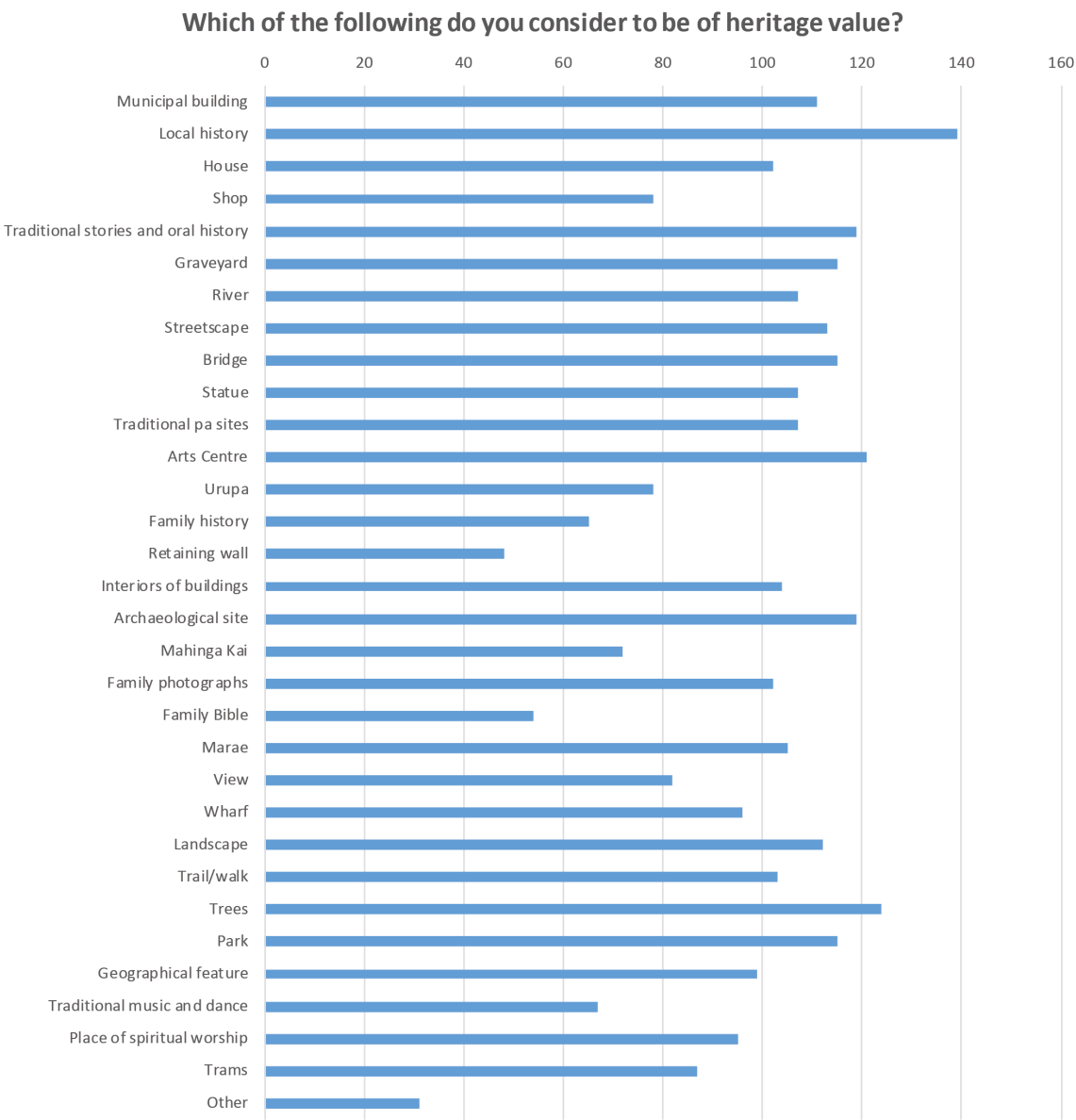


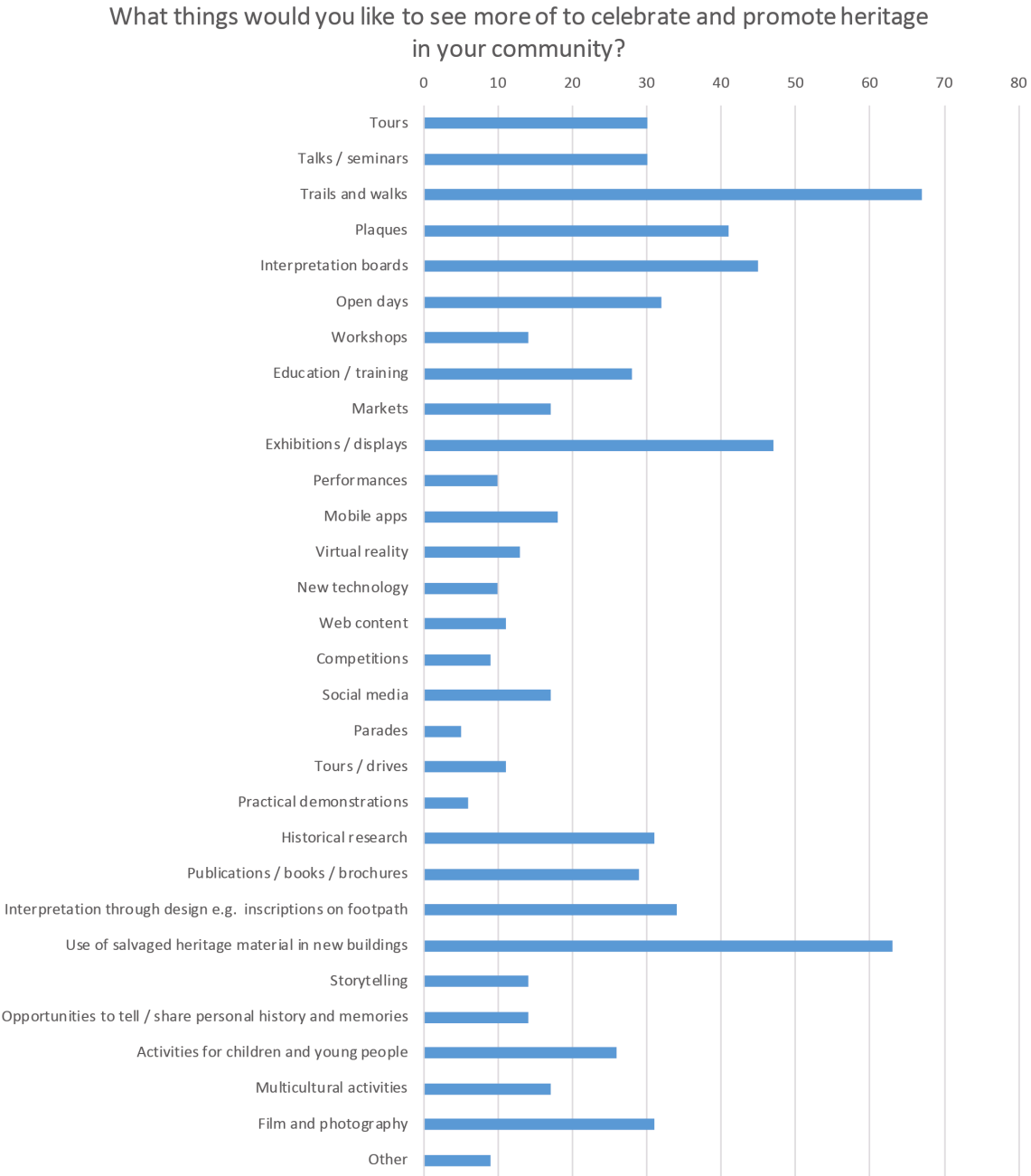
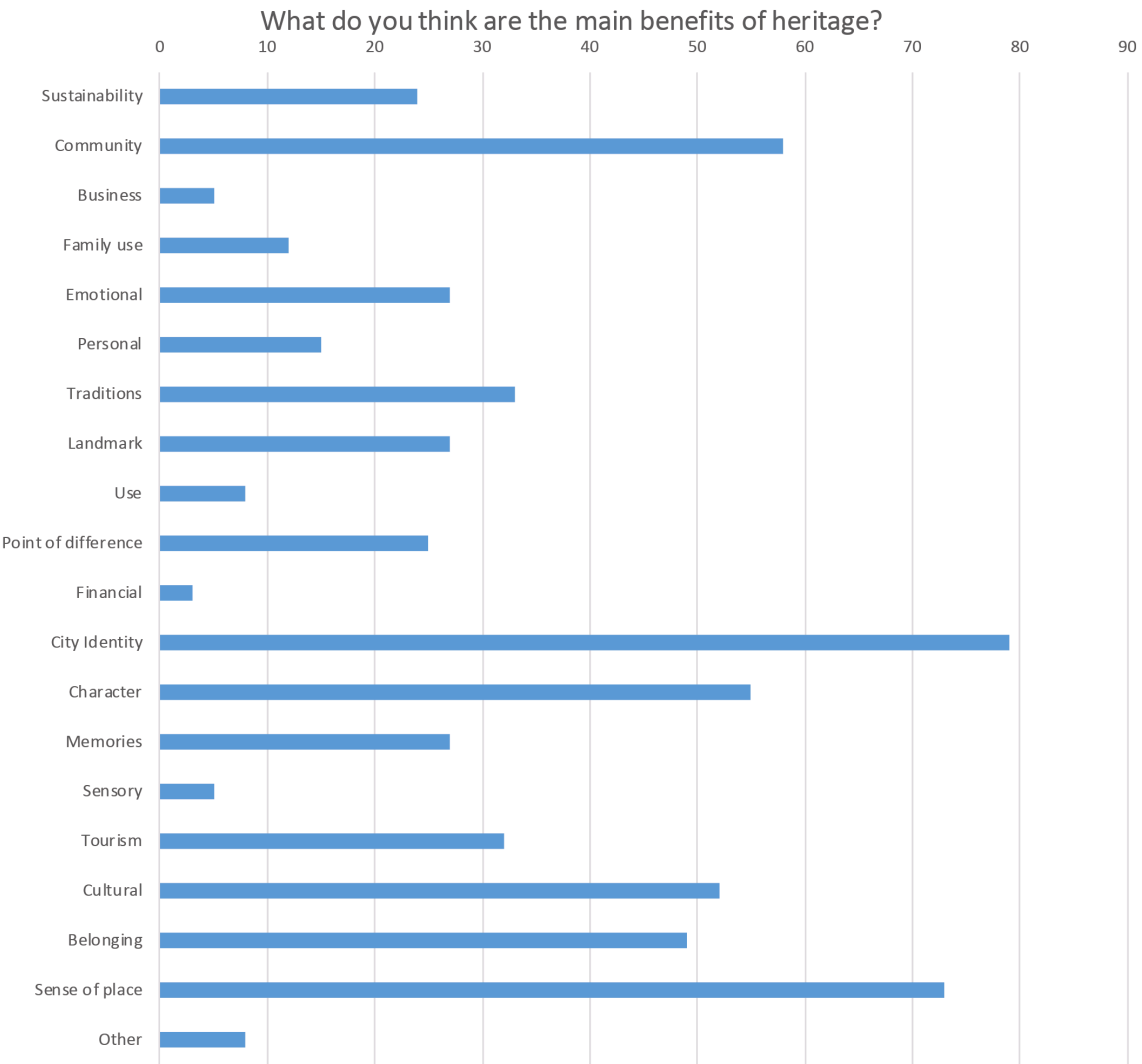
Looking to the future of our heritage, Nostalgia Festival, Ferrymead, 2016.

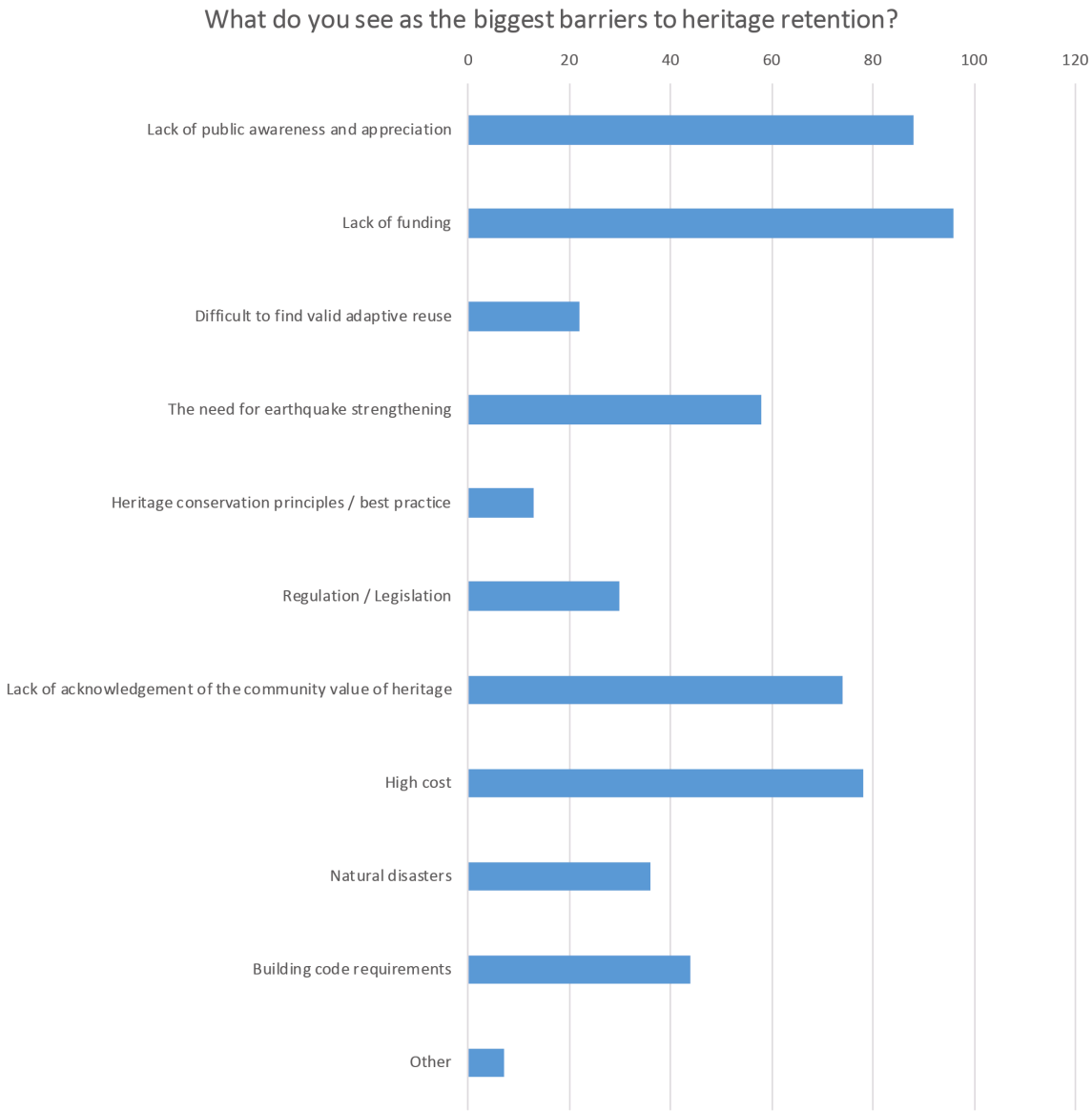
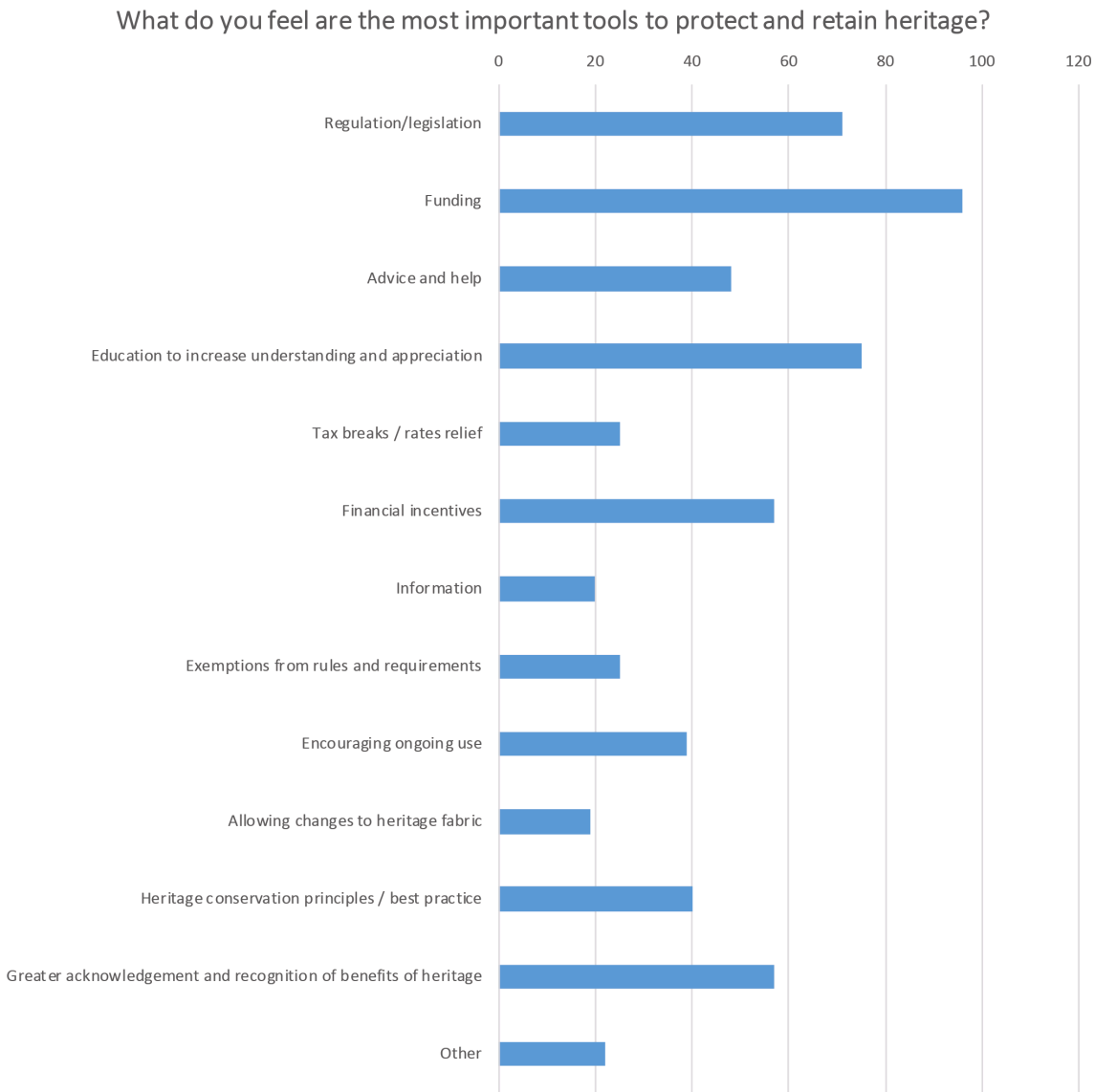
Appendices

Appendix A: Public survey findings 2017

An online survey was posted on the Council's Have Your Say webpage in April and May 2017, and sent out to key stakeholders. 160 people responded. The results are summarised below.



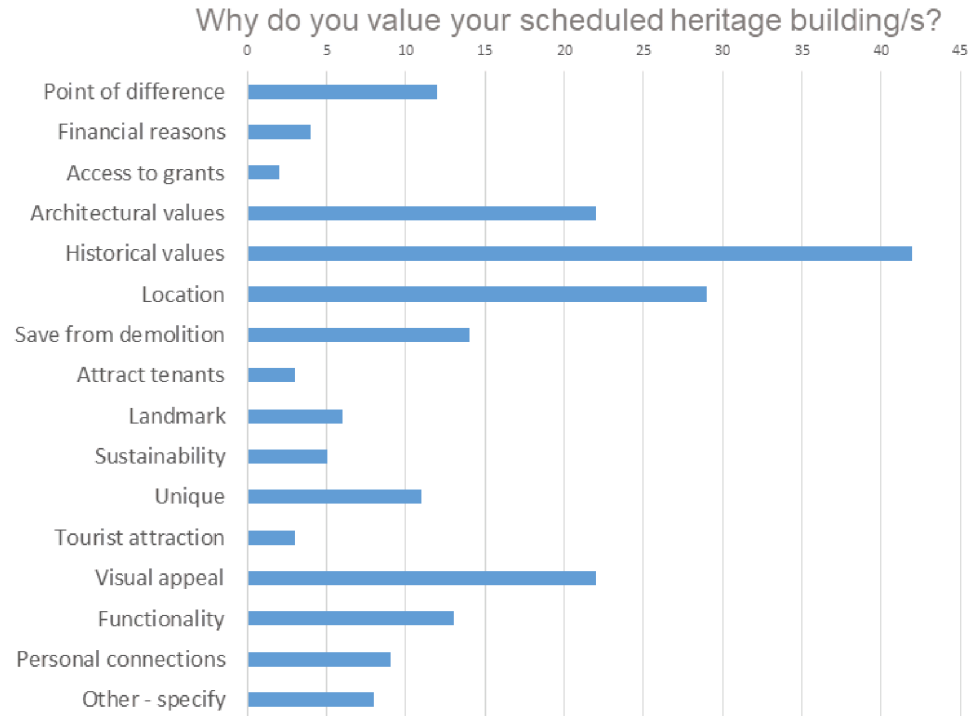
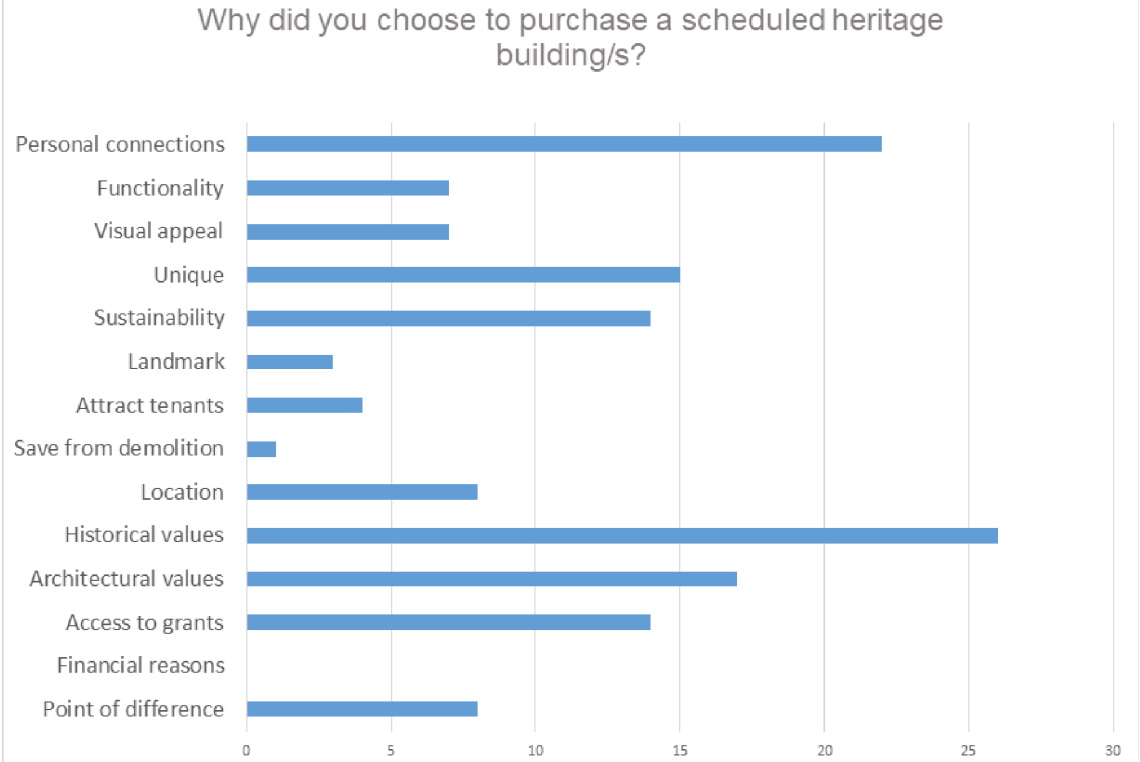
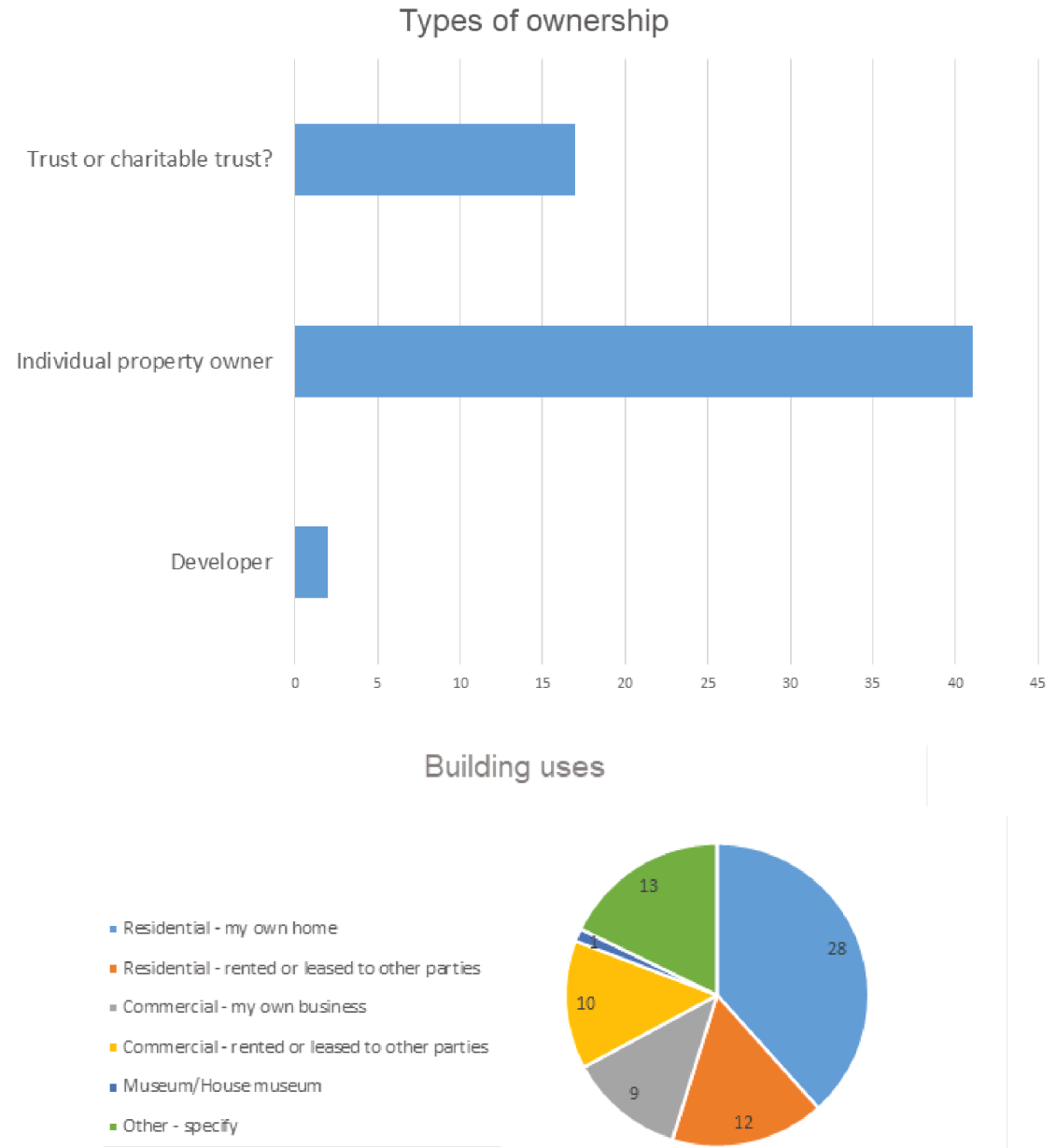




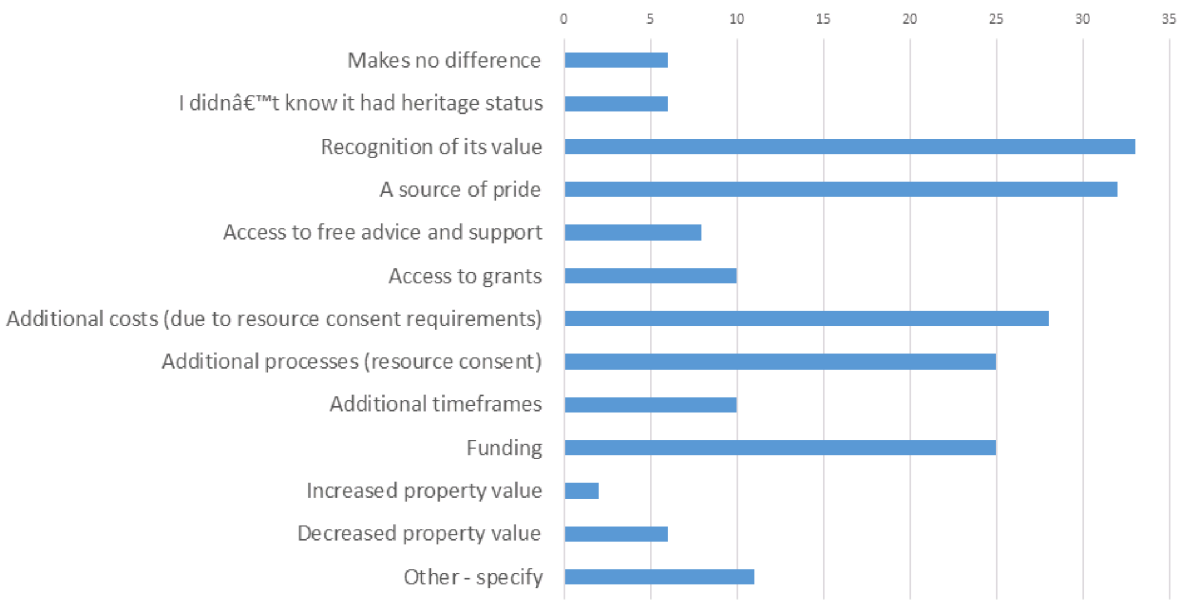
*Heritage building retention provides increased employment and household income; generating development and investment and creating small businesses.
Valuing Non-Regulatory Methods of Protecting Privately Owned Heritage in Christchurch, University of Otago, Master of Planning 2017, p.8
Te Runanga o Ngāi Tahu (2014) He Routaki Mō Te Ao Tūroa, (Ngāi Tahu Relationship with Te Ao Tūroa), page 3.*

Appendix B:
Owners' survey findings – June 2018

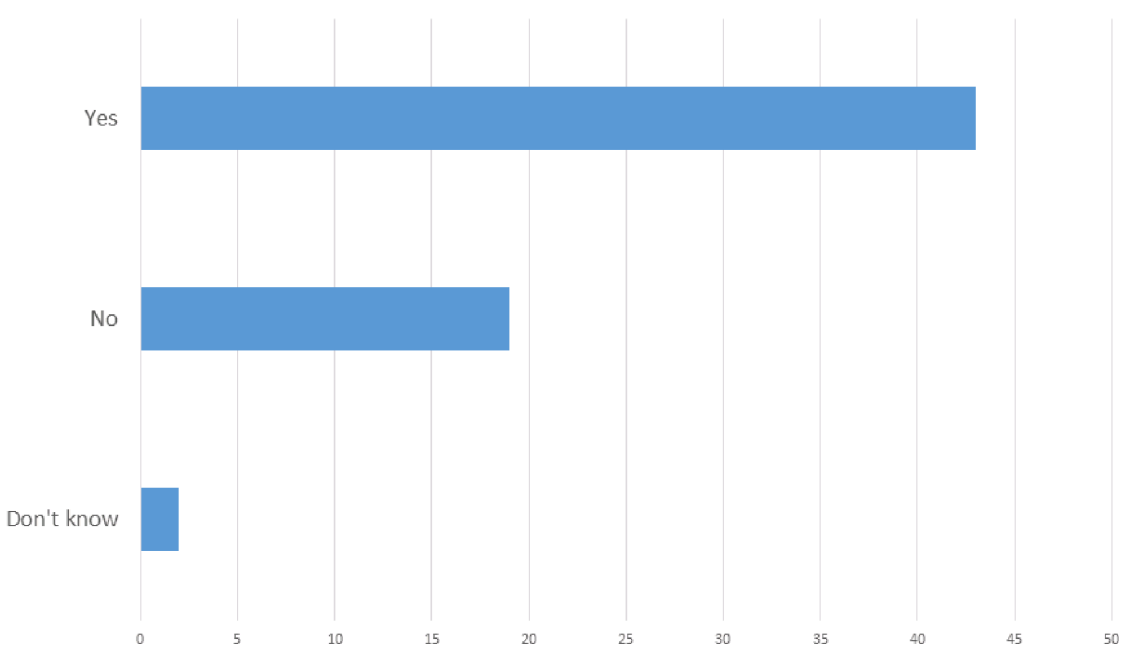
With more than 500 scheduled heritage places not in Council ownership, heritage owners play a vital role in the protection of Christchurch and Banks Peninsula heritage. A survey was sent to all owners of scheduled heritage buildings in the Christchurch District Plan in May 2018. 65 owners responded. The results are summarised below.



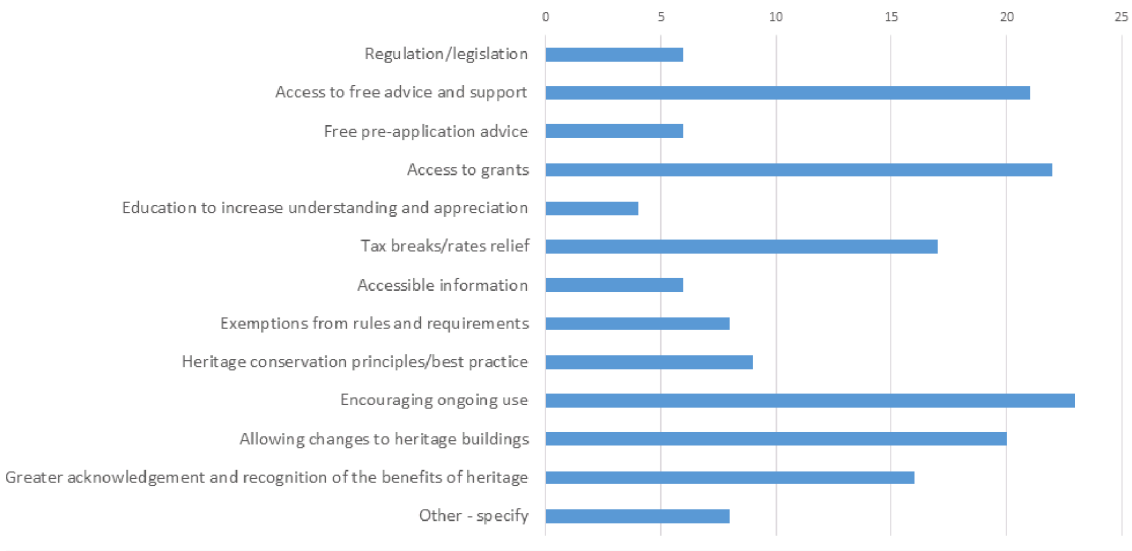
What does the heritage status (scheduling in the District Plan) of the building/s mean to you?



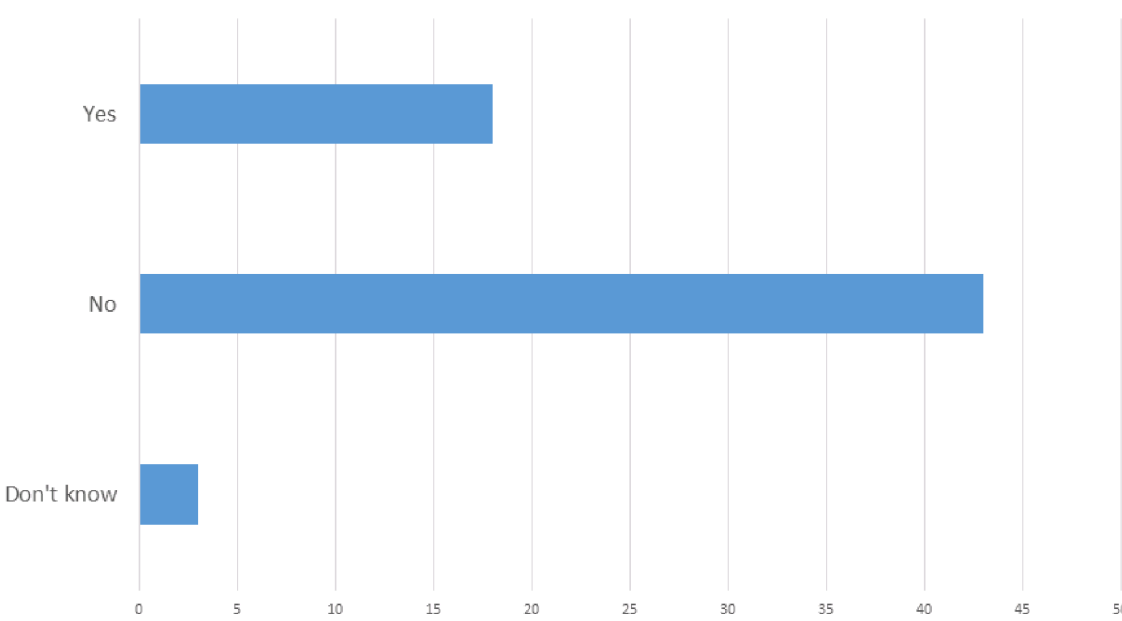
Are you aware of the Council's Heritage Incentive Grant fund?

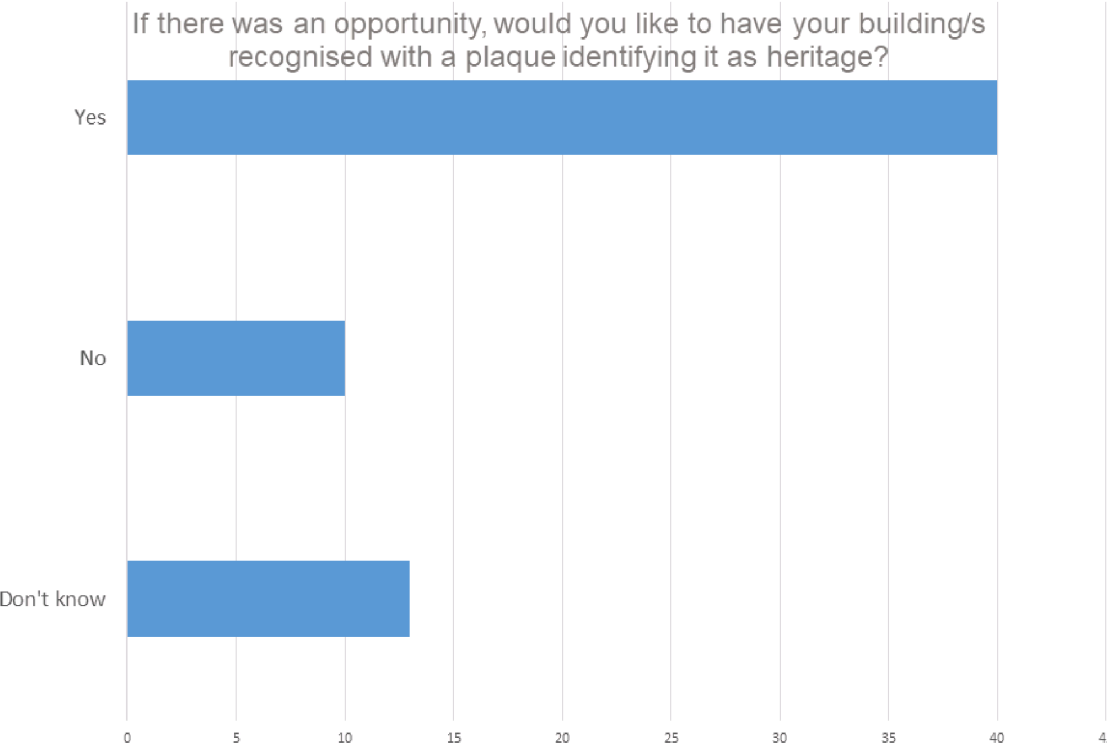
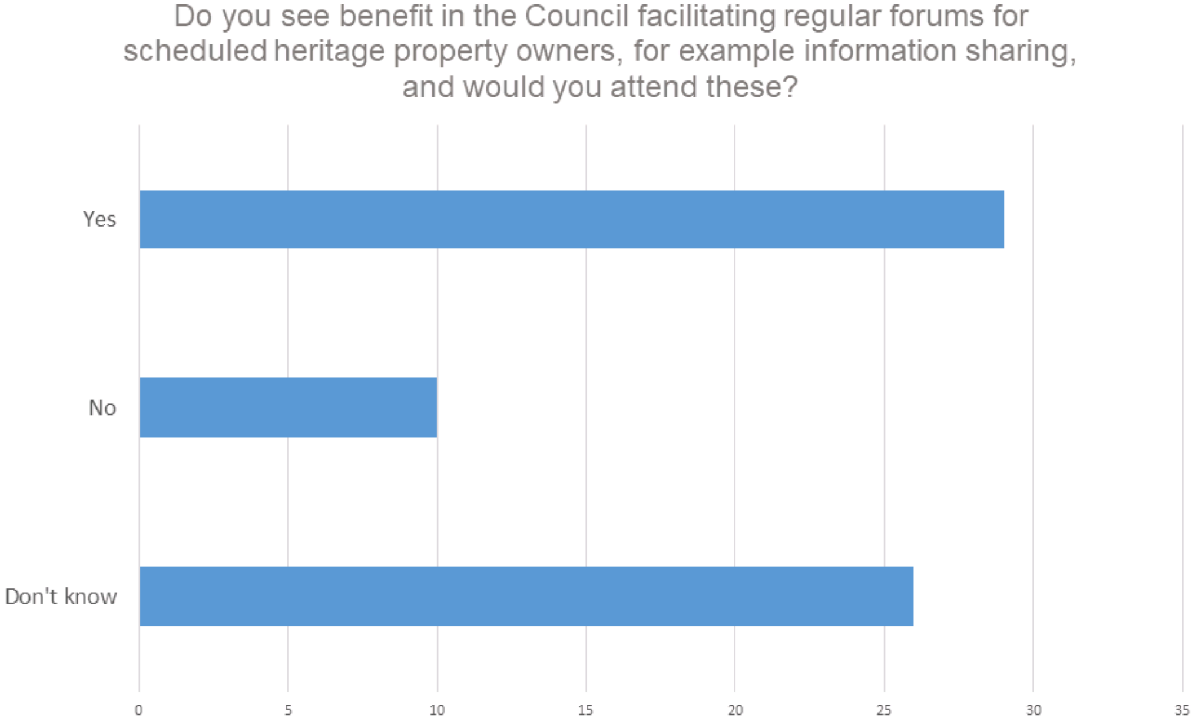
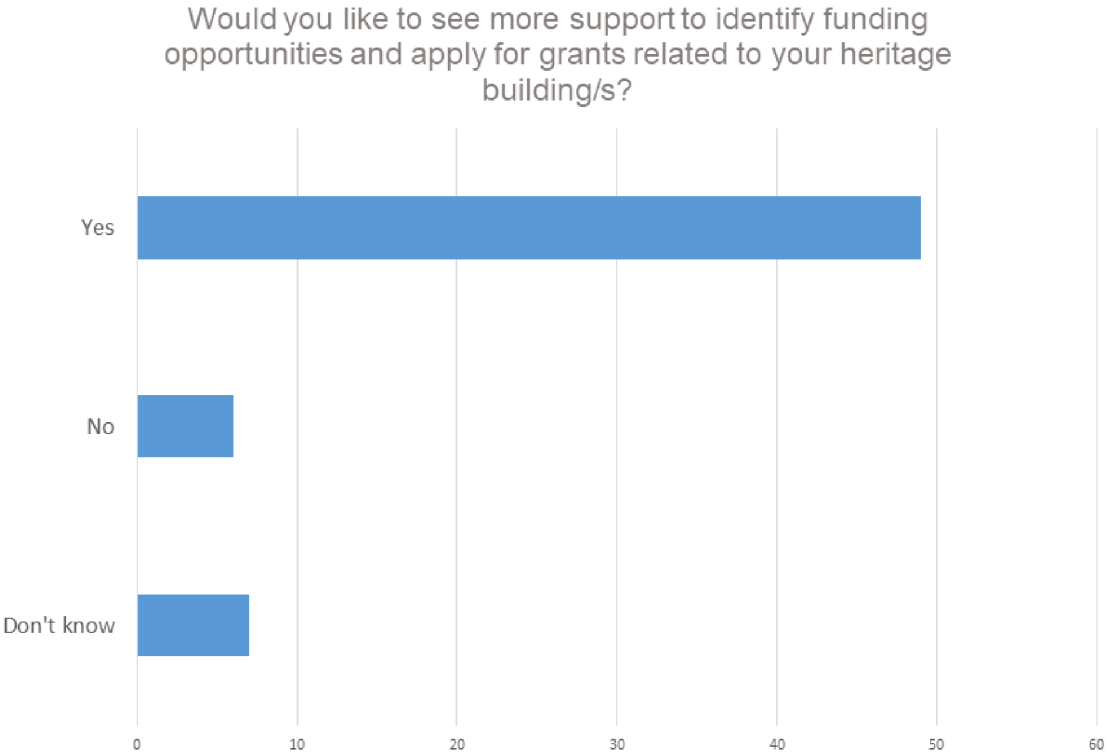


What do you feel are the most important tools to assist owners of heritage buildings?



Are you aware of the Council's Heritage Landmarks Fund?





Appendix C

ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value
(ICOMOS New Zealand Charter 2010).

(Te Tūtohunga ICOMOS o Aotearoa (Te Reo Maori version of the ICOMOS New Zealand Charter, 2010 is
available here <http://icomos.org.nz/wp-content/uploads/2016/08/Te-Tutohunga-ICOMOS-o-Aotearoa.pdf>)

ICOMOS New Zealand Charter

for the Conservation of
Places of Cultural Heritage Value

Revised 2010



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Te Mana O Nga Pouwhenua O Te Ao -
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This revised text replaces the 1993 and
1995 versions and should be referenced
as the ICOMOS New Zealand Charter
for the Conservation of Places of
Cultural Heritage Value (ICOMOS New
Zealand Charter 2010).

This revision incorporates changes in
conservation philosophy and best
practice since 1993 and is the only
version of the ICOMOS New Zealand
Charter approved by ICOMOS New
Zealand for use.

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ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value

Revised 2010

Preamble

New Zealand retains a unique assemblage of **places** of **cultural heritage value** relating to its indigenous and more recent peoples. These areas, **cultural landscapes** and features, buildings and **structures**, gardens, archaeological sites, traditional sites, monuments, and sacred **places** are treasures of distinctive value that have accrued meanings over time. New Zealand shares a general responsibility with the rest of humanity to safeguard its cultural heritage **places** for present and future generations. More specifically, the people of New Zealand have particular ways of perceiving, relating to, and conserving their cultural heritage **places**.

Following the spirit of the International Charter for the Conservation and Restoration of Monuments and Sites (the Venice Charter - 1964), this charter sets out principles to guide the **conservation** of **places** of **cultural heritage value** in New Zealand. It is a statement of professional principles for members of ICOMOS New Zealand.

This charter is also intended to guide all those involved in the various aspects of **conservation** work, including owners, guardians, managers, developers, planners, architects, engineers, craftspeople and those in the construction trades, heritage practitioners and advisors, and local and central government authorities. It offers guidance for communities, organisations, and individuals involved with the **conservation** and management of cultural heritage **places**.

This charter should be made an integral part of statutory or regulatory heritage management policies or plans, and should provide support for decision makers in statutory or regulatory processes.

Each article of this charter must be read in the light of all the others. Words in bold in the text are defined in the definitions section of this charter.

This revised charter was adopted by the New Zealand National Committee of the International Council on Monuments and Sites at its meeting on 4 September 2010.

Purpose of conservation

1. The purpose of conservation

The purpose of **conservation** is to care for **places** of **cultural heritage value**.

In general, such **places**:

- (i) have lasting values and can be appreciated in their own right;
- (ii) inform us about the past and the cultures of those who came before us;
- (iii) provide tangible evidence of the continuity between past, present, and future;
- (iv) underpin and reinforce community identity and relationships to ancestors and the land; and
- (v) provide a measure against which the achievements of the present can be compared.

It is the purpose of **conservation** to retain and reveal such values, and to support the ongoing meanings and functions of **places** of **cultural heritage value**, in the interests of present and future generations.



Conservation principles

2. Understanding cultural heritage value

Conservation of a **place** should be based on an understanding and appreciation of all aspects of its **cultural heritage value**, both **tangible** and **intangible**. All available forms of knowledge and evidence provide the means of understanding a **place** and its **cultural heritage value** and cultural **heritage significance**. **Cultural heritage value** should be understood through consultation with **connected people**, systematic documentary and oral research, physical investigation and **recording** of the **place**, and other relevant methods.

All relevant **cultural heritage values** should be recognised, respected, and, where appropriate, revealed, including values which differ, conflict, or compete.

The policy for managing all aspects of a **place**, including its **conservation** and its **use**, and the implementation of the policy, must be based on an understanding of its **cultural heritage value**.

3. Indigenous cultural heritage

The indigenous cultural heritage of **tangata whenua** relates to **whanau**, **hapu**, and **iwi** groups. It shapes identity and enhances well-being, and it has particular cultural meanings and values for the present, and associations with those who have gone before. Indigenous cultural heritage brings with it responsibilities of guardianship and the practical application and passing on of associated knowledge, traditional skills, and practices.

The Treaty of Waitangi is the founding document of our nation. Article 2 of the Treaty recognises and guarantees the protection of **tino rangatiratanga**, and so empowers **kaitiakitanga** as customary trusteeship to be exercised by **tangata whenua**. This customary trusteeship is exercised over their **taonga**, such as sacred and traditional **places**, built heritage, traditional practices, and other cultural heritage resources. This obligation extends beyond current legal ownership wherever such cultural heritage exists.

Particular **matauranga**, or knowledge of cultural heritage meaning, value, and practice, is associated with **places**. **Matauranga** is sustained and transmitted through oral, written, and physical forms determined by **tangata whenua**. The **conservation** of such **places** is therefore conditional on decisions made in associated **tangata whenua** communities, and should proceed only in this context. In particular, protocols of access, authority, ritual, and practice are determined at a local level and should be respected.

4. Planning for conservation

Conservation should be subject to prior documented assessment and planning.

All **conservation** work should be based on a **conservation plan** which identifies the **cultural heritage value** and **cultural heritage significance** of the **place**, the **conservation** policies, and the extent of the recommended works.

The **conservation plan** should give the highest priority to the **authenticity** and **integrity** of the **place**.

Other guiding documents such as, but not limited to, management plans, cyclical **maintenance** plans, specifications for **conservation** work, interpretation plans, risk mitigation plans, or emergency plans should be guided by a **conservation plan**.

5. Respect for surviving evidence and knowledge

Conservation maintains and reveals the **authenticity** and **integrity** of a **place**, and involves the least possible loss of **fabric** or evidence of **cultural heritage value**. Respect for all forms of knowledge and existing evidence, of both **tangible** and **intangible values**, is essential to the **authenticity** and **integrity** of the **place**.

Conservation recognises the evidence of time and the contributions of all periods. The **conservation** of a **place** should identify and respect all aspects of its **cultural heritage value** without unwarranted emphasis on any one value at the expense of others.

The removal or obscuring of any physical evidence of any period or activity should be minimised, and should be explicitly justified where it does occur. The **fabric** of a particular period or activity may be obscured or removed if assessment shows that its removal would not diminish the **cultural heritage value** of the **place**.

In **conservation**, evidence of the functions and intangible meanings of **places** of **cultural heritage value** should be respected.

6. Minimum intervention

Work undertaken at a **place** of **cultural heritage value** should involve the least degree of **intervention** consistent with **conservation** and the principles of this charter.

Intervention should be the minimum necessary to ensure the retention of **tangible** and **intangible values** and the continuation of **uses** integral to those values. The removal of **fabric** or the alteration of features and spaces that have **cultural heritage value** should be avoided.

7. Physical investigation

Physical investigation of a **place** provides primary evidence that cannot be gained from any other source. Physical investigation should be carried out according to currently accepted professional standards, and should be documented through systematic **recording**.

Invasive investigation of **fabric** of any period should be carried out only where knowledge may be significantly extended, or where it is necessary to establish the existence of **fabric** of **cultural heritage value**, or where it is necessary for **conservation** work, or where such **fabric** is about to be damaged or destroyed or made inaccessible. The extent of invasive investigation should minimise the disturbance of significant **fabric**.

8. Use

The **conservation** of a **place** of **cultural heritage value** is usually facilitated by the **place** serving a useful purpose.

Where the **use** of a **place** is integral to its **cultural heritage value**, that **use** should be retained.



Where a change of **use** is proposed, the new **use** should be compatible with the **cultural heritage value** of the **place**, and should have little or no adverse effect on the **cultural heritage value**.

9. **Setting**

Where the **setting** of a **place** is integral to its **cultural heritage value**, that **setting** should be conserved with the **place** itself. If the **setting** no longer contributes to the **cultural heritage value** of the **place**, and if **reconstruction** of the **setting** can be justified, any **reconstruction** of the **setting** should be based on an understanding of all aspects of the **cultural heritage value** of the **place**.

10. **Relocation**

The on-going association of a **structure** or feature of **cultural heritage value** with its location, site, curtilage, and **setting** is essential to its **authenticity** and **integrity**. Therefore, a **structure** or feature of **cultural heritage value** should remain on its original site.

Relocation of a **structure** or feature of **cultural heritage value**, where its removal is required in order to clear its site for a different purpose or construction, or where its removal is required to enable its **use** on a different site, is not a desirable outcome and is not a **conservation** process.

In exceptional circumstances, a **structure** of **cultural heritage value** may be relocated if its current site is in imminent danger, and if all other means of retaining the **structure** in its current location have been exhausted. In this event, the new location should provide a **setting** compatible with the **cultural heritage value** of the **structure**.

11. **Documentation and archiving**

The **cultural heritage value** and **cultural heritage significance** of a **place**, and all aspects of its **conservation**, should be fully documented to ensure that this information is available to present and future generations.

Documentation includes information about all changes to the **place** and any decisions made during the **conservation** process.

Documentation should be carried out to archival standards to maximise the longevity of the record, and should be placed in an appropriate archival repository.

Documentation should be made available to **connected people** and other interested parties. Where reasons for confidentiality exist, such as security, privacy, or cultural appropriateness, some information may not always be publicly accessible.

12. **Recording**

Evidence provided by the **fabric** of a **place** should be identified and understood through systematic research, **recording**, and analysis.

Recording is an essential part of the physical investigation of a **place**. It informs and guides the **conservation** process and its planning. Systematic **recording** should occur prior to, during, and following

any **intervention**. It should include the **recording** of new evidence revealed, and any **fabric** obscured or removed.

Recording of the changes to a **place** should continue throughout its life.

13. **Fixtures, fittings, and contents**

Fixtures, fittings, and **contents** that are integral to the **cultural heritage value** of a **place** should be retained and conserved with the **place**. Such fixtures, fittings, and **contents** may include carving, painting, weaving, stained glass, wallpaper, surface decoration, works of art, equipment and machinery, furniture, and personal belongings.

Conservation of any such material should involve specialist **conservation** expertise appropriate to the material. Where it is necessary to remove any such material, it should be recorded, retained, and protected, until such time as it can be reinstated.

Conservation processes and practice

14. **Conservation plans**

A **conservation plan**, based on the principles of this charter, should:

- (i) be based on a comprehensive understanding of the **cultural heritage value** of the **place** and assessment of its **cultural heritage significance**;
- (ii) include an assessment of the **fabric** of the **place**, and its condition;
- (iii) give the highest priority to the **authenticity** and **integrity** of the **place**;
- (iv) include the entirety of the **place**, including the **setting**;
- (v) be prepared by objective professionals in appropriate disciplines;
- (vi) consider the needs, abilities, and resources of **connected people**;
- (vii) not be influenced by prior expectations of change or development;
- (viii) specify **conservation** policies to guide decision making and to guide any work to be undertaken;
- (ix) make recommendations for the **conservation** of the **place**; and
- (x) be regularly revised and kept up to date.

15. **Conservation projects**

Conservation projects should include the following:

- (i) consultation with interested parties and **connected people**, continuing throughout the project;
- (ii) opportunities for interested parties and **connected people** to contribute to and participate in the project;
- (iii) research into documentary and oral history, using all relevant sources and repositories of knowledge;
- (iv) physical investigation of the **place** as appropriate;
- (v) use of all appropriate methods of **recording**, such as written, drawn, and photographic;
- (vi) the preparation of a **conservation plan** which meets the principles of this charter;
- (vii) guidance on appropriate **use** of the **place**;



- (viii) the implementation of any planned **conservation** work;
- (ix) the **documentation** of the **conservation** work as it proceeds; and
- (x) where appropriate, the deposit of all records in an archival repository.

A **conservation** project must not be commenced until any required statutory authorisation has been granted.

16. Professional, trade, and craft skills

All aspects of **conservation** work should be planned, directed, supervised, and undertaken by people with appropriate **conservation** training and experience directly relevant to the project.

All **conservation** disciplines, arts, crafts, trades, and traditional skills and practices that are relevant to the project should be applied and promoted.

17. Degrees of intervention for conservation purposes

Following research, **recording**, assessment, and planning, **intervention** for **conservation** purposes may include, in increasing degrees of **intervention**:

- (i) **preservation**, through **stabilisation**, **maintenance**, or **repair**;
- (ii) **restoration**, through **reassembly**, **reinstatement**, or removal;
- (iii) **reconstruction**; and
- (iv) **adaptation**.

In many **conservation** projects a range of processes may be utilised. Where appropriate, **conservation** processes may be applied to individual parts or components of a **place** of **cultural heritage value**.

The extent of any **intervention** for **conservation** purposes should be guided by the **cultural heritage value** of a **place** and the policies for its management as identified in a **conservation plan**. Any **intervention** which would reduce or compromise **cultural heritage value** is undesirable and should not occur.

Preference should be given to the least degree of **intervention**, consistent with this charter.

Re-creation, meaning the conjectural **reconstruction** of a **structure** or **place**; replication, meaning to make a copy of an existing or former **structure** or **place**; or the construction of generalised representations of typical features or **structures**, are not **conservation** processes and are outside the scope of this charter.

18. Preservation

Preservation of a **place** involves as little **intervention** as possible, to ensure its long-term survival and the continuation of its **cultural heritage value**.

Preservation processes should not obscure or remove the patina of age, particularly where it contributes to the **authenticity** and **integrity** of the **place**, or where it contributes to the structural stability of materials.

i. Stabilisation

Processes of decay should be slowed by providing treatment or support.

ii. Maintenance

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A **place** of **cultural heritage value** should be maintained regularly. **Maintenance** should be carried out according to a plan or work programme.

iii. Repair

Repair of a **place** of **cultural heritage value** should utilise matching or similar materials. Where it is necessary to employ new materials, they should be distinguishable by experts, and should be documented. Traditional methods and materials should be given preference in **conservation** work.

Repair of a technically higher standard than that achieved with the existing materials or construction practices may be justified only where the stability or life expectancy of the site or material is increased, where the new material is compatible with the old, and where the **cultural heritage value** is not diminished.

19. Restoration

The process of **restoration** typically involves **reassembly** and **reinstatement**, and may involve the removal of accretions that detract from the **cultural heritage value** of a **place**.

Restoration is based on respect for existing **fabric**, and on the identification and analysis of all available evidence, so that the **cultural heritage value** of a **place** is recovered or revealed. **Restoration** should be carried out only if the **cultural heritage value** of the **place** is recovered or revealed by the process.

Restoration does not involve conjecture.

i. Reassembly and reinstatement

Reassembly uses existing material and, through the process of **reinstatement**, returns it to its former position. **Reassembly** is more likely to involve work on part of a **place** rather than the whole **place**.

ii. Removal

Occasionally, existing **fabric** may need to be permanently removed from a **place**. This may be for reasons of advanced decay, or loss of structural **integrity**, or because particular **fabric** has been identified in a **conservation plan** as detracting from the **cultural heritage value** of the **place**.

The **fabric** removed should be systematically **recorded** before and during its removal. In some cases it may be appropriate to store, on a long-term basis, material of evidential value that has been removed.

20. Reconstruction

Reconstruction is distinguished from **restoration** by the introduction of new material to replace material that has been lost.

Reconstruction is appropriate if it is essential to the function, **integrity**, **intangible value**, or understanding of a **place**, if sufficient physical and documentary evidence exists to minimise conjecture, and if surviving **cultural heritage value** is preserved.

Reconstructed elements should not usually constitute the majority of a **place** or **structure**.

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21. Adaptation

The **conservation** of a **place** of **cultural heritage value** is usually facilitated by the **place** serving a useful purpose. Proposals for **adaptation** of a **place** may arise from maintaining its continuing **use**, or from a proposed change of **use**. Alterations and additions may be acceptable where they are necessary for a **compatible use** of the **place**. Any change should be the minimum necessary, should be substantially reversible, and should have little or no adverse effect on the **cultural heritage value** of the **place**.

Any alterations or additions should be compatible with the original form and **fabric** of the **place**, and should avoid inappropriate or incompatible contrasts of form, scale, mass, colour, and material. **Adaptation** should not dominate or substantially obscure the original form and **fabric**, and should not adversely affect the **setting** of a **place** of **cultural heritage value**. New work should complement the original form and **fabric**.

22. Non-intervention

In some circumstances, assessment of the **cultural heritage value** of a **place** may show that it is not desirable to undertake any **conservation intervention** at that time. This approach may be appropriate where undisturbed constancy of **intangible values**, such as the spiritual associations of a sacred **place**, may be more important than its physical attributes.

23. Interpretation

Interpretation actively enhances public understanding of all aspects of **places** of **cultural heritage value** and their **conservation**. Relevant cultural protocols are integral to that understanding, and should be identified and observed.

Where appropriate, interpretation should assist the understanding of **tangible** and **intangible values** of a **place** which may not be readily perceived, such as the sequence of construction and change, and the meanings and associations of the **place** for **connected people**.

Any interpretation should respect the **cultural heritage value** of a **place**. Interpretation methods should be appropriate to the **place**. Physical **interventions** for interpretation purposes should not detract from the experience of the **place**, and should not have an adverse effect on its **tangible** or **intangible values**.

24. Risk mitigation

Places of **cultural heritage value** may be vulnerable to natural disasters such as flood, storm, or earthquake; or to humanly induced threats and risks such as those arising from earthworks, subdivision and development, buildings works, or wilful damage or neglect. In order to safeguard **cultural heritage value**, planning for risk mitigation and emergency management is necessary.

Potential risks to any **place** of **cultural heritage value** should be assessed. Where appropriate, a risk mitigation plan, an emergency plan, and/or a protection plan should be prepared, and implemented as far as possible, with reference to a conservation plan.

Definitions

For the purposes of this charter:

Adaptation means the process(es) of modifying a **place** for a **compatible use** while retaining its **cultural heritage value**. **Adaptation** processes include alteration and addition.

Authenticity means the credibility or truthfulness of the surviving evidence and knowledge of the **cultural heritage value** of a **place**. Relevant evidence includes form and design, substance and **fabric**, technology and craftsmanship, location and surroundings, context and **setting**, **use** and function, traditions, spiritual essence, and sense of place, and includes **tangible** and **intangible values**. Assessment of **authenticity** is based on identification and analysis of relevant evidence and knowledge, and respect for its cultural context.

Compatible use means a **use** which is consistent with the **cultural heritage value** of a **place**, and which has little or no adverse impact on its **authenticity** and **integrity**.

Connected people means any groups, organisations, or individuals having a sense of association with or responsibility for a **place** of **cultural heritage value**.

Conservation means all the processes of understanding and caring for a **place** so as to safeguard its **cultural heritage value**. **Conservation** is based on respect for the existing **fabric**, associations, meanings, and **use** of the **place**. It requires a cautious approach of doing as much work as necessary but as little as possible, and retaining **authenticity** and **integrity**, to ensure that the **place** and its values are passed on to future generations.

Conservation plan means an objective report which documents the history, **fabric**, and **cultural heritage value** of a **place**, assesses its **cultural heritage significance**, describes the condition of the **place**, outlines **conservation** policies for managing the **place**, and makes recommendations for the **conservation** of the **place**.

Contents means moveable objects, collections, chattels, documents, works of art, and ephemera that are not fixed or fitted to a **place**, and which have been assessed as being integral to its **cultural heritage value**.

Cultural heritage significance means the **cultural heritage value** of a **place** relative to other similar or comparable **places**, recognising the particular cultural context of the **place**.

Cultural heritage value/s means possessing aesthetic, archaeological, architectural, commemorative, functional, historical, landscape, monumental, scientific, social, spiritual, symbolic, technological, traditional, or other **tangible** or **intangible values**, associated with human activity.

Cultural landscapes means an area possessing **cultural heritage value** arising from the relationships between people and the environment. **Cultural landscapes** may have been designed, such as gardens, or may have evolved from human settlement and land use over time, resulting in a diversity of distinctive landscapes in different areas. Associative **cultural landscapes**, such as sacred mountains, may lack **tangible** cultural elements but may have strong **intangible** cultural or spiritual associations.

Documentation means collecting, **recording**, keeping, and managing information about a **place** and its **cultural heritage value**, including information about its history, **fabric**, and meaning; information about decisions taken; and information about physical changes and **interventions** made to the **place**.



Fabric means all the physical material of a **place**, including subsurface material, **structures**, and interior and exterior surfaces including the patina of age; and including fixtures and fittings, and gardens and plantings.

Hapu means a section of a large tribe of the **tangata whenua**.

Intangible value means the abstract **cultural heritage value** of the meanings or associations of a **place**, including commemorative, historical, social, spiritual, symbolic, or traditional values.

Integrity means the wholeness or intactness of a **place**, including its meaning and sense of **place**, and all the **tangible** and **intangible** attributes and elements necessary to express its **cultural heritage value**.

Intervention means any activity that causes disturbance of or alteration to a **place** or its **fabric**. **Intervention** includes archaeological excavation, invasive investigation of built **structures**, and any **intervention** for **conservation** purposes.

Iwi means a tribe of the **tangata whenua**.

Kaitiakitanga means the duty of customary trusteeship, stewardship, guardianship, and protection of land, resources, or **taonga**.

Maintenance means regular and on-going protective care of a **place** to prevent deterioration and to retain its **cultural heritage value**.

Matauranga means traditional or cultural knowledge of the **tangata whenua**.

Non-intervention means to choose not to undertake any activity that causes disturbance of or alteration to a **place** or its **fabric**.

Place means any land having **cultural heritage value** in New Zealand, including areas; **cultural landscapes**; buildings, **structures**, and monuments; groups of buildings, **structures**, or monuments; gardens and plantings; archaeological sites and features; traditional sites; sacred **places**; townscapes and streetscapes; and settlements. **Place** may also include land covered by water, and any body of water. **Place** includes the **setting** of any such **place**.

Preservation means to maintain a **place** with as little change as possible.

Reassembly means to put existing but disarticulated parts of a **structure** back together.

Reconstruction means to build again as closely as possible to a documented earlier form, using new materials.

Recording means the process of capturing information and creating an archival record of the **fabric** and **setting** of a **place**, including its configuration, condition, **use**, and change over time.

Reinstatement means to put material components of a **place**, including the products of **reassembly**, back in position.

Repair means to make good decayed or damaged **fabric** using identical, closely similar, or otherwise appropriate material.

Restoration means to return a **place** to a known earlier form, by **reassembly** and **reinstatement**, and/or by removal of elements that detract from its **cultural heritage value**.

Setting means the area around and/or adjacent to a **place** of **cultural heritage value** that is integral to its function, meaning, and relationships. **Setting** includes the **structures**, outbuildings, features,

gardens, curtilage, airspace, and accessways forming the spatial context of the **place** or used in association with the **place**. **Setting** also includes **cultural landscapes**, townscapes, and streetscapes; perspectives, views, and viewshafts to and from a **place**; and relationships with other **places** which contribute to the **cultural heritage value** of the **place**. **Setting** may extend beyond the area defined by legal title, and may include a buffer zone necessary for the long-term protection of the **cultural heritage value** of the **place**.

Stabilisation means the arrest or slowing of the processes of decay.

Structure means any building, standing remains, equipment, device, or other facility made by people and which is fixed to the land.

Tangata whenua means generally the original indigenous inhabitants of the land; and means specifically the people exercising **kaitiakitanga** over particular land, resources, or **taonga**.

Tangible value means the physically observable **cultural heritage value** of a **place**, including archaeological, architectural, landscape, monumental, scientific, or technological values.

Taonga means anything highly prized for its cultural, economic, historical, spiritual, or traditional value, including land and natural and cultural resources.

Tino rangatiratanga means the exercise of full chieftainship, authority, and responsibility.

Use means the functions of a **place**, and the activities and practices that may occur at the **place**. The functions, activities, and practices may in themselves be of **cultural heritage value**.

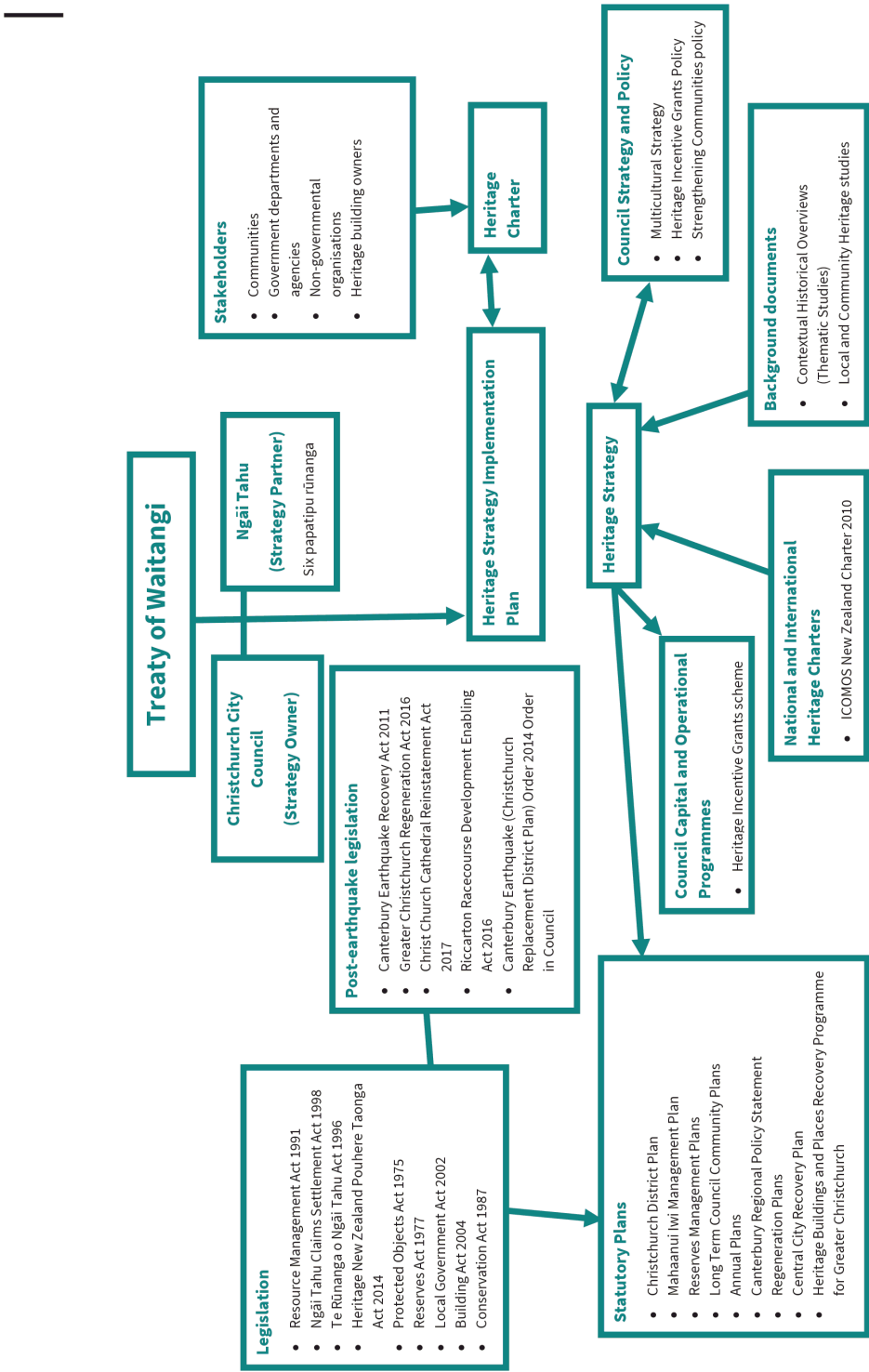
Whanau means an extended family which is part of a **hapu** or **iwi**.

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Disclaimer:
ICOMOS New Zealand encourages the wide use of its Charter in conservation plans, heritage studies and other documents relating to the conservation of places of cultural heritage value. However, inclusion of this Charter does not constitute an endorsement of the work carried out or the report in which the Charter appears.

Appendix D: Context

The relationship between the heritage strategy and other legislative, policy and background documents.



Former Government Buildings.

Credit: Ross Gray



14. Hearings Panel report to the Council on the Proposed Earthquake-prone Buildings - Identification of Priority Routes

Reference: 19/29603

Presenter(s): Councillor Glenn Livingstone - Chairperson

1. Purpose of Report

- 1.1 The purpose of this report is to present to the Council the Hearings Panel recommendations following the consultation and hearings process on the Proposed Earthquake-prone buildings – Identification of Priority Routes.
- 1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making 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 s.82(1)(e) 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.”
- 1.3 The Council, as the final decision-maker, should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering this report which includes a summary of the written and verbal submissions that were presented at the hearings, any additional information received and the Hearings Panel’s considerations and deliberations. A link to the written submissions is also available at http://christchurch.infocouncil.biz/Open/2018/12/BLHP_20181212_AGN_3317_AT.PDF.

2. Hearings Panel Recommendations

That the Council:

1. Incorporate changes to the draft Earthquake-prone Buildings – Priority Routes Map as a result of submissions received and staff recommendations:
 - a. Retain the high pedestrian thoroughfares as mapped in the Central Business District.
 - b. Retain Hagley Park as a high pedestrian thoroughfare.
 - c. Remove from the priority routes the section of Wairakei Road where it intersects with the Belfast Bypass due to the road being permanently closed.
 - d. Remove the land in Belfast from Tyrone Street to Main North Road and to the side of the Railway from the high pedestrian area of the map.

3. Background/Context

- 3.1 The Building Act 2004 (the Act) includes requirements relating to the establishment and maintenance of a national system for identifying, assessing and managing earthquake-prone buildings. The requirements came into effect on 1 July 2017.
- 3.2 The system categorises New Zealand into three seismic risk areas: high, medium and low. The seismic risk areas are used to set time frames for identifying and remediating earthquake-prone buildings. The vast majority of Christchurch district is within a high risk zone.
- 3.3 The Act requires territorial authorities to identify earthquake-prone buildings and to further identify a subset of priority earthquake-prone buildings. Priority buildings are those that are considered to present a higher risk because of their construction, type, use or location. They

must be identified and remediated in half the time allowed for other earthquake-prone buildings in the same seismic risk area.

- 3.4 The Council's Building Consents team worked with relevant Council service teams and with emergency service providers to identify draft Priority Routes. Those routes were consulted on to ensure the views of informal emergency service providers, such as freight transport operators and demolition or construction service providers, as well as the wider community could be considered.
- 3.5 The Proposed Priority Routes Map (www.ccc.govt.nz/thoroughfaresandstrategicroutes) identifies the routes considered to have sufficient vehicle or pedestrian traffic or that are of strategic importance in terms of an emergency response such that the priority building provisions of the Act should apply.
- 3.6 Certain hospital, emergency and education buildings are automatically prioritised in the Act because their function is critical in an earthquake event. As these are identified by legislation the routes they are located on may not be identified in the proposed Priority Routes Map.
- 3.7 The final approved Priority Routes Map will be used by the Council's Building Consents team to identify and manage high priority earthquake-prone buildings and for building owners to initiate and undertake the necessary seismic remediation works within the required timeframe.

4. Consultation Process and Submissions

- 4.1 At the 27 September Council meeting consultation on the Policy was approved, you can find this report here
http://christchurch.infocouncil.biz/Open/2018/09/CNCL_20180927_AGN_2367_AT.PDF
- 4.2 The consultation period ran from Monday 15 October 2018 to Thursday 15 November 2018.
- 4.3 Details of the consultation can be found here:
<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/143>
- 4.4 17 Submissions were received. The staff summary of submissions and hearing report are attached (Attachment A).
- 4.5 The Volumes of Submissions are available at the link:
http://christchurch.infocouncil.biz/Open/2018/12/BLHP_20181212_AGN_3317_AT.PDF
- 4.6 Submissions were received from Three Community Boards: Spreydon-Cashmere Community Board, Halswell-Hornby-Riccarton Community Board and Fendalton-Waimairi-Harewood Community Board, and Seven key stakeholder organisations - Property Council New Zealand, Christchurch Civic Trust, Insurance Council of New Zealand, Earthquake Disability Leadership Group (EDLG), Historic Places Canterbury, Summit Road Society and Central City Business Association.
- 4.7 There were two questions posed during consultation, firstly relating to high pedestrian and vehicular thoroughfares and secondly, strategic routes.
High pedestrian and vehicular thoroughfares
- 4.8 12 submitters were in support of the proposed high pedestrian and vehicular thoroughfares, three did not support and two did not indicate a preference.
Strategic routes
- 4.9 11 submitters were in support of the proposed high pedestrian and vehicular thoroughfares, four did not support and two did not indicate a preference.

4.10 Other topics noted in submissions included:

- Refining and reducing the Central City proposed high traffic or pedestrian thoroughfare areas
- Removing Hagley Park from as a high pedestrian thoroughfare
- Risk of rock fall in the Port Hills
- Impact the priority earthquake-prone buildings classification could have on heritage buildings, and the need to balance safety measures and the threat to heritage buildings
- Request to incentivise Heritage building repair and ensure that it is completed in a timely manner if a grant has been given.

5. The Hearing

- 5.1 The Hearings Panel consisted of Chairperson Councillor Glenn Livingstone, Community Board Member Tim Lindley and Community Board Member Tori Peden. The Hearings Panel convened on Wednesday 12 December to consider and deliberate on all submissions received on the proposal.
- 5.2 Prior to hearing oral submissions Council officers presented a brief overview of the proposed amendments and responded to questions of the panel. Staff noted an amendment to the recommendation to the hearing panel in their report, that they no longer recommended adding Sherborne Street/Cranford Street to the priority routes map. The Hearings Panel noted and accepted the amendment to the staff recommendation.
- 5.3 The Hearings Panel then heard from those submitters who were available and wished to present, and asked questions for clarification. To assist the Hearings Panel with its deliberations, questions arising were allocated to Council officers to respond to accordingly.
- 5.4 The majority of verbal submissions were consistent with the points raised in written submissions. Some of the key issues that were raised through these verbal submissions included:
- 5.4.1 Concern of overlap between Heritage Building restoration work and the route work being difficult for building owners to co-ordinate due to issues with insurance etc. A campaign on signage regarding MBS % as the public is not well informed on this information.
 - 5.4.2 The need for more visible signage for pedestrians at street level so they are aware of buildings.
 - 5.4.3 Issues with a general public perception of the Central City still being unsafe, that more public education was needed in conjunction with the route map about the safety of the city.
 - 5.4.4 Need for more messaging on the safety of buildings within Christchurch post-earthquake, perhaps promoted with Christchurch NZ.
 - 5.4.5 Preference for a staged approach rather than a focus on halving the building time for identified building.
 - 5.4.6 To avoid the loss of further Heritage fabric of the city while being mindful of safety and to allow flexibility in the process.

6. Consideration and Deliberation of Submissions

- 6.1 The Hearings Panel considered and deliberated on all submissions received on the proposal as well as information received from Council Officers during the hearing. Council Officers were invited back to the table to provide further clarification for the Hearings Panel. Some of the key issues that were addressed by the Hearings Panel are as follows:
 - 6.1.1 The Hearings Panel noted a general level of support for the policy expressed by submitters and discussed the concerns raised in written and verbal submissions.
 - 6.1.2 The Hearings Panel discussed that there may be a need for some parallel processes to deal with heritage issues and potentially some developed methodology/process/ pathway for building owners and Heritage NZ to work together.
 - 6.1.3 The Hearings Panel had received and discussed advice from staff regarding building setbacks, exemptions and extensions that are available to building owners under the Act, the focus of the Act to halve the time for earthquake prone buildings to be brought up to code.
- 6.2 Staff advice to the Hearings Panel was that demolition costs and non-compliance costs are outside of the scope of this consultation as they are set by Central Government.
- 6.3 The Hearings Panel noted the need for more publication regarding signage for earthquake prone buildings and asked Council officers to provide a copy of the signage to submitters in attendance and for inclusion in this report.
- 6.4 The Hearings Panel heard and discussed advice from Council Officers that when buildings are being strengthened appropriate disability signage must be installed.
- 6.5 Following consideration and deliberation of submissions, the Hearings Panel agreed to recommend to Council to adopt the earthquake-prone buildings – Route Map with the recommended staff amendments. The map is a web based interactive Map and can be found at the following link www.ccc.govt.nz/thoroughfaresandstrategicroutes

Signatories

Author Sarah Drummond - Hearings Advisor

Approved By Councillor Glenn Livingstone - Chair of Hearings Panel

Attachments

There are no attachments to this report.

15. Hearings Panel report to the Council on the Draft Suburban Parking Policy

Reference: 19/85467

Presenter(s): Councillor Raf Manji - Chairperson

1. Purpose of Report

- 1.1 The purpose of this report is to present to the Council the Hearings Panel recommendations following the consultation and hearings process on the Draft Suburban Parking Policy.
- 1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making 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 s.82(1)(e) 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.”
- 1.3 The Council, as the final decision-maker, should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering this report which includes the staff report containing a summary of the submissions that were presented at the hearings, any additional information received, and the Hearings Panel’s considerations and deliberations. A link to the full written submissions is also available should you want to review them.
http://christchurch.infocouncil.biz/Open/2019/01/BLHP_20190121_AGN_3512_AT.PDF

2. Hearings Panel Recommendations

That the Council adopts the Suburban Parking Policy subject to the following amendments as a result of the consultation and hearings process:

1. Amend the definition of highest parking occupancy from 85% to 75% throughout the policy.
2. Amend Policy 1 by deleting Table 1 and replacing it as follows:

	Commercial Areas	Residential Areas	Other Areas (such as Industrial)
1st priority	Safety	Safety	Safety
2nd priority *	Movement and Amenity	Movement and Amenity	Movement and Amenity
3rd priority	<i>Mobility parking</i>	<i>Mobility parking</i>	<i>Mobility parking</i>
4th priority	<i>Bus stops/ Cycle parks/Bike corrals Shared parking (bike, share or car share)/ Micromobility parking (e.g. scooters)</i>	<i>Bus stops</i>	<i>Bus stops/ Cycle parks/Bike corrals Shared parking (bike, share or car share)/ Micromobility parking (e.g. scooters)</i>
5th priority	Taxi Ranks (special passenger vehicle stands)	<i>Residents Parking</i>	Short Stay Parking
6th priority	Loading Zones	<i>Cycle parks/Bike corrals Shared parking (bike,</i>	Residents Parking

		<i>share or car share)/ Micromobility parking (e.g. scooters)</i>	
<i>7th priority</i>	Short Stay Parking	<i>Short Stay Parking</i>	Commuter Parking
<i>8th priority</i>	Residents Parking	<i>Commuter Parking</i>	
<i>9th priority</i>	Commuter Parking		

3. Amend Policy 2 as follows:

- i. In the introductory paragraph and immediately after the words “...the Council response.” add the following words:

Parking enforcement operates in many of our suburban areas. This will continue alongside any additional parking management tools that are introduced.

- ii. In the first text box under the heading “Residential zones” add the following words immediately after “... issued under this approach.”

The purpose of introducing time-restrictions to a section of street are to determine if limited restrictions are effective in addressing parking issues before other interventions are introduced.

- iii. Delete the words “approximately 25%” and replace with “approximately 25-50”

- iv. Add the following footer after the table.

Peak times’ is defined as occurring at the peak occupancy period following an AM and PM parking survey.

4. Amend Policy 5 by adding the following paragraph immediately after the first paragraph.

Parking enforcement operates in many of our suburban areas. This will continue alongside any additional parking management tools that are introduced.

5. Amend Policy 7 by adding the following paragraph after bullet point 5.

Mobility parks will also be reviewed to ensure that they are being utilised or can be converted to alternative types of parking. The following actions will be used:

- Mobility park permits will be reviewed annually to ensure that parks are located where there is demand.*
- Parking enforcement will ensure that valid permits are displayed.*
- Occupancy surveys will be conducted to assess their utilisation.*

This will not supersede the mobility park requirements outlined in the District Plan.

6. Amend Policy 8 as follows:

- Replace the second subheading “Bicycles” with the new subheading “Bicycles/Micromobility”.
- Delete the text under the existing heading “Bicycles” and replace with the following:

Encouraging greater use of these modes is facilitated through the priority given in the kerbside priority matrix (Policy 1). In areas of high demand Council encourages the introduction of on-street corrals. These must be implemented in line with the Structures on Roads policy2 and Traffic and Parking 2017 Bylaw. A

Corral is an on-street parking facility that can usually accommodate more parks than a typical facility on the footpath. Corrals usually occupy an area equivalent to one car parking space. Implementation of corrals will be designed in line with the Christchurch Cycle Design Guidelines (2013).

7. Amend Policy 9 by deleting the first bullet point and replacing it as follows:
 - *continue to review and explore parking enforcement and pricing technologies.*
8. Authorise staff to make any typographical or changes to correct minor errors or omissions as the case may be.

3. Background/Context

- 3.1 In most suburban areas of Christchurch, un-restricted on-street parking is available. Occupancy rates are generally low, so there are no real issues for residents, businesses and their visitors to find a park on-street.
- 3.2 There are, however, some suburban areas where there is an increasing and high demand for parking from both residents, businesses and commuters, which makes it difficult to find a park and puts pressure on road space.
- 3.3 These areas are generally located within walking distance from popular destinations, such as commercial centres, business parks, the university and airport. It also includes areas that are increasing in density following the post-earthquake shift in commercial activity to the suburbs.
- 3.4 The Draft Suburban Parking Policy provides a framework for managing the competing demands for road space and suburban parking issues. It is intended to guide future decisions on suburban car parking.
- 3.5 There will still be a case by case assessment on changes to any car parking, and consultation as appropriate to any situation.

4. Consultation Process and Submissions

- 4.1 Council approved public consultation for the Draft Suburban Parking Policy on 27 September 2018. This followed an earlier engagement in September 2016 when Council sought community feedback on the issues and options for suburban parking. During this earlier engagement, Council received 214 comments. The feedback received as part of this earlier engagement was used to inform the consulted Draft Suburban Parking Policy document.
- 4.1 Consultation on the Draft Suburban Parking Policy occurred between October 17 and November 21 2018. 67 individual responses were received during this period.
- 4.1 Consultation documents were made available to the public at Libraries and service centres as well as online channels via 'Have Your Say' and social media to elicit responses from the wider community. All submitters were invited to have their views heard by the Hearings Panel.
- 4.2 Staff were available on request for Community Board briefings to provide greater context and clarity on the Draft document as well as an opportunity to ask questions. Staff presented at a Joint Community Board Meeting on 5 October and the Coastal-Burwood Community Board on 5 November.
- 4.3 483 key stakeholders were contacted individually making them aware of the consultation, which included details on how to make a submission. These included submitters who had previously commented on the issues and options document in 2016.
- 4.4 Of the submissions received, 16 were from organisations. These were:

Name of Organisation
Spokes Canterbury
Talking Transport Blog
Banks Peninsula Community Board
Avonhead Community Group Inc.
Spreydon-Cashmere Community Board
Coastal-Burwood Community Board Submissions Committee
St Albans Residents Association
Riccarton Bush Kilburn Residents' Association
Canterbury District Health Board
Halswell-Hornby-Riccarton Community Board
Airport Business Park
Fendalton-Waimairi-Harewood Community Board
Christchurch Citizens Collective
Centrepont
Riccarton Residents Association
Caroline Kombi Limited

4.5 A more detailed analysis of submissions by staff is outlined in the Officer report (Attachment A).

5. The Hearing

- 5.1 The Hearings Panel consisted of Councillor Raf Manji (Chairperson), Councillor Mike Davidson and Community Board member Alexandra Davids. The Hearings Panel convened on Monday 21 January 2019 to consider and deliberate on all submissions received on the proposal.
- 5.2 Prior to the Hearings Panel hearing oral submissions Council officers spoke to their Officer report. This included a brief overview of the current situation, a summary of feedback received, and proposed amendments to the draft Policy. Council officers responded to questions raised by the Panel.
- 5.3 The Hearings Panel then heard from submitters, and asked questions for clarification. The oral submissions were largely consistent with the points raised in the written submission. Some of the key issues that were raised through the oral submission included:

Key Issues raised through verbal submissions

- Demand for on-street parking can change over time as land use changes, particularly as a result of intensification.
- Different areas of the City experience different issues and the suburban parking policy needs to be flexible enough to allow for local solutions to local problems.
- The importance of considering safety as part of any decision-making for on-street parking.
- The priority given to mobility parking in the draft policy, and the need to monitor mobility parking location and demand.
- The need for parking enforcement to sit alongside, and support, parking policy.
- Whether local communities could have a role in supporting enforcement.
- The level of on-street parking occupancy as a trigger for deciding when to consider applying parking time restrictions to sections of a street.

- The potential to use new technology to better manage parking through enhanced enforcement and pricing.
- 5.4 The Hearings Panel invited Council officers back to the table to answer questions raised through verbal submissions. This included questions on the Council resourcing for parking enforcement in suburban areas, enforcement of mobility parking on private land, and the rationale for the priority assigned to the use of road space.

6. Consideration and Deliberation of Submissions

- 6.1 The Hearings Panel considered and deliberated on all submissions received on the proposal as well as information received from Council Officers during the hearing. Additional information tabled by submitters during the hearing was also considered. Some of the key issues that were addressed by the Hearings Panel are as follows:
- 6.1.1 The Hearings Panel, noting the concern from Community Boards that local parking decisions be made locally, noted that Community Board Delegations will remain unchanged by the proposed policy.
 - 6.1.2 The Hearings Panel confirmed that safety considerations should be given the highest priority when making decisions on suburban parking.
 - 6.1.3 The Hearings Panel agreed with those submitters who commented that mobility parking should be given a higher priority.
 - 6.1.4 The Hearings Panel noted that while the provision of bus stops remains important the provision of other types of parking in residential areas are less important in residential areas (i.e. cycle parks, microbility parking (e.g. scooters), bike corrals and shared parking for car share and car share).
 - 6.1.5 The regular exceedance of 85 per cent of on-street parking occupancy as a trigger for deciding when to consider applying parking time restrictions to sections of a street was discussed by the Hearings Panel. The Panel decided that this is too high and figure 75 percent is more appropriate.
 - 6.1.6 When applying time restriction parking to a street a figure of approximately 25 per cent of the street was considered by the Hearings Panel to be inflexible and that a figure of 25 per cent to 50 per cent is more appropriate.
 - 6.1.7 The Hearings Panel noted submitter feedback on parking enforcement and agreed to the staff recommendation to include statements noting that parking enforcement in suburban areas will continue alongside any additional parking management tools that are introduced.
 - 6.1.8 The Hearings Panel noted submitter comment that new technology could provide an opportunity for enhanced enforcement and pricing. For example, one submitter queried whether local communities, given modern mobile phone technology, could support parking enforcement in some way, with another referring to progressive pricing. The Hearings Panel agreed that Council should continue to review and explore parking enforcement and pricing technologies.

Conclusions

- 6.2 Following consideration and deliberation of submissions, the Hearings Panel unanimously agreed to recommend to Council to adopt the amendments to the Draft Suburban Parking Policy in the form attached (Attachment B), containing those revisions agreed to by the Hearings Panel at its meeting on 21 January 2019.

Signatories

Author David Corlett - Hearings Advisor

Approved By Councillor Raf Manji - Chair of Hearings Panel

Attachments

No.	Title	Page
A ↓	Attachment A Staff Report	179
B ↓	Attachment B Amended Suburban Parking Policy Document	222

Hearings Panel
21 January 2019

Christchurch
City Council 

4. Draft Suburban Parking Policy - Officer report to Hearings Panel

Reference: 18/1327125

Presenter(s): Greg Edwards, Policy Planner - Transport
Ruth Hudson, Senior Policy Planner - Transport

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Hearings Panel to receive the submission on the Draft Suburban Parking Policy (the Policy) and to provide the Hearings Panel with staff analysis of the submissions.
- 1.2 The Hearings Panel (in accordance with its delegation) must consider the written and oral submissions received on the policy and make recommendations to the Council.

Origin of Report

- 1.3 In September 2016 Council sought community feedback on the issues and options for suburban parking. During the engagement, Council received 214 comments. The feedback received has been used to inform the consulted Draft Suburban Parking Policy document.
- 1.4 Council approved public consultation for the Draft Suburban Parking Policy on 27 September 2018.

2. Significance

- 2.1 The decision in this report is of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by the volume of residents and area of the city that would be impacted, and the possible environmental, social and financial costs.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Hearings Panel:

1. Receive the submissions on the Draft Suburban Parking Policy.
2. Note the staff analysis of the submissions.
3. Recommends that Council approve any proposed amendments to the Draft Suburban Parking Policy following consideration of the submissions by the Hearings Panel.
4. Recommend that Council delegate authority to Staff to make any grammatical and spelling amendments to the Draft Policy that are identified as the Draft Policy is updated.

4. Background

- 4.1 A draft Policy has been prepared to provide clarity on the Council's role and position on parking management in suburban areas to help promote more consistent decision making. The intention is to help guide future Council decision-making in relation to parking management in suburban areas.
- 4.2 Council sought the community views on the draft Policy from October to November 2018.

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Suburban Parking Issues

- 4.3 In some suburban areas of Christchurch there is increasing demand for parking from both residents, businesses and commuters, which increases pressure on road space and produces knock-on transport impacts such as increased congestion as people drive to find a park.
- 4.4 These areas are generally located within walking distance from popular destinations, such as commercial centres, business parks, the university and airport.
- 4.5 It also includes areas that are increasing in density following the post-earthquake shift in commercial activity to the suburbs.
- 4.6 In September 2016 Council sought community feedback on the issues and options for suburban parking (<https://ccc.govt.nz/assets/Documents/Transport/Improvements-planning/suburban-parking-discussion-document.pdf>) through the *draft suburban car parking policy- issues and options discussion document* (2016). During the engagement, Council received 214 submissions. The feedback received has been used to inform this draft Policy.

Current Policy Framework

- 4.7 A parking plan for the Central City (<https://www.otakaroltd.co.nz/assets/BalanceOfLand/CentralParkingPlan2015.pdf>) was adopted by Council in 2015, but there is no similar parking plan or policy for suburban areas.
- 4.8 There was previously a Parking Strategy (<http://archived.ccc.govt.nz/Council/Proceedings/2003/June/SustainableTransport/FinalisationoftheParkingStrategy.pdf>) adopted in 2003, which was replaced by the Christchurch Transport Strategic Plan (<https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/strategies/transport-strategic-plan-2012>) in 2012.
- 4.9 A Suburban Parking Policy will contribute to giving effect to the Christchurch Transport Strategic Plan.

Draft Suburban Parking Policy

- 4.10 The Draft Policy, **Attachment A**, provides a framework for managing the competing demands for road space and suburban parking issues (identified in the issues and options discussion document). Ten policies are proposed that seek the following outcomes:
1. Road space is prioritised to improve safety, movement and amenity by applying a road prioritisation matrix.
 2. Parking is managed in high demand areas (85% occupancy) using a staged approach (including time limits, charging and resident scheme).
 3. Residential parking schemes are considered in high demand areas, on a case by case basis. Permits allow residents to be exempt from time limits in their areas. Residents with no off-street parking and restricted mobility are prioritised in the allocation of permits.
 4. Honour existing resident's only parking space permits. New resident-only on-street parking permits will only be allocated within resident parking exemption schemes.
 5. Deter private businesses from using on-street parking to store vehicles on the road.
 6. New off-street public parking is only provided by Council if certain criteria are met.
 7. Improve access for those with restricted mobility.
 8. Provide all types of parking, including motorcycle, electric vehicles, coaches and bicycles, in addition to motor vehicle parking, to encourage greater use of alternatives to the single occupant car.
 9. Adopt advances in parking management technology to improve parking outcomes.

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10. Parking is managed in narrow streets (seven metres) to enable safe access to the street.

5. Summary of Responses

- 5.1 67 individual responses were received during the consultation period on the Draft Suburban Parking Policy, which occurred between October 17 and November 21 2018.
- 5.2 Consultation documents were made available to the public at Libraries and service centres as well as online channels via Haveyoursay and social media to elicit responses from the wider community. All submitters were invited to have their views heard by the Hearings Panel.
- 5.3 A more detailed social media summary is outlined in Attachment B.
- 5.4 Staff were available on request for Community Board briefings to provide greater context and clarity on the Draft document as well as an opportunity to ask questions. Staff presented at a Joint Community Board Meeting on 5 October and the Coastal-Burwood Community Board on 5 November.
- 5.5 483 key stakeholders were contacted individually making them aware of the consultation, which included details on how to make a submission. These included submitters who had previously commented on the issues and options document in 2016.
- 5.6 Of the submissions received, 16 were from organisations. These were:

Name of Organisation
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St Albans Residents Association
Riccarton Bush Kilmarnock Residents' Association
Canterbury District Health Board
Halswell-Hornby-Riccarton Community Board
Airport Business Park
Fendalton-Waimairi-Harewood Community Board
Christchurch Citizens Collective
Centrepont
Riccarton Residents Association
Carolines Kombi Limited

- 5.7 Questions were asked as part of the consultation process covering nine specific policies. A summary of these responses is provided in Attachment C.
- 5.8 A more detailed analysis of submissions by staff is outlined in Attachment D.

6. Recommended amendments to the Draft Suburban Parking Policy

- 6.1 Following analysis of submissions outlined in Attachment D, the following amendments to the Draft document are recommended to be considered by the Hearings Panel:

Policy	Description of amendment	Recommended amendments/additions to Policy text
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Policy 1	Commercial & Other areas - Broaden the scope of the third-tier priority to incorporate provision for electric vehicles and micromobility modes such as scooters.	"Bus stops/ Cycle parks/ Shared parking (bike or car share)/ Micromobility parking (e.g. scooters)/ Electric vehicle parking
Policy 1	Residential zones - Broaden the scope of the third-tier priority to incorporate provision for micromobility modes such as scooters.	"Bus stops/ Cycle parks/ Shared parking (bike or car share)/ Micromobility parking (e.g. scooters)
Policy 2	Outline why time-restrictions, restricted to a section of street, are proposed as a first intervention.	"The purpose of introducing time-restrictions to a section of street are to determine if limited restrictions are effective in addressing parking issues before other interventions are introduced."
Policy 2	Define the term 'peak times'.	'Peak times' is defined as occurring at the peak occupancy period following an AM and PM parking survey.
Policy 2	Explain how parking enforcement will continue alongside any additional parking management tools.	"Parking enforcement operates in many of our suburban areas. This will continue alongside any additional parking management tools that are introduced."
Policy 5	Reference how parking enforcement will continue alongside any additional parking management tools.	"Parking enforcement operates in many of our suburban areas. This will continue alongside any additional parking management tools that are introduced."
Policy 7	Outline how mobility parks will be reviewed to ensure that they are serving their intended purpose or can be converted to alternative types of parking.	<p>"Mobility parks will also be reviewed to ensure that they are being utilised or can be converted to alternative types of parking. The following actions will be used:</p> <ol style="list-style-type: none"> 1. Mobility park permits will be reviewed annually to ensure that parks are located where there is demand. 2. Parking enforcement will ensure that valid permits are displayed. 3. Occupancy surveys will be conducted to assess their utilisation. <p>This will not supersede the mobility park requirements outlined in the District Plan."</p>
Policy 8	Amend the 'Bicycle' subheading to incorporate support for micromobility parking such as scooters.	<p>"Bicycles/Micromobility</p> <p>Encouraging greater use of these modes is facilitated through the priority given in the kerbside priority matrix (Policy 1). In areas of high demand Council encourages the introduction of on-street corrals. These must be implemented in line with the Structures on Roads policy2 and Traffic and Parking 2017 Bylaw. A Corral is an on-street parking facility that can usually accommodate more parks than a typical facility on the footpath. Corrals usually occupy an area equivalent to one car parking space.</p>

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Christchurch
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Implementation of corrals will be designed in line with the Christchurch Cycle Design Guidelines (2013)."

Attachments

No.	Title	Page
A	Attachment A - Consultation document	
B	Attachment B - Social Media report	
C	Attachment C - Submissions Summary	
D	Attachment D - Officer Analysis	

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Greg Edwards - Policy Planner - Transport Ruth Hudson - Senior Policy Planner Transport Lori Rankin - Engagement Advisor
Approved By	David Griffiths - Head of Planning & Strategic Transport Brendan Anstiss - General Manager Strategy and Transformation

HAVE YOUR SAY

Draft Suburban Parking Policy 2018

We're drafting a policy on suburban parking and we'd like to hear your views.

Consultation closes on 21 November 2018.

ccc.govt.nz/haveyoursay



Summary

We are reviewing how we manage suburban parking, in particular on-street parking, to help prioritise public space and create safer and more people friendly streets. This consultation document includes draft policies to address the challenges with managing suburban parking.

Our suburban streets play an important role for both residents and the city as a whole. They provide space for people to move around the city, green space, places to meet and socialise, and they often provide parking. This creates competing demands for space with dedicated cycle or public transport lanes, landscaping and areas to socialise often impacting on parking spaces.

This Policy is about developing a Christchurch-wide strategy on how to address these competing demands for public space in suburban streets and council car parks. It aims to provide more innovative and consistent solutions to parking issues that make suburban areas more pleasant and cohesive places to be. It also seeks to balance the needs of people travelling through suburban centres and those living, working and socialising in those areas. This will then shape how the Council manages parking issues in individual areas where parking issues are identified.

In September 2016 Council sought community feedback on the issues and options for suburban parking. During the engagement, Council received 214 submissions. The feedback received has been used to inform this document (the draft Suburban Parking Policy). This draft Policy covers suburban areas outside of the central city, a parking plan for the central city has already been adopted by Council in 2015.

Providing parking offers many benefits for the community, but there are also costs to providing parking (such as providing road space, environmental impacts, increased traffic, financial and opportunity costs, urban sprawl, and safety issues). These costs and benefits have been carefully evaluated and considered against the broader role of Council to determine the appropriate response to managing parking.

Council is seeking your views on the draft Policy.

Have your say at:

ccc.govt.nz/haveyoursay

For more information go online:
ccc.govt.nz/transport/improvements-and-planning/suburbanparking

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Draft Suburban Car Parking Policy – Consultation document 3

1. Introduction

Purpose of this document

The purpose of this document is to gather feedback on the draft policy for how Christchurch City Council could better manage the car parking that it provides in suburban Christchurch (i.e. outside of the central city defined by the four Avenues). The document identifies draft policies to address the issues. The process for developing the policy is outlined in Figure 1.

Scope

This document addresses Council owned car parking, and excludes privately owned parking. Council's role in suburban car parking is outlined in Appendix 1. The majority of the parking maintained and managed by Council in suburban areas is on-street parking. The recently completed District Plan Review and central city Parking Plan provide guidance and direction for private parking and central city parking respectively. It is now an opportune time to review the management of Council car parking, in particular on-street parking outside of the central city.

This Policy does not propose any changes to any car parks

The document provides a draft policy framework to guide future decisions on car parks. There will still be a case by case assessment on changes to any car parking, and consultation as appropriate to any situation. However the policy framework will promote more consistent decision making across the city.

Policy context

Parking is a vital component of the transport system and supports the city's economy. This is how the draft Policy fits into the wider parking picture:

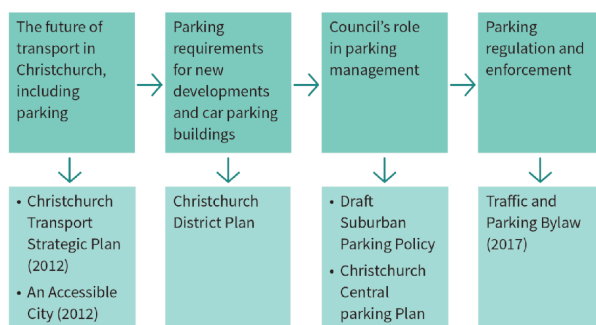
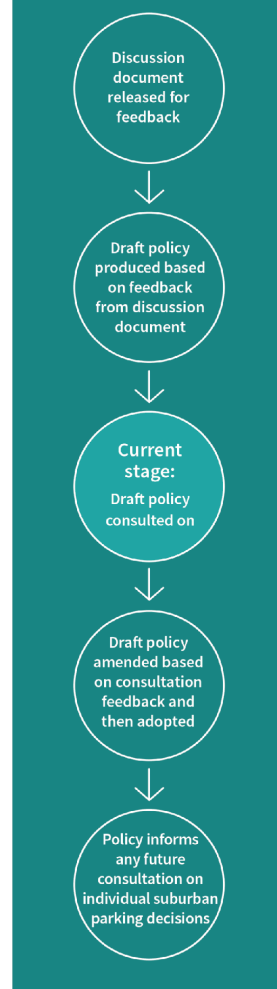


Figure 1. Suburban parking policy process



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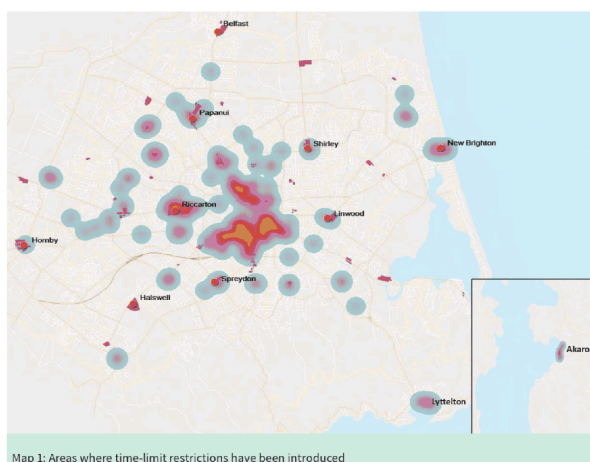
Issues

In most suburban areas of Christchurch, un-restricted on-street parking is available. Occupancy rates are generally low, so there are no real issues for residents, businesses and their visitors to find a park on-street.

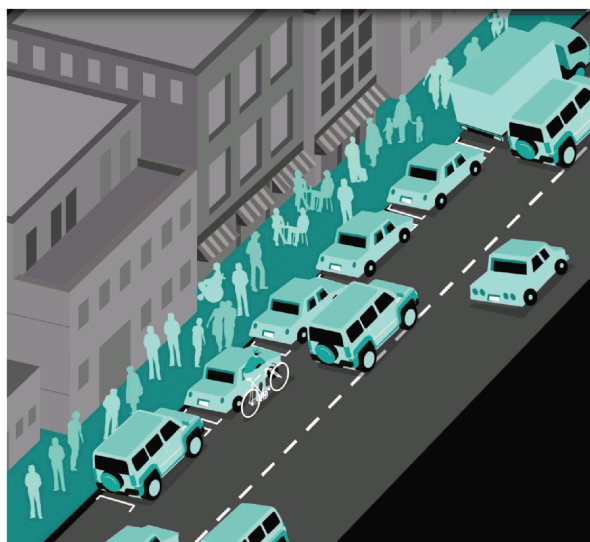
There are, however, some suburban areas where there is an increasing and high demand for parking from both residents, businesses and commuters, which makes it difficult to find a park and puts pressure on road space. These areas are generally located within walking distance from popular destinations, such as commercial centres, business parks, the university and airport. It also includes areas that are increasing in density following the post-earthquake shift in commercial activity to the suburbs. Areas where time-limit restrictions have already been implemented are illustrated in Map 1.

Our streets have many uses, they provide space for people to move, greet and to stop. This creates competing demands for road space. The post-earthquake shift in residents and businesses has also increased traffic movements, and resulted in situations where travel time reliability is worsening. In response to these issues, the Council is constructing cycle lanes, bus priority measures and improving footpath and street amenity. The aim is to offer more travel choice to keep people moving and to create more people friendly streets and public spaces. Implementing these measures creates tension around the allocation of road space, including how much space is provided for on-street parking.

This draft Policy addresses these issues and a number of specific parking issues in Christchurch. These are outlined in Appendix 2 and the draft Suburban Car Parking Policy – Issues and Options Discussion Document (2016). Grass berm parking violations have not been covered in this policy as it is addressed in the Traffic and Parking 2017 bylaw.



Map 1: Areas where time-limit restrictions have been introduced



The Policy

Policy 1: Prioritise suburban road space according to the table below.

Council has had a policy of prioritising kerb side road space for many years. It is proposed that this will continue in a more consolidated form. Road space will be prioritised in the following order and in the following areas:

	Commercial Areas	Residential Areas	Other Areas (such as Industrial)
1st priority	Safety	Safety	Safety
2nd priority *	Movement and Amenity	Movement and Amenity	Movement and Amenity
3rd priority	Bus Stops/ Cycle Parks/ Bike Corrals/ Shared parking for bike share or car share	Bus Stops/ Cycle Parks/ Bike Corrals/ Shared parking for bike share or car share	Bus Stops/ Cycle Parks/ Bike Corrals/ Shared parking for bike share or car share
4th priority	Taxi Ranks (special passenger vehicle stands)	Residents Parking/ Mobility parking	Mobility parking
5th priority	Loading Zones/ Mobility parking	Short Stay Parking	Short Stay Parking
6th priority	Short Stay Parking	Commuter Parking	Residents Parking
7th priority	Residents Parking		Commuter Parking
8th priority	Commuter Parking		

Table 1: Road priority matrix

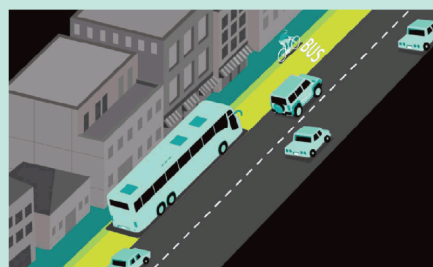
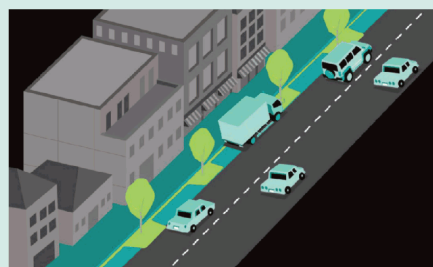
This policy means that certain kerb side road space will be prioritised over others, depending on whether it is a residential, commercial, or other area.

* The 2nd priority movement and amenity will be provided in accordance with the Road Use Hierarchy (refer to Appendix 3). This means that:

- vehicle movement will take priority over amenity on streets that are key transport corridors;
- movement for buses will take priority on core bus routes;

- movement for cycles will take priority on major cycle routes;
- movement for pedestrians will take priority in areas with high pedestrian footfall;
- movement for freight will take priority on the strategic freight routes; and
- movement of traffic will take priority on the strategic traffic routes.

(Note: movement includes wider footpaths, cycle lanes, bus lanes, and traffic lanes. Amenity includes landscaping and street furniture.)



Policy 2: Consistently apply the parking management criteria in areas of high parking demand, on a case by case basis.

In suburban areas with the highest parking demand (defined as areas where occupancy of on-street parking regularly exceeds 85%), case by case assessments will be made to determine the Council response.

To provide a consistent response to each case, on-street parking shall be managed using the following parking management criteria:

Criteria	Residential zones	Commercial/other areas
Occupancy of on-street parking regularly exceeds 85% at peak times.	Apply time restrictions to sections of a street (approximately 25%). This approach should be used when the parking problems are limited to a few streets and most of the properties have off-street parking. It will initially be used in residential streets around commercial centres, industrial areas, office parks and large activities such as the university, airport, etc. Typically P120 time restrictions are applied and no resident permits are issued under this approach.	In non-residential areas, apply time restrictions suitable to local demand.
Occupancy of time-restricted spaces regularly exceed 85% at peak times.	Extend time limits to all the on-street parking and establish a residential exemption scheme as outlined in Policy 3.	<ul style="list-style-type: none"> Investigate opportunities to reduce the time restriction, typically to P60; and/or Introduce additional time restrictions on adjacent streets; and/or Introduce paid parking with no time limits.
Occupancy of paid parking in on-street spaces regularly exceed 85% at peak times.		<ul style="list-style-type: none"> Increase parking charges; or Consider provision of additional off-street paid parking consistent with the criteria in Policy 6 'Council's role in off-street public parking in suburban areas'.

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Policy 3: Implement resident exemption parking areas in locations where occupancy levels for time restricted spaces regularly exceed 85% at peak times, as per Policy 2.

In accordance with the Traffic & Parking Bylaw 2017, resident exemption parking areas will be introduced, alongside time-limit restrictions, to prioritise resident and short-term parking and deter commuter parking. Each area will be considered through a case by case assessment to determine what other parking options are available for residents (for example, driveways, nearby parking, and on-site parking).

Residents will be able to purchase parking permits to allow an exemption to time restriction within a defined area. Due to the permit applying to the area, it doesn't guarantee a specific parking space in the resident's street. However there will be a cap on the total number of permits available (as a percentage of overall spaces within an area) to ensure that the scheme is viable, and there is likely to be parks available for residents when they need it. The fee for permits will be set to recover the costs of administering the scheme.

Eligibility

Parking permits are for residents in the applicable area and proof of address and vehicle registration details will be required. Residential parking permits will be issued on an annual basis. A resident is classed as a person who lives on a street covered by the parking scheme.

Parking permits for residents will be issued in the following order of priority:

1. Residents with mobility parking permits.
2. Residents of historic cottages (with existing permits) and no on-site parking or space that could be converted to off-street parking.
3. Residents of existing houses built before 1995¹ with no on-site parking or space that could be converted to off-street parking.
4. Residents of existing houses built before 1995 with only one off-street parking space or space that could be converted to off-parking.
5. Residents of all other houses

Visitor Parking

Permits will be made available to cater for visitors and tradespeople who are visiting properties on a temporary basis. In order to manage parking demand there will also be a cap on the number of visitor permits issued.

¹ 1995 was when the Christchurch City District Plan was notified and there was consistent minimum car parking requirements for houses across suburban Christchurch for the first time.

⁸ Draft Suburban Car Parking Policy — Consultation document

Policy 4: Honour existing resident's only parking space permits. New resident-only on-street parking permits will be allocated within resident exemption parking areas, as per Policy 3.

Council will continue to honour existing residents only parking space permits. However no new resident-only on-street parking permits will be allocated once this policy is adopted. Rather if criteria in Policy 2 'On-street parking management in areas of high parking demand' and Policy 3 'Residential parking scheme' are met a residential exemption parking area will be introduced, as outlined in policy 3. This will allow residents to purchase parking permits which allow an exemption to the time restriction.

For existing resident's only permits these will remain valid until:

- A residents only/residents exemption parking area is proposed in the same area (the scheme will supersede the existing permits and the permit holder will have to apply for a new permit under the new residential scheme policy); or
- The residential property is sold, whereby the permit is not transferred to the new owner. The new owner would need to request Council to investigate implementing a resident exemption area, under policy 3.

Policy 5: Deter private businesses from using on-street parking through the application of time restrictions.

Council will continue to ban on-street parking being used by private businesses to store vehicles on the road, as per the Traffic & Parking bylaw 2017 (Clause 13), and consider using time restrictions where the criteria in Policy 2 are met (i.e. demand for on-street parking regularly exceeds 85% at peak time).

Policy 6: New off-street public parking will not be provided by Council, unless the measures in Policy 2 have been implemented and proven ineffective and the criteria in this policy are met.

The provision of any off-street parking in suburban areas is the responsibility of property owners and/or their tenants. Council does not intend to spend rates on providing new off-street parking in suburban areas. Rather Council will manage areas of high parking demand as per Policy 2. Council will only consider supplying off-street public parking in certain circumstances where the parking management measures under Policy 2 have been implemented and have not been successful in managing parking demand and all of the following criteria are met.

- i. Unsatisfied demand for parking: Paid on-street parking has been introduced, and occupancy of existing paid parking spaces in the area regularly exceeds 85% during peak periods (busiest 4 hour periods).
- ii. Public transport alternatives are not viable: The current system and planned improvements to the public transport system are not sufficient to cater for projected travel demand particularly in dispersed catchments.
- iii. Potential consolidation of parking: The development of off-street parking provides the opportunity to consolidate multiple parking areas that will provide benefits to the local area through improved amenity and urban design, better traffic management and safer street access points.
- iv. Road capacity: The road network is able to accommodate the additional traffic generated as a result of the parking facility, at the times of expected peak demand.

These criteria do not apply to the provision of park and ride/bike facilities (see Policy 9).

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Policy 7: Review parking restrictions and provisions to improve access for those with restricted mobility.

Council will improve the provision of parking for people with restricted mobility, by undertaking the following:

1. Provide restricted mobility concessions to enable longer parking in time restricted on-street parking.
2. Increase the number of on-street mobility car parks, where there is demand.
3. Maintain existing parks to ensure that they are consistently designed.
4. Increase the amount of public information on what mobility parking is currently available.
5. Ensure that mobility parks are appropriately enforced in order to deter illegal parking.

Policy 8: Support the provision of all types of parking, including motorcycle, electric, coaches and bicycles, in addition to vehicle parking, to encourage greater use of alternatives to the single occupant car.

Motorcycles

The demand for on-street motorcycle parking in suburban areas is low. However, in circumstances where there is demand for such provision, Council will seek to provide parking facilities. These will be assessed on a case by case basis. Illegal parking of motorcycles on berms is covered by the Traffic and Parking 2017 bylaw.

Bicycles

The focus on encouraging greater use of this activity is reflected in the priority given to this parking type in the kerbside priority matrix (Policy 1). In areas of high demand Council encourages the introduction of bike corrals. These must be implemented in line with the Structures on Roads policy² and Traffic and Parking 2017 Bylaw. A Bicycle Corral is an on-street bicycle parking facility that can accommodate many more bicycles than a typical cycle rack on the footpath. Bike corrals usually occupy an area equivalent to one car parking space with enough space for multiple bicycles. On-street bicycle parking will be designed in line with the Christchurch Cycle Design Guidelines (2013).

Electric vehicles

This is expressed in Councils Electric Vehicle Policy, formally adopted in March 2016.

Park and ride or bike

Council will support park and ride/bike facilities which link and are well integrated to major cycleways and public transport. Park and bike is the ability to be able to park a car and then bike for the rest of the journey. Facilities should be secure and could also provide storage.

Car sharing

This is expressed in Councils Car Sharing policy, formally adopted in March 2016.

² <http://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Policies/StructuresOnRoadsPolicy2010amended2014and2016.pdf>

Policy 9: Support and adopt advances in parking management technology to improve parking outcomes.

Advances in parking management technology are shaping how the council manages its parking. Such technologies make parking more customer friendly, reduce operating costs, and enhance data collection and monitoring.

Council will:

- support technology changes (such as electric charging, smart technology);
- continue to review the extent and type of parking that will be required in the future in response to these technology changes (such as driverless/autonomous vehicles).

Policy 10: Review allocation of parking in circumstances where the street is less than 7 meters in width and there are recognised parking issues.

If the carriageway of a street is less than 7 metres in width and there are known access problems (i.e. there are limited places for vehicles to pass and/or emergency access may be compromised), Council will propose to remove parking on one side of the street. This will be done by applying a No Stopping restriction (broken yellow lines) to alternating sides of the street to assist in slowing vehicles down.



Appendices

Appendix 1: Council's role in suburban car parking

When considering Council's role in suburban car parking it is important to recognise that there are a number of different types of parking that a number of different parties provide see figure A1.

There are several ways in which Council can help to shape the form and function of parking within the city, including Council as a provider; regulator; an enforcer; and a facilitator of car parking.

Figure A1: Types of parking



A. Publicly owned public parking —
(on-street parking)



B. Privately owned private parking —
(driveways, garages and privately owned other parking)



C. Commercially provided public parking —
(shopping malls, supermarkets)



D. Privately owned public parking —
(most commonly Wilsons parking)

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Appendix 2: Issues around suburban parking

This provides a summary of issues raised by the public through public consultation in 2016 (Suburban Parking Issues & Options Survey) and outlines the advantages and disadvantages of suburban parking.

Issue 1: Pressure for road space

Christchurch City Council manages over 2,300km of roads. The road corridor is one of the most important pieces of public space that Council manages. It allows for the safe movement of people and goods, and is critical to achieving environmental benefits through the use of grass berms, trees, kerbs and storm water channels. However, in the majority of suburban streets, a significant proportion of the road space is allocated for the storage of vehicles (i.e. parking). There is only a limited road width (shown in Figure A.2) and there often is not enough space to fit everything in, so choices need to be made.

The post-earthquake shift in residents and businesses has increased traffic movements, and has resulted in situations where travel time reliability is worsening. In response to these issues, the Council's aim is to offer more travel choice to keep people moving. They are doing this by constructing cycle lanes, implementing bus priority measures, and improving footpaths and street amenity. Implementing these measures has and will continue to result in tension with the provision of on-street parking.

Whilst in some instances these network developments result in the loss of some on-street parking, there is increasing evidence from the experience of other comparable cities, and from Christchurch's own experience, that reallocating road space from parking to other uses can provide positive benefits. These include: providing more space for more efficient movement of people and goods, increasing amenity, and economic activity in our streets.

In contrast, there are situations where on-street parking plays a critical role such as providing access, especially for people with restricted mobility, and where there is no off-street parking.

On-street parking will continue to be a key feature in many areas, however this needs to be carefully managed. Decisions need to be made about what kerbside road space activity takes priority on key transport corridors (such as arterial roads, core public transport routes, and major cycleways).

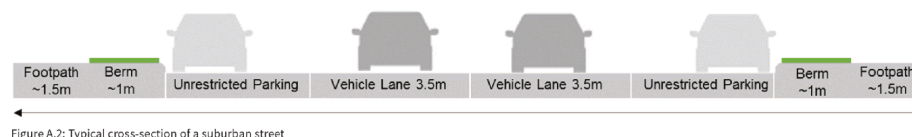
Issue 2: High demand for parking in residential areas near commercial areas/office parks

In some residential areas in Christchurch, particularly close to office parks, commercial centres and large institutions (such as the University and Airport), there is high demand for on-street parking, particularly during office and shopping hours. There is also high demand for parking on residential streets surrounding some schools, especially at the start and end of the school day.

Having both sides of residential streets parked out with vehicles can cause issues such as:

- Safety as parked cars can reduce visibility at intersections and driveways
- Narrowing of roads, with sometimes insufficient room for vehicles to safely pass
- Insufficient manoeuvring space for large vehicles (e.g. rubbish trucks, cars with trailers)
- Reduced space for emergency services to park on-street and get quick access to houses
- Reduced amenity of residential areas when the streets are heavily populated with cars
- Increased traffic volumes on residential streets from commuters accessing car parks
- Reduced on-street parking available for residents, their visitors and trades people.

Residents contribute to the cost of parking through rates. However commuters that park in free on-street car parks do not necessarily pay for the true cost of using the car park and thus choose to drive rather than pay to use public transport. This further increases traffic volumes and network delays at peak times. Often time limits have been introduced to manage residential areas with high demand parking. However these limits apply to all users (residents and commuters).



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Issue 3: High demand parking in some suburban commercial centres

As many businesses have moved post-earthquake from the Central City to suburban areas, there is increasingly high demand for parking in some suburban commercial centres. Commuters parking in free on-street car parks do not always pay for the true cost of using the car park and thus choose to drive rather than pay to catch public transport. This further increases traffic volumes and network delays at peak times. Currently there is no metered on-street parking in suburban commercial centres in Christchurch, however there is in the Central City.

Issue 4: Advances in technology will influence demand

The transport system is experiencing changes in technology that could have impacts on how we traditionally thought about parking (e.g. driverless vehicles, smartphones, new payment methods).

Due to these potential changes there is some uncertainty regarding the extent and type of parking that will be required in the future and this needs to be carefully managed. We may not need as much parking as we currently use and parking will need to adapt to cope with future technological changes.

Issue 5: Cost of providing off-street public parking in suburban centres

In most suburban centres Council does not currently provide public off-street parking. The cost of providing new public off-street parking can be significant. If council provides new public off-street parking, the cost would need to be covered through rates. A new off-street parking space can cost \$30,000 each.

Issue 6: Demand for on-street parking from residents of existing houses that have no off-street parking

The District Plan requires that every house (except within the Central City) provides at least one car park on-site. There are, however, some existing houses built before these rules were in place that have no on-site car parks. Traditionally Council has provided on-street parks for these houses. This has meant that no one else has been able to use these parks, even when the residents are not using them, which is not an efficient use of road space.

Issue 7: On-street parking being used by private businesses

A business (for example, a vehicle mechanic) using public on-street parking for their business needs, by parking their customer's vehicles on-street during the day, limits the use of the on-street car parks by the wider community. A Council bylaw currently restricts cars being parked for the purpose of storage in connection with a trade or business. However it is not always easy to determine whether a parked car is associated with a trade or business.

Issue 8: Parking on grass berms

In some locations motor vehicles are parking on the grass berms on the side of the road, which can damage the vegetation. This can reduce the amenity of an area, can detract from Christchurch's Garden City image and can impact on storm water management. It can also cause a safety issue if cars parked on grass berms block the visibility of intersections and driveways. The Council's Traffic & Parking Bylaw 2017 prohibits the parking of vehicles on grass berms and Council can enforce this by issuing infringement notices.

Issue 9: Providing a sufficient number of on-street parks for people with restricted mobility

Christchurch's population is aging. By 2041, it is expected that 31 percent of the population will be over 60 (twice as many people as today), and thus there will be more people with restricted mobility. The District Plan and Building code requires a certain amount of parking for people with restricted mobility to be provided in off-street car parks. Council also provides some parking for people with restricted mobility on-street. However as the population grows and ages, demand for these on-street mobility car parks will increase.

Issue 10: Providing sufficient parking for each parking type

There is a variety of different types of parking provided for different types of vehicles and uses, such as loading zones, car parks for people with restricted mobility, motorcycle parks, bicycle parks, coach parking. Ensuring there is sufficient parking for each type can be a challenge and needs to be balanced.

Issue 11: Integrating 'Park and Bike' facilities

In some areas people are informally parking on-street (all day) and cycling on to their final destination which increases pressure on parking in some residential areas. With the major cycleways being built there could be some locations where it will be more attractive to park and then bike for the remainder of the journey on a major cycleway. This could be encouraged and formalised in appropriate locations through "Park and Bike" facilities (the ability to be able to park a car and then bike for the rest of the journey). Facilities could also be provided at park and bike sites to store bikes, and hire bikes, as well as security.

Issue 12: Narrow residential streets

On very narrow residential streets (less than 7 metres) overcrowded on-street parking can cause access problems to properties and for emergency services. People sometimes park on the footpath on these narrow streets, which degrades the pedestrian accessibility, safety and amenity of the street. Emergency services require at least 2.5 metres of clearance to allow for sufficient access down streets in case of an emergency. Safe access to properties can be compromised when vehicles are parked too close to entrances which reduces visibility of other road users. The New Zealand road code requires that "you must not park or stop your vehicle in front of, or closer than 1 metre to, a vehicle entrance." However this is not always adhered to.

Advantages and disadvantages of suburban parking

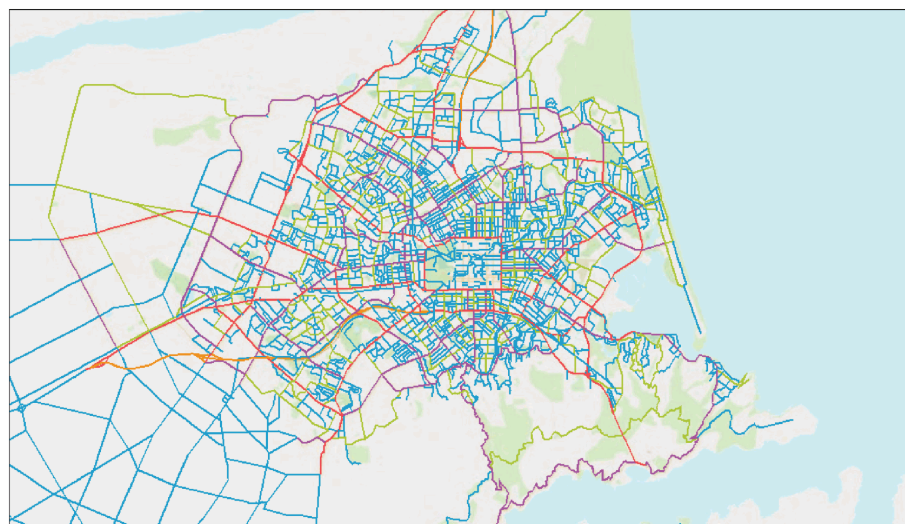
Providing parking offers many benefits for the community, but there are also costs to providing parking to Council. These costs and benefits need to be carefully evaluated and considered against the broader role of Council to determine the most appropriate response for managing suburban parking.

The advantages and disadvantages of providing car parking are summarised in Figure A.3.

Advantages of on-street parking	Disadvantages of on-street parking
<ul style="list-style-type: none"> Access and choice for motorists/ motorcyclists Supports economic activity and development Stores unoccupied cars out of the way of traffic Is critical for people with limited travel options, such as people with restricted mobility Readily available parks reduce inconvenience and traffic effects of people looking for a park 	<ul style="list-style-type: none"> Encourages car use (increases traffic) Contributes to urban sprawl Occupies valuable space Cost to provide and maintain Safety — potential increased crash rate where vehicles manoeuvre into parks Environmental impact — storm water run-off reduces water quality and increases flood risk

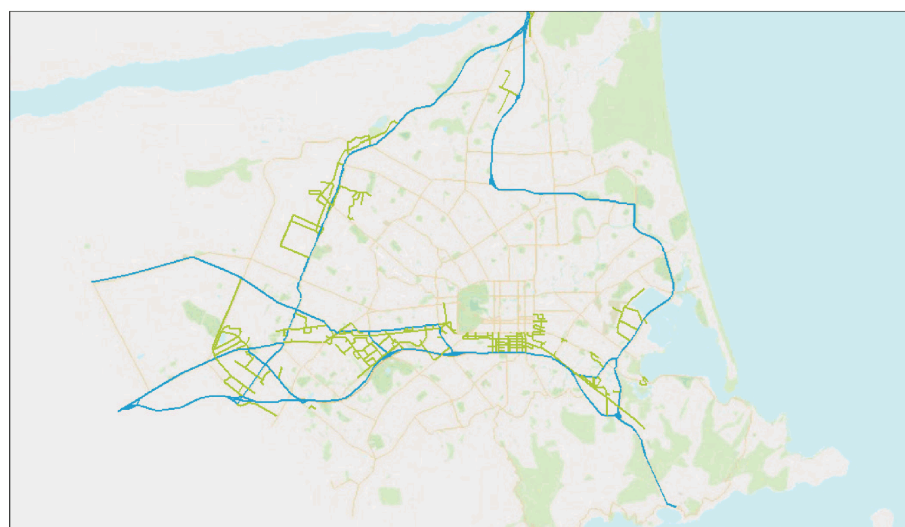
Figure A.3: The advantages and disadvantages of suburban car parking

Appendix 3: Road User Hierarchy (from Network Management Plan)



October 4, 2018
Strategic Road Network - Layer
1. Motorways
2a. Major Arterial
3a. Minor Arterial
4a. Collector
5. Local

1:132,185
0 1 2 4 mi
0 1.75 3.5 7 km

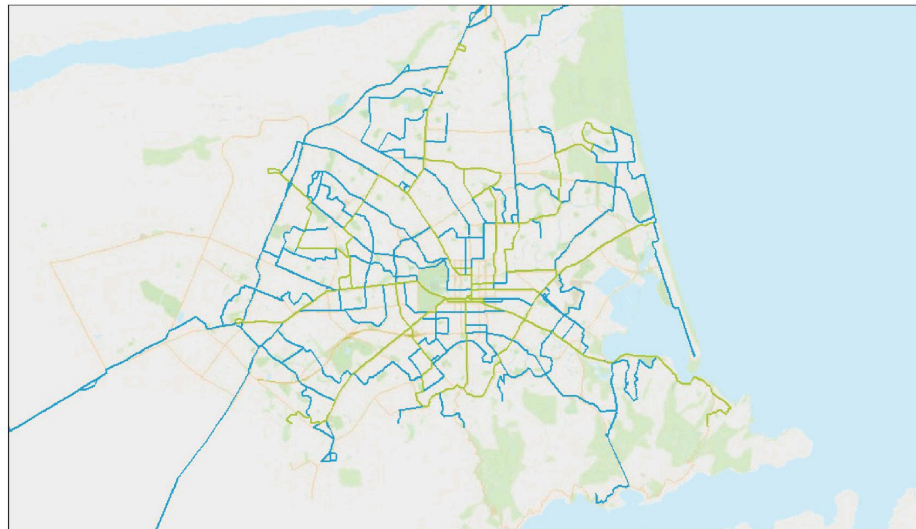


October 4, 2018
Freight Network - Layer
1. Freight Routes
2. Industrial Areas

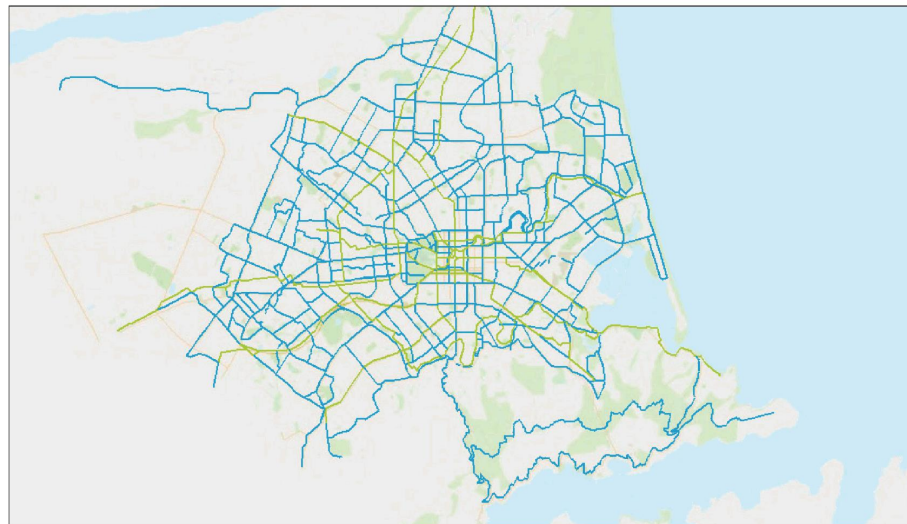
1:132,185
0 1 2 4 mi
0 1.75 3.5 7 km

Hearings Panel
21 January 2019

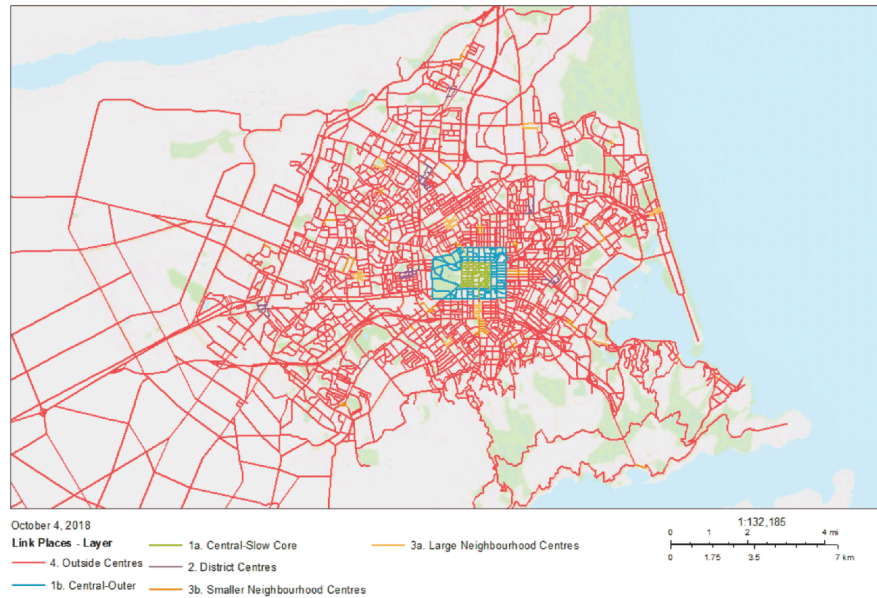
Christchurch
City Council



October 4, 2018
Public Transport Network - Layer
1. Metro Lines
2. Connectors & Links



October 4, 2018
Cycling Network - Layer
2. Local Cycleways
1. Major Cycleways



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Hearings Panel
21 January 2019

Christchurch
City Council 

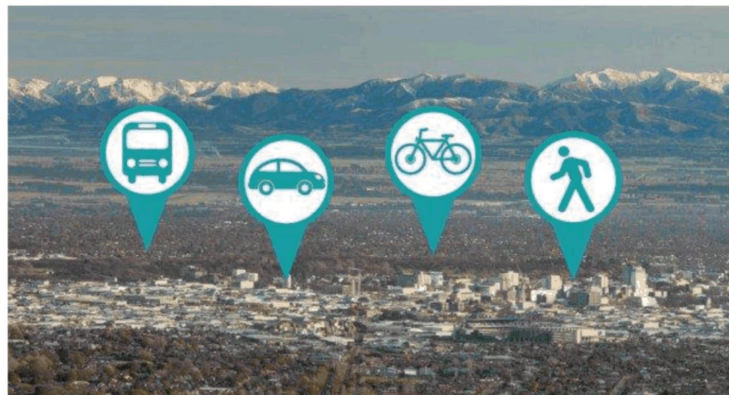


Attachment A Item 15

Draft Suburban Parking Policy social media report

<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/193>

Date 3/12/18



Campaign summary

Objectives:

- We are reviewing how we manage suburban parking, in particular on-street parking, to help prioritise public space and create safer and more people friendly streets. The consultation was centred around policies to address the challenges with managing suburban parking

Total spend:

- \$200

Platforms utilised:

- Facebook, LinkedIn, Neighbourly, Twitter

Wins:

- Great video
- Most of the page views to the consultation page were through Facebook mobile

Hearings Panel
21 January 2019

Christchurch
City Council 

Performance broken down by platform



Facebook CCC:

Number of wall posts: 4
Total reach: 35,606
Total engagement: 235
Total post clicks: 1983



Neighbourly:

Number of wall posts: 3
Neighbourhoods targeted: all
of Christchurch residents on
Neighbourly: 62,322



Website:

Total page views: 2,832
Unique page views: 2,537
Average time on page: 3min47sec
Bounce rate: 89%
Main Referrer: Facebook (mobile),
Direct, Google

Item No.: 4

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Hearings Panel
21 January 2019

Top performing posts

Christchurch City Council
October 18 · 🌐

We want to make better use of our road space around the city - for vehicles, pedestrians and cyclists. Have any ideas? Head to our website and have your say on the draft Suburban Parking Policy here <https://bit.ly/2CQVW11>

01:26

14,706 People Reached **1,069** Engagements [Boost Again](#)

Recent Activity

Boosted on Oct 18
Audience: New Zealand: Christchurch Canterbury, ...
By Monique Steele - Completed

[View Results](#)

👍👍👍 24 46 Comments 1 Share 7K Views

👍 Like 💬 Comment ➦ Share 🌐

People reached: 14,706
Engagement: 154
Post clicks: 915
Spend: \$50

Christchurch City Council
November 14 at 8:30 PM · 🌐

We want to create safer and more people-friendly streets. To do that, we've created a draft policy that looks at how we manage on-street parking the suburbs. Do you agree with our approach? Have a read and tell us if you think we've got it right.

CCC GOVT.NZ
Draft Suburban Parking Policy
We're drafting a policy on suburban parking and we'd like...

[Learn More](#)

12,342 People Reached **925** Engagements [Boost Again](#)

Recent Activity

Boosted on Nov 14
Audience: New Zealand: Christchurch Canterbury, ...
By Monique Steele - Completed

[View Results](#)

👍 11 24 Comments 1 Share

👍 Like 💬 Comment ➦ Share 🌐

People reached: 12,342
Engagement: 68
Post clicks: 857
Spend: \$50

Christchurch City Council
October 31 at 7:00 PM · 🌐

We're taking a closer look at how we're managing on-street parking in the suburbs. So, we've created a draft policy to try and address some of the challenges our stakeholders have identified. Before we go any further though, we need to hear from you.... See More

00:07

7,739 People Reached **147** Engagements [Boost Again](#)

Recent Activity

Boosted on Oct 31
Audience: New Zealand: Christchurch Canterbury, ...
By Monique Steele - Completed

[View Results](#)

👍 3 2 Comments 5.2K Views





👍 Like 💬 Comment ➦ Share 🌐

People reached: 7,739
Engagement: 5
Post clicks: 142
Spend: \$50

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Total Facebook post breakdown

DATE		PLATFORMS	
18/10	VIDEO	CCC Facebook, LinkedIn, Twitter and Neighbourly:  <p>We want to make better use of our road space in areas around the city - for vehicles, pedestrians and cyclists.</p> <p>Have any ideas? Head to our website and have your say on the draft Suburban Parking Policy here https://bit.ly/2CQVW11</p>	\$50
31/10	Have your say	CCC Facebook and Neighbourly:  <p>We're taking a closer look at how we're managing on-street parking in the suburbs.</p> <p>So we've created a draft policy to try and address some of the challenges our stakeholders have identified.</p> <p>Before we go any further though, we need to hear from you.</p> <p>So tell us: have we got it right? https://bit.ly/2ykpAaY</p>	CCC Twitter: <p>We're taking a closer look at how we manage on-street parking in the suburbs. Let us know what you think about our draft suburban parking policy, which tries to address some of the challenges our stakeholders have told us about: (link here)</p> <p>\$100 - \$50 for social and \$50 for google ad.</p>
14/11	Have your say	CCC Facebook:  <p>We want to create safer and more people-friendly streets.</p> <p>To do that, we've created a draft policy that looks at how we manage on-street parking the suburbs.</p> <p>Do you agree with our approach? Have a read and tell us if you think we've got it right: (link to have your say).</p>	CCC Twitter: <p>We want to create safer and more people-friendly streets. That's why we've created a draft suburban car parking policy - so we can help prioritise public space. Tell us if you think we've got it right (link to have your say).</p> <p>\$50</p>
21/11	GIF	CCC Facebook  <p>How should we be managing on-street parking in the suburbs? It's the last chance to have your say and we'd love to hear what you think.</p> <p>Head online here: https://bit.ly/2ykpAaY</p>	CCC Twitter: <p>How should we be managing on-street parking in the suburbs? It's the last chance to have your say! https://bit.ly/2ykpAaY</p>

Sentiment, pick-up and recommendations:

- Most of the page views to the consultation page were through Facebook mobile – this is positive as it means a large chunk of the audience is coming through Facebook on people’s cellphones. This shows the importance of having easily digestible, mobile content for trying to engage users to “have their say”.
- Midway through the campaign, the consultation gained traction when it was highlighted by local radio media. Unfortunately the reporter had inaccuracies in his reporting of the consultation. This triggered some robust discussion on the posts around the removal of residents’ carparks, a lot of which was not relevant to what was being measured by this consultation. Moderation was important in the comments section throughout this campaign as people were largely misinformed about what was actually being consulted on.
- There was angry sentiment on the Facebook page during this campaign. Many users were opposed to the removal of residents’ carparks, to the prevalence of cycleways throughout the city and the introduction of Lime electric scooters (which are allowed to operate on both roads and footpaths).
- The friendly, informative tone of voice used in the posts was spot-on for social, especially in a hostile environment.
- We had planned to post the GIF for the second post, but instead it ran as the last post as a last minute reminder to fill in the form.
- The social video was fantastic, as it is pleasant to watch and informative – hence why this post performed the best of all four.

Hearings Panel
21 January 2019

John Miller You can't manage the city how the hell do you expect to manage this
Like Reply Message 1w 4

Richard Hook You won't manage it, you will just ruin it.
Like Reply Message 1w 3

Steve Welford And once you've made a hash of this, like you have of the city - What next? Clearly trying to find ways to justify your jobs. Stay away from the suburbs, leave us in peace!!
Like Reply Message 6d 3

Duane Townley Gee council...pay me a hefty consultants fee like you do everyone else when you have simply no clue and I'll tell you...till then nada.
Like Reply Message 6d 1

James McIlroy How about you just don't. Ratepayers pay enough to subsidise carparking outside their own home, if it already exists. Let them manage it.
Like Reply Message 5d 1

Opi Nion "How do we manage suburban parking?" you ask? Well, it seems you are not ...
Like Reply Message 5d

Steve Welford The Southern motorway extension is there to do what?
Making it easier for people traveling into the city and... unless I'm mistaken it is built for cars, the very thing you want to control, so where will these vehicles park when you limit parking???... See More
Like Reply Message 4d

Steve Welford Don't really understand what you are trying to do! You are spending millions on motorways to encourage easy access to the city from the North and South - then you want to penalise them when they arrive and park.
What is going on?
Does the left hand not see the right.
Like Reply Message 4d

Steve Welford Your policies are clear, rid the city of cars, penalise them when and where ever possible, get people in buses and on cycles, end of story! Why would the people of Christchurch trust anything you do, take the Public Hospital for example! The lack of parking near the Hospital is a disgrace!
Like Reply Message 2w 18

Greg Hughey Unfortunately I have to agree with you Steve.
The hospital parking should of been the first place to have correct, not doing deals with Ngia Tahu over the old police station/new parking building.
Safety first, access to the hospital is exactly that.
Like Reply Message 2w 2

Mark Platt Why would you ask us? You never listen, drop the charade and just run things as always
Like Reply Message 2w 14

Ann Robinson That's right the voted in councillors don't even write up the new legislation they just pass it regardless of what the community wants... about time this present council fronts up to its responsibilities. Make the city safer not impossible to use, suburbs on bus routes need on road parking for the people who don't live on bus routes.
Like Reply Message 2w 3

Tina Bailey Priority should be reinstating the car parking around the hospital. Over 200 car parking spaces have been removed from the streets surrounding the hospital. The agenda of the council is quite clear...they do not want people to use cars in the city. To hell with anyone who works shift, lives out of town, uses childcare, has mobility and health issues, has very young children or elderly parents
Like Reply Message 1w 12

Helen Willis Build a car park
Like Reply Message 1w

Tina Bailey Helen Willis where? Building has started on the old site but it doesn't look like a car park.
Like Reply Message 1w

Karene Smith Tina Bailey Hagley Park build on corner opposite the Hospital, remove the trees there. This land is not used for any purpose at present! What happened to the corridor under the road to the previous car park from the Hospital??? It was an ideal situation for access then so why not now????
Like Reply Message 1w 1

Carl Willis I don't have a problem with parking restrictions etc where they are needed. However when the parking wardens specifically target industrial areas that have no parking issues, for the sole purpose of ticketing wof and rego I get annoyed. It's targeting the lower income households and is pathetic.
Like Reply Message 1w 6

Rayner Wallen All I see in town is footpaths the size of dual carriageways, roads the size of footpaths, quarter full rubble Wilson's carparks, more big footpaths and cyclists in cycle lanes and people having fun on Lime scooters. It'll get there.
Like Reply Message 1w Edited 1

Gary Perrin Rayner Wallen and no way of watering anything because they gave it all away... No more garden city hmmm
Like Reply Message 1w

Christchurch City Council Gary Perrin Hi Gary, just to clarify, Environment Canterbury makes the call about who can take water from the aquifers that run beneath Christchurch. While we can - and do - make a submission, we have no control over the allocations. Even if there were no bottling companies or any other commercial users taking water, we would still be asking you to conserve. The reason we want you to use less water, especially this summer, is because we need to shut down some of our pump stations so we can continue work on upgrading the wells. Our conservation campaign is driven by the infrastructure required to deliver the water, not a short supply of water. regards ^JW
Like Reply Commented on by Sprout Social 1w 1

Write a reply...

Tania Jordan I avoid town - the roads are so narrow it's dangerous
Like Reply Message 1w 1

Helen Willis Hence the 30k speed zone restrictions
Like Reply Message 1w 1

Tania Jordan Helen Willis even then it's still dangerous
Like Reply Message 1w 1

Write a reply...

Martine Marshall-durieux Pre earthquake it was so easy and pleasant to go into town. Easy to drive in, easy to park, easy to shop in small boutiques. Look at it now....a stressful and frustrating experience and no more cute shops I just big offices, big bank buildings, big stores that are far too large with too much of the same stuff.
The only pleasant experience is to drive to the Lichfield street parking, go to Ballantynes a beautiful shop with everything you need and enjoy the first hour of free parking.
Like Reply Message 1w 7

Heather Wilkins Martine Marshall-durieux it sure was but not now. Look at the fiasco with the lights at Cashel St. Talk about over kill. It has put me off going into the square now.
Like Reply Message 1w

Martine Marshall-durieux Heather Wilkins you are quite right the traffic lights, the restrictions to park, the drive into town, the detours to get from A to B are a real nightmare. I only go to town once every two months now. And a lot of people feel the same as you and I. What a shame!
Like Reply Message 1w

Write a reply...

Gary Rees Put in lots of motorcycle parking. You can get half a dozen motorbikes in the space for one car.
Like Reply Message 1w 1

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Attachment A

Hearings Panel
21 January 2019

Maureen O'Brien Parking building for hospital. It's a disgrace.
Like Reply Message 1w

Steve Holdaway Did you notice the only post responded to by the council was about water?
Like Reply Message 1w

Chris Tyler Contract another consultant and pay heaps for your answer. You don't listen or you have already made up your mind. We don't want to play this game anymore.
Like Reply Message 1w

Chris Thompson Public transport is the answer and lots of it, build it and they will come. Too much stick and the carrots been deleted due to budget constraints LOL.
Like Reply Message 1w

Selwyn Griffin I do shift work. There is no public transportation available to get me there. If I am not allowed to park my car outside my home where do I park it?
Like Reply Message 1w

Julie Williams Parking restriction in suburbs is just another money spinner for council. I notice they collect tickets like confetti but don't police the speed limits. Even the police speed in the 30k zones.
Like Reply Message 1w

Heather Wilkins Julie Williams they speed almost every where. Same old answer oh they were going to an emergency well in that case where were the flashing lights ? Not all of them do.
Like Reply Message 1w

Write a reply...

Lyn Jongejans Why can't the public just use the existing footpaths?
Like Reply Message 1w

Giovanna Rhodes Would love to see more trees planted .. especially in the so called " lesser " suburbs .. for example, Edgeware Rd is a lovely wide road... that could become a Parisian style boulevard with some appropriate tree planting... trees and regular care of the same .. can make even the poorest areas look special... provides shade and protection for birds and insects... and avoids boiling hot cars in the Summer... Also... why oh why... is double sided parking allowed in narrow streets. ?

Shiree Couch Never go into town now there is nothing there that interests me anymore pretty earthquake we had a fully functional cbd that was easy to get around now we have an abomination. It's a shame that our beautiful city that once was people friendly is no longer
Like Reply Message 1w

Steve Welford I know , stop those cyclists who own cars from leaving them parked on the street for weeks on end ,
Like Reply Message 1w

Darel Hall If you're going to allow Lims, you need to provide or designate parking. The current free for all isn't consistent with rationing limited space.
Like Reply Message 1w

Vicki Harris Hospital parking required. It is a safety issue for staff on shift work. Current situation reckless
Like Reply Message 1w

Matt Newcombe This closes today. When was it posted, yesterday? Not enough time to weigh up all that is in it.
Like Reply Message 1w

Heather Wilkins Matt Newcombe first I've seen it.
Like Reply Message 1w

Christchurch City Council @ Hi Matt, thanks for reaching out. We've been posting this to our Council Facebook, Neighbourly and Twitter accounts since the first post on October 18. There's still time to have your say before this closes so please head to the link and let us know your thoughts! Cheers again, ^MS
Like Reply Commented on by Sprout Social (?) 1w

Matt Newcombe Heather Wilkins funny how such an important thing is given such a short time to be read and commented on!
Like Reply Message 1w

Heather Wilkins Matt Newcombe I don't do Twitter do you ? Only 1 I see occasionally is Neighbourly.
Like Reply Message 1w

Matt Newcombe Christchurch City Council I have not seen it until yesterday.
Like Reply Message 1w

Matt Newcombe Heather Wilkins no, I don't do Twitter.

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Item 15

Attachment A

Hearings Panel
21 January 2019

NS Noelene Smith from St Albans 25 days ago

No way in Colombo St NO were for people to park there cars since the bike Lane I sure no one from the council lives in this area <

Like Thank Reply Save ...

MS Mihi Sinclair **Neighbourly Lead** from Avondale 1 day ago

I am totally against CCC tampering with on street parking. The residents are disadvantaged and their objections are ignored

Like 3 Thank 2 Save ...

CB Cindy Breward from Hoon Hay 13 days ago

There is not a lot of parking in Frankleigh Street now that there is the cycle way

Like Thank 1 Save ...

The Team from Christchurch City Council 8 days ago

Thanks for your feedback Cindy!
Please make sure to follow the link and have a look through the policy. There are still a few days left to officially have your say!
Cheers again :) *MS

Like Save ...

JH Janelle Harris-reed from Riccarton 4 days ago

but what about people that live in the areas you are planning on making no parking where do they park not all homes have driveways these days.

Like 3 Thank 1 Save ...

PC Peter Coleman from Spreydon 4 days ago

The council wants to get rid of parking and this fits in with their trying to get rid of cars. This is because they are rolling out UNAgenda21.They are not for the people at all. They include most councillors and their policy makers and implementer Helen Beaumont,Pauline Cotter, Tony Moore, Vicki Buck, Luanne Dalziel. Ask them.

Like 3 Thank 1 Save ...

Frilly Perduta from Woolston 4 days ago

The plan shows they are putting parking for cars very low on the priority list. This will affect community venues like Weekly farmer markets. For some time I avoided the one in Riccarton Bush as I can never find anywhere to park there. For about a year I was unable to walk very far and I won't be bussing or cycling with bags full of vegetables, and fragile eggs, even to the one in Opawa if there is nowhere to park there on Sunday. Oh well we shall see... I don't plan to stay in Christchurch anyway... ☹

Like 1 Thank Save ...

Aileen Kimber from Bishopdale 1 day ago

Yes they want people in the city, paying for parking, council carpark, might as well stay away from the city its a hassle to find parking without the problem of getting a ticket, streets narrowed down cycle lanes everywhere and never seen a cyclist in St Asaph street yet.

Like 1 Thank 1 Save ...

CB Cindy Breward from Hoon Hay 3 days ago

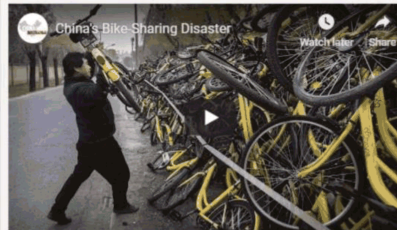
I was driving the other day and I needed to take an important cell phone call from America, there was no where I could pull over to answer the call for blocks at a time. I took the call on a bus stop! Also where do service vehicles park now days when making house calls to fix plumbing and electricity?

Like 4 Thank Save ...

Frilly Perduta from Woolston 3 days ago • Edited

We should replace cars with a bike share system like the lucky people in China. 🇨🇳
youtu.be...

China's Bike-Sharing Disaster



Like 2 Thank 1 Save ...

Luke Murphy from Hornby 1 day ago

Removal of grass berms? Extra road space, not like roads were built for people to walk on, not everybody takes public transport so they need a place to park their car.

Like 3 Thank Save ...

BC Barbara Crofts from Parklands - Marshlands 1 day ago

I agree,berms are so unnecessary and very untidy and take up to much space.

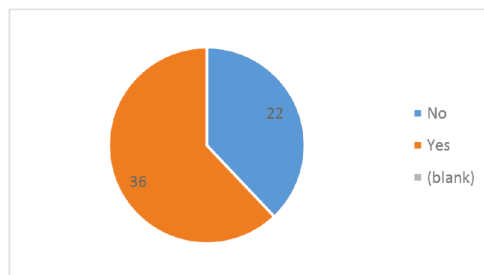
Like 2 Thank Save ...

Appendix C

This appendices summarises the responses received to the Draft Suburban Parking Policy. In total, 9 specific questions were asked of submitters covering a range of 9 policies.

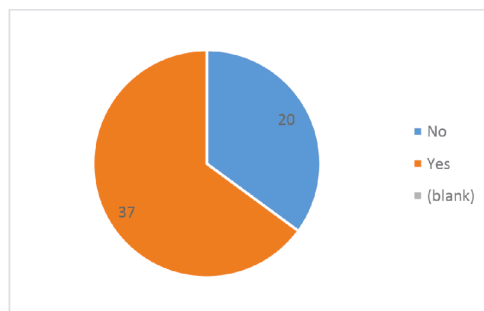
Policy 1: Do you agree with the order these have been prioritised?

No	22
Yes	36
(blank)	
Grand Total	58



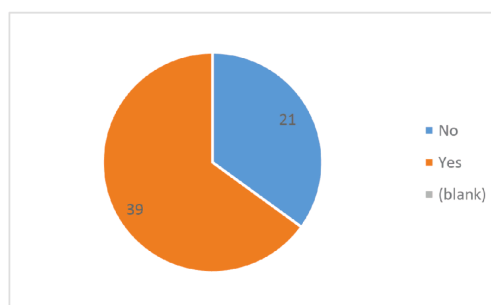
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?

No	20
Yes	37
(blank)	
Grand Total	57



Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?

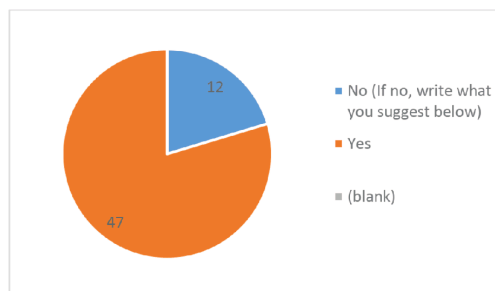
No	21
Yes	39
(blank)	
Grand Total	60



Policy 4 (Honouring existing residents parking permits): No feedback was asked as it was identified as a non-negotiable policy that did not require feedback.

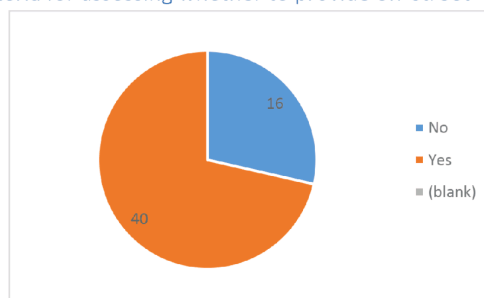
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?

No (If no, write what you suggest below)	12
Yes	47
(blank)	
Grand Total	59



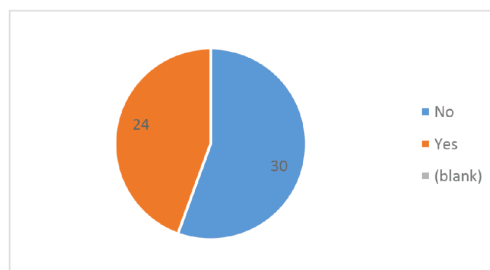
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?

No	16
Yes	40
(blank)	
Grand Total	56



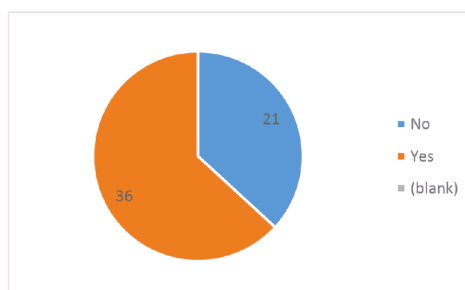
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?

No	30
Yes	24
(blank)	
Grand Total	54



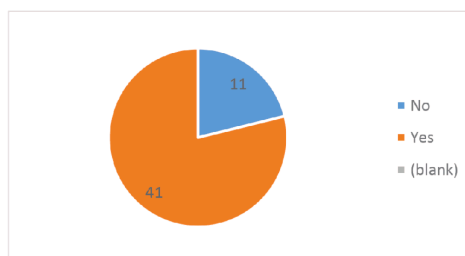
Policy 8: Are there any other types of parking Council should be supporting?

No	21
Yes	36
(blank)	
Grand Total	57



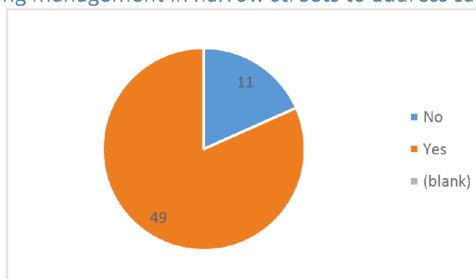
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?

No	11
Yes	41
(blank)	
Grand Total	52



Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?

No	11
Yes	49
(blank)	
Grand Total	60



Draft Suburban Parking Policy – Staff Analysis of Submissions

1. Issues & Staff Responses

- 1.1 Overall, submissions were generally supportive with the Policies outlined in the Draft Suburban Parking Policy document.
- 1.2 Some questions elicited greater input from submitters and have been highlighted by staff for further discussion and analysis. These concern Policies 1, 2, 3, 8 and 9.

Analysis of submissions in relation to the prioritisation of suburban road space (Policy 1)

- 1.3 Question 1 in the consultation regarded the prioritisation of kerb-side road space and asked submitters views on whether they agreed with the policy recommendations on how suburban road space would be prioritised. There were 58 individual submissions to this question, 36 of which were in support and 22 who disagreed.
- 1.4 Of those who disagreed with the recommended prioritisation, most cited disagreements with the proposed order. The most commonly cited amendments were as follows:
 - a. Residential parking should be made a higher priority in residential areas.

Officer response: Residential parking is prioritised below safety, movement and amenity because they support wider road safety, efficiency, and place-making outcomes. This supports broader transport objectives outlined in paragraphs 4.5-4.7 of the report.

- b. Commuter parking should be made a higher priority in residential areas.

Officer response: The needs of commuters must be carefully balanced against the localised needs of residents who live in residential streets. In general, residents will be prioritised over non-residents in order to provide sufficient parks for those that live in the area.

- c. Short-term parking should be made a higher priority in commercial areas.

Officer response: Short-stay parking users would normally be regulated through P60 and P120 restrictions. Their parking requirements are therefore more impactful than other types of parking higher in the priority order such as those of taxi's and buses as they spend a greater time parked in valuable public space. In addition, there is a need for local businesses to receive deliveries and freight in safe and efficient manner, which can be better guaranteed through a higher prioritisation of this parking-type.

- 1.5 Amongst those that agreed with the policy there were some sentiments that residential parking should perhaps be prioritised over parking for bicycles/bus. This reflected other comments which were raised questioning the basis on which bikes/public transport/shared parking were prioritised over private vehicles across all areas.

Officer response: Prioritisation for bus stop/bicycle/shared mobility parking infrastructure has been identified as greater need than other parking types because of its role in increasing travel choice and accessibility, and promoting alternative forms of transport other than the private car. This also supports the broader aim of the policy, which is to create people-friendly streets and more attractive public spaces.

- 1.6 A smaller number of submitters commented on the following:

- how the policy was 'overly complicated', wasn't necessary, and were happy with the status quo.

Officer response: A formalised process for determining and prioritising road space is required in suburban areas because of the competing demands for public space. Council currently has no such system to prioritise certain users or parking types. This Policy would enable Council to determine the best use of public space across a range of different suburban areas in a consistent and coherent manner.

- the need to cater for future technologies such as electric vehicles and their required charging infrastructure into this kerbside priority matrix.

Officer response: Staff agree that there is a recognised need to address the space requirements for electric vehicles and their charging infrastructure within this Policy. This should relate to the Council's Electric Vehicle Policy 2017.

Analysis of submissions in relation to the proposed Parking Management Criteria (Policy 2)

- 1.7 Question 2 in the consultation asked submitters if they agreed or disagreed with the proposed Parking Management Criteria. This establishes a clear set of trigger points and parking management actions that would be implemented in circumstances of high parking demand. There were 57 individual responses to this question, of which 37 agreed with the proposed criteria and 20 did not agree.
- 1.8 A large proportion of those who disagreed with the proposed Parking Management Criteria did so because they objected to parking management tools being introduced in areas of high parking demand. Many viewed these tools as making it more difficult for residents, commuters, and businesses to park. Others tended to view these tools as unnecessary.
 - 1.8.1 *Officer response:* The intention with this Policy is to formalise a process of criteria and related actions that would be introduced in circumstances where there is high parking demand. This would enable parking management mechanisms to be applied across all suburban areas in a consistent manner to enable more efficient parking solutions. The alternative is to maintain the status quo, but this would mean that the Council has no consistent way of assessing when areas are experiencing pressures from parking and what actions can be introduced to mitigate these issues.
- 1.9 A common sentiment shared was concerns over implementation of the Parking Management Criteria across different suburban areas, many with different requirements, needs, and particular circumstances. There was a particular concern raised over the 'one-size fits all' nature of the policy that may lead to downstream parking effects on other residential and commercial communities.
 - 1.9.1 *Officer response:* The Policy enables case by case assessments to be made to ensure that the parking management tools proposed are well paired with the particular local circumstances.
- 1.10 Other pertinent issues raised were:
 - It's currently unclear, in circumstances where there is high occupancy, why implementing parking restrictions on 25% of a street has been identified as the appropriate threshold.

- *Officer response:* The purpose of this intervention is to determine whether limited restrictions can achieve parking outcomes before additional interventions are introduced. Staff can improve the rational and justification for this intervention within the Policy.
 - The view that introducing parking charges in commercial areas would hurt local businesses
 - *Officer response:* There is little evidence that pricing deters customers from shopping at local businesses. The impacts of pricing are to free-up parking spaces and increase turnover, which provide more opportunities for customers to find a park.
 - Lack of clarity around what 'peak times' refers to within the Policy.
 - *Officer response:* Since different suburban areas will experience varying levels of peak occupancy depending on the time of day, an occupancy survey will be required to determine the peak period. 'Peak times' can be defined in the final Policy document as occurring at the peak occupancy period following an AM and PM parking survey.
 - that any proposed parking management criteria would ultimately be ineffective unless effective enforcement is also implemented alongside the proposed parking management tools.
 - *Officer response:* Parking enforcement will continue alongside any additional parking management tools. The Policy can amended to reflect this. In addition, the draft Policy has been prepared with input from the enforcement team.
- 1.11 A small number of comments were made questioning the use of time-restrictions as an effective parking management tool. Instead, parking pricing was suggested as the most effective tool to use to manage parking in circumstances of high demand.
- 1.11.1 *Officer response:* Time-restrictions without charging are in use in some parts of the city and have proven to be a useful tool manage parking issues in areas of high demand. Therefore, time-restrictions are proposed as a first measure before other interventions are introduced.

Analysis of submissions in relation to the implementation of residential parking areas (Policy 3)

- 1.12 Question 3 of the consultation asked submitters if they supported the use of residential parking exemption areas as a means to prioritise residential parking. There were 60 individual responses to this question, 39 of which supported the Policy, and 21 which did not support.
- 1.13 The most commonly cited reasons for disagreement were based on a perception that the Policy is unnecessary, with many arguing that residents should be able to store private vehicle themselves off-street as opposed to Council addressing an on-street issue through parking management.
- 1.13.1 *Officer response:* Case by case assessments will continue to be made in each circumstance to determine the appropriate Council response. For example - in areas with a large amount of off-street parking for residents and manageable demand, limited time-restrictions, as per Policy 2, may suffice. Conversely, in circumstances where there is high parking demand and the time-restrictions have already been implemented, then it is reasonable to move to a residential scheme which prioritises residents.

- 1.14 Concerns were also raised over how households with multiple vehicles would be dealt with through implementation of residential parking exemption areas.
- 1.14.1 *Officer response:* This is already addressed through the eligibility criteria outlined within Policy 3. Households with off-street parking, and thus the space to park multiple vehicles off-street, will be prioritised below households who have no or limited off-street parking. This is to enable those with a greater need for on-street space to be prioritised.
- 1.15 Similarly, there were different views on how implementation of a permit fee should be handled, with some objecting to residents having to pay.
- 1.15.1 *Officer response:* A permit fee is required to cover the cost of administering a residential parking exemption area. This would either have to be incurred by the household benefitting from being able to park on-street or the ratepayer. It is staff's view that it is reasonable for residents to pay for the benefits received through implementation of a residential parking exemption area.
- 1.16 Other pertinent issues raised were:
- why 85% occupancy rate was selected as the appropriate threshold to determine implementation of residential parking exemption areas.
 - *Officer response:* Staff have investigated best practice from other cities in New Zealand and internationally in determining the appropriate occupancy threshold for parking management schemes. 75%-85% parking occupancy is often used as best practice because it is optimal occupancy level for turnover that ensures that just the right amount of free parking exists so that a space is available, which reduces the effects of 'driving to park', but also ensures that spaces are used efficiently. Staff view 85% occupancy as an appropriate threshold that will ensure a consistent approach to parking management across our suburban areas.
 - the potential for this Policy to create adverse conflict between different residential communities where interventions have been introduced in some but not all areas (e.g. the potential knock-on effects parking impacts to nearby communities).
 - *Officer response:* This issue already exists as a result of a lack of consistent policy direction. If implemented, this Policy will allow Council to assess all areas for potential parking management schemes in an objective and consistent basis.
 - How demand based pricing would be better mechanism in comparison to residential parking exemption areas in prioritising the needs and parking requirements of residents.
 - *Officer response:* Whilst pricing is an effective parking management tool, in circumstances where residential parking needs to be prioritised, this mechanism will not allow Council to priority this user group over others.

Analysis of submissions relating to Policy 8 (support for provision for all types of parking)

- 1.17 Question 7 in the consultation document asked submitters for any additional suggestions of parking which Council should be supporting. There were 54 individual responses to this

question, of which there were 24 additional suggestions. The table below summarises the most commonly cited suggestions.

Description of parking type	Officer response
Parking for emerging micromobility modes such as scooters	Emergence of new micromobility modes such as scooters will have an implications for parking suburban areas. Its significance will vary due to the dockless nature of the current system. However, staff believe that the Draft document can be updated to reflect support for provision of this form of mobility. Policies 8 and 1 should be updated to reflect the support and prioritisation of this form of mobility.
Parking provision for families with small children	There would be difficulties in regulating or enforcing such a parking provision.
Provision for demand responsive transport services	Due to the on-demand basis of this service, there is generally much lower demand for parking than other services such as taxis
Short-stay pick-up or drop-off	Short-stay parking is encouraged through Policy 2 which introduces time-restrictions to encourage parking turnover. Beyond this, it would be difficult to enforce such a Policy.
Loading zones	This is currently expressed via Policy 1 (Road Priority Matrix).

Analysis of submissions to Policy 9

- 1.18 The below table summarises the most commonly cited parking technologies referenced by submitters. They are listed in the most commonly cited order. There were 27 individual responses to this question, of which 23 provided additional suggestions.

Description of parking technology
Payments facilitated through a mobile application
Charging for electric vehicles
Demand responsive pricing
Parking sensors for enforcement
Parking availability app
Plate recognition cameras
Digital way finding

Staff response: Many of these technologies concern technological changes, which is already captured through the Policy. Others, such as demand responsive pricing, are parking practices that aren't specifically facilitated through technology and is therefore outside of the scope of this Policy.

Other common themes/views

The below table summarises other common views/themes/arguments that came through the analysis. These have been detailed alongside the respective Policy and the Officer Response.

Policy	Description	Officer response
--------	-------------	------------------

Policy 1	Movement and Amenity should not be grouped together as they mutually exclusive.	Movement and Amenity are not intended to be prioritised together. Grouping them simply indicates that they are prioritised equally.
Policy 1	The priority given to mobility parking does not reflect the significance of this parking type.	Mobility parking is still prioritised above residential and commuter parking. The priority given in this Policy reflects the proportion of users that it benefits. Generally, parking facilities that support a greater number of users will be prioritised over parking that purely benefits individuals. Case by case assessment will continue to be made to assess individual circumstances and in assessing the number of mobility parks required.
Policy 5	This Policy is only effective alongside enforcement.	Parking enforcement already operates in suburban areas. However, the wording of this Policy can be amended to reference how parking enforcement will continue alongside any additional parking management tools.
Policy 5	The proposed use of time-restrictions applies to all road users and does not target specifically deter private businesses.	The effects of this will be negligible if the criteria in Policy 2 are followed and met. Time-restrictions are intended to be used in residential areas and, under implementation of a residential parking exemption area, will therefore have a negligible impact on residents.
Policy 6	Policy should make provisions to increase businesses off-street parking requirements to reduce the impact of this policy.	New development requirements for on-site parking are outlined in the District Plan. Increasing or decreasing parking requirements is outside the scope of the Draft Policy.
Policy 7	There are challenges around ensuring that mobility parks are well utilised.	Policy can be amended to reference how mobility parks will be reviewed to ensure that they are serving this purpose or can be converted to alternative types of parking.
Policy 9	This may exclude people not familiar with information technology.	A greater proportion of people will be familiar with information technology in the future as more services and processes are facilitated by mobile devices.

Christchurch Suburban Parking Policy

ccc.govt.nz



Item 15

Attachment B

Summary

We are reviewing how we manage suburban parking, in particular on-street parking, to help prioritise public space to create safer and more people friendly streets. The Suburban Parking Policy provides a framework to manage and address parking-related issues in our suburban areas.

Our suburban streets play an important role for both residents and the city as a whole. They provide space for people to move around the city, green space, places to meet and socialise, and they often provide parking. This creates competing demands for public space.

This Policy outlines a Christchurch-wide strategy (excluding the CBD) on how to address these competing demands for public space in suburban streets and council car parks. It aims to provide more innovative and consistent solutions to parking issues that make suburban areas more pleasant and cohesive places to be. It also seeks to balance the needs of people travelling through suburban centres and those living, working and socialising in those areas. This will then shape how the Council manages parking issues in individual areas where parking issues are identified.

In September 2017 Council sought feedback on a draft Suburban Parking Policy. The feedback received has been used to inform this document (the Suburban Parking Policy). This Policy covers suburban areas outside of the central city, a parking plan for the central city has already been adopted by Council in 2015.

Providing parking offers many benefits for the community, but there are also costs to providing parking (such as providing road space, environmental impacts, increased traffic, financial and opportunity costs, urban sprawl, and safety issues). These costs and benefits have been carefully evaluated and considered against the broader role of Council to determine the appropriate response to managing parking.

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1. Introduction

Purpose of this document

The Suburban Parking Policy provides a framework to address parking-related issues and the management of competing demands for public space within our suburban areas. It does this through the application of 10 Policies. The process for developing the Policy is outlined in Figure 1.

Scope

This document addresses Council owned car parking, and excludes privately owned parking. Council's role in suburban car parking is outlined in Appendix 1. The majority of the parking maintained and managed by Council in suburban areas is on-street parking. The recently completed District Plan Review and Christchurch Central Parking Plan (2015) provide guidance and direction for private parking and central city parking respectively. It is now an opportune time to review the management of Council car parking, in particular on-street parking outside of the central city.

This Policy does not propose any changes to existing Council car parks.

The document provides a policy framework to guide future decisions on car parks. There will still be a case by case assessment on changes to any car parking, and consultation as appropriate to any situation.

Policy context

Parking is a vital component of the transport system and supports the city's economy. This is how the Policy fits into the wider parking picture:

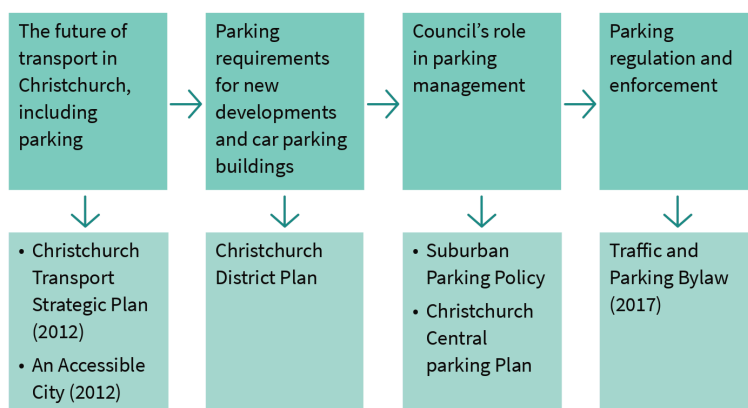


Figure 1. Suburban parking policy process





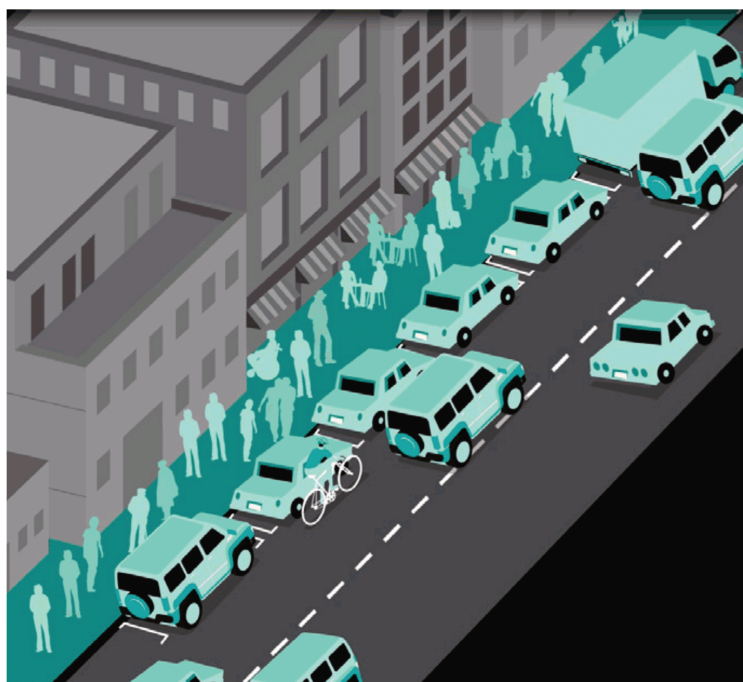
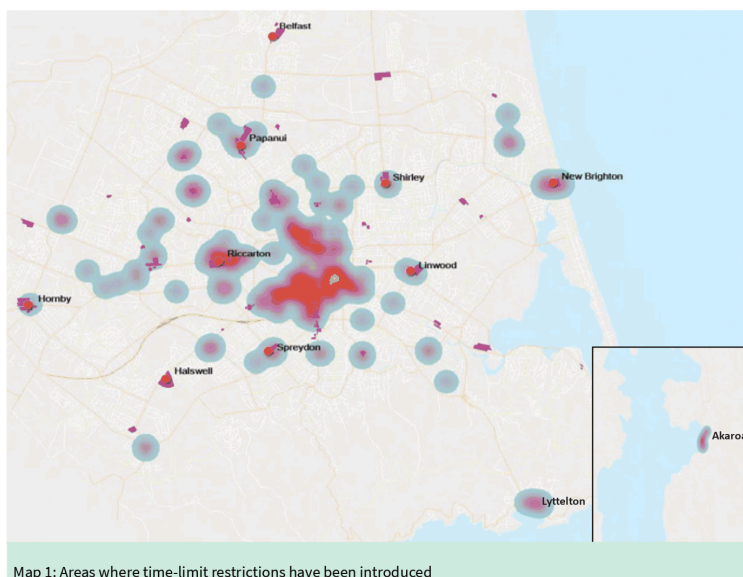
Issues

In most suburban areas of Christchurch, un-restricted on-street parking is available. Occupancy rates are generally low, so there are no real issues for residents, businesses and their visitors to find a park on-street.

There are, however, some suburban areas where there is an increasing and high demand for parking from both residents, businesses and commuters, which makes it difficult to find a park and puts pressure on road space. These areas are generally located within walking distance from popular destinations, such as commercial centres, business parks, the university and airport. It also includes areas that are increasing in density following the post-earthquake shift in commercial activity to the suburbs. Areas where time-limit restrictions have already been implemented are illustrated in Map 1.

Our streets have many uses, they provide space for people to move, greet and to stop. This creates competing demands for road space. The post-earthquake shift in residents and businesses has also increased traffic movements, and resulted in situations where travel time reliability is worsening. In response to these issues, the Council is constructing cycle lanes, bus priority measures and improving footpath and street amenity. The aim is to offer more travel choice to keep people moving and to create more people friendly streets and public spaces. Implementing these measures creates tension around the allocation of road space, including how much space is provided for on-street parking.

This Policy addresses these issues and a number of specific parking issues in Christchurch. These are outlined in Appendix 2 and the draft Suburban Car Parking Policy — Issues and Options Discussion Document (2016). Grass berm parking violations have not been covered in this policy as it is addressed in the Traffic and Parking 2017 bylaw.





The Policy

Policy 1: Prioritise suburban road space according to the table below.

Council has had a policy of prioritising kerb side road space for many years. It is proposed that this will continue in a more consolidated form. Road space will be prioritised in the following order and in the following areas:

	Commercial Areas	Residential Areas	Other Areas (such as Industrial)
1st priority	Safety	Safety	Safety
2nd priority*	Movement and Amenity	Movement and Amenity	Movement and Amenity
3rd priority	Mobility Parking	Mobility Parking	Mobility Parking
4th priority	Bus stops/ Cycle parks/Bike corrals Shared parking (bike share or car share)/ Micromobility parking (e.g. scooters)	Bus Stops	Bus stops/ Cycle parks/ Bike corrals Shared parking (bike share or car share)/ Micromobility parking (e.g. scooters)
5th priority	Taxi Ranks (special passenger vehicle stands)	Residents Parking	Short Stay Parking
6th priority	Loading Zones	Cycle parks/ Bike corrals Shared parking (bike share or car share)/ Micromobility parking (e.g. scooters)	Residents Parking
7th priority	Short Stay Parking	Short Stay Parking	Commuter Parking
8th priority	Residents Parking	Commuter Parking	
9th priority	Commuter Parking		

Table 1: Road priority matrix

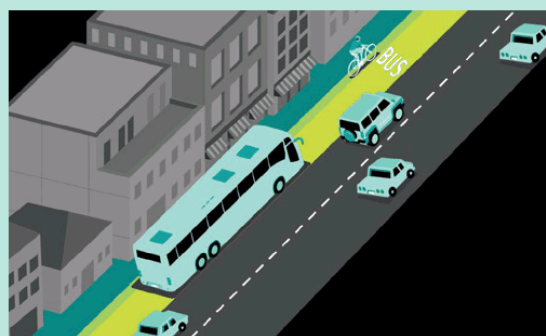
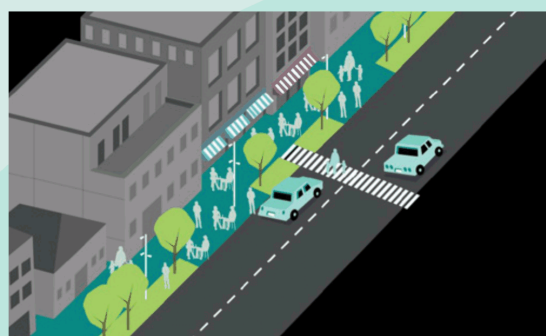
This policy means that certain kerb side road space will be prioritised over others, depending on whether it is a residential, commercial, or other area.

* The 2nd priority movement and amenity will be provided in accordance with the Road Use Hierarchy (refer to Appendix 3). This means that:

- vehicle movement will take priority over amenity on streets that are key transport corridors;

- movement for buses will take priority on core bus routes;
- movement for cycles will take priority on major cycle routes;
- movement for pedestrians will take priority in areas with high pedestrian footfall;
- movement for freight will take priority on the strategic freight routes; and
- movement of traffic will take priority on the strategic traffic routes.

(Note: movement includes wider footpaths, cycle lanes, bus lanes, and traffic lanes. Amenity includes landscaping and street furniture.)



Policy 2: Apply the parking management criteria in areas of high parking demand, on a case by case basis.

In suburban areas with the highest parking demand (defined as areas where occupancy of on-street parking regularly exceeds 75%), case by case assessments will be made to determine the Council response. Parking enforcement operates in many of our suburban areas. This will continue alongside any additional parking management tools that are introduced.

To provide a consistent response to each case, on-street parking shall be managed using the following parking management criteria:

Criteria	Residential zones	Commercial/other areas
Occupancy of on-street parking regularly exceeds 75% at peak times.	Apply time restrictions to sections of a street (approximately 25%-50%). This approach should be used when the parking problems are limited to a few streets and most of the properties have off-street parking. It will initially be used in residential streets around commercial centres, industrial areas, office parks and large activities such as the university, airport, etc. Typically P120 time restrictions are applied and no resident permits are issued under this approach. The purpose of introducing time-restrictions to a section of street are to determine if limited restrictions are effective in addressing parking issues before other interventions are introduced.	In non-residential areas, apply time restrictions suitable to local demand.
Occupancy of time-restricted spaces regularly exceed 75% at peak times.	Extend time limits to all the on-street parking and establish a residential exemption scheme as outlined in Policy 3.	<ul style="list-style-type: none"> Investigate opportunities to reduce the time restriction, typically to P60; and/or Introduce additional time restrictions on adjacent streets; and/ or Introduce paid parking with no time limits.
Occupancy of paid parking in on-street spaces regularly exceed 75% at peak times.		<ul style="list-style-type: none"> Increase parking charges; or Consider provision of additional off-street paid parking consistent with the criteria in Policy 6 'Council's role in off-street public parking in suburban areas'.

'Peak times' is defined as occurring at the peak occupancy period following an AM and PM parking survey

Policy 3: Implement resident exemption parking areas in locations where occupancy levels for time restricted spaces regularly exceed 75% at peak times, as per Policy 2.

In accordance with the Traffic & Parking Bylaw 2017, resident exemption parking areas will be introduced, alongside time-limit restrictions, to prioritise resident and short-term parking and deter commuter parking. Each area will be considered through a case by case assessment to determine what other parking options are available for residents (for example, driveways, nearby parking, and on-site parking).

Residents will be able to purchase parking permits to allow an exemption to time restriction within a defined area. Due to the permit applying to the area, it doesn't guarantee a specific parking space in the resident's street. However there will be a cap on the total number of permits available (as a percentage of overall spaces within an area) to ensure that the scheme is viable, and there is likely to be parks available for residents when they need it. The fee for permits will be set to recover the costs of administering the scheme.

Eligibility

Parking permits are for residents in the applicable area and proof of address and vehicle registration details will be required. Residential parking permits will be issued on an annual basis. A resident is classed as a person who lives on a street covered by the parking scheme.

Parking permits for residents will be issued in the following order of priority:

1. Residents with mobility parking permits.
2. Residents of historic cottages (with existing permits) and no on-site parking or space that could be converted to off-street parking.
3. Residents of existing houses built before 1995¹ with no on-site parking or space that could be converted to off-street parking.
4. Residents of existing houses built before 1995 with only one off-street parking space or space that could be converted to off-parking.
5. Residents of all other houses

Visitor Parking

Permits will be made available to cater for visitors and tradespeople who are visiting properties on a temporary basis. In order to manage parking demand there will also be a cap on the number of visitor permits issued.

¹ 1995 was when the Christchurch City District Plan was notified and there was consistent minimum car parking requirements for houses across suburban Christchurch for the first time.

Policy 4: Honour existing resident's only parking space permits. New resident-only on-street parking permits will be allocated within resident exemption parking areas, as per Policy 3.

Council will continue to honour existing residents only parking space permits. However no new resident-only on-street parking permits will be allocated once this policy is adopted. Rather if criteria in Policy 2 'On-street parking management in areas of high parking demand' and Policy 3 'Residential parking scheme' are met a residential exemption parking area will be introduced, as outlined in policy 3. This will allow residents to purchase parking permits which allow an exemption to the time restriction.

For existing resident's only permits these will remain valid until:

- A residents only/residents exemption parking area is proposed in the same area (the scheme will supersede the existing permits and the permit holder will have to apply for a new permit under the new residential scheme policy); or
- The residential property is sold, whereby the permit is not transferred to the new owner. The new owner would need to request Council to investigate implementing a resident exemption area, under policy 3.

Policy 5: Deter private businesses from using on-street parking through the application of time restrictions.

Council will continue to ban on-street parking being used by private businesses to store vehicles on the road, as per the Traffic & Parking bylaw 2017 (Clause 13), and consider using time restrictions where the criteria in Policy 2 are met (i.e. demand for on-street parking regularly exceeds 75% at peak time).

Parking enforcement operates in many of our suburban areas. This will continue alongside any additional parking management tools that are introduced.

Policy 6: New off-street public parking will not be provided by Council, unless the measures in Policy 2 have been implemented and proven ineffective and the criteria in this policy are met.

The provision of any off-street parking in suburban areas is the responsibility of property owners and/or their tenants. Council does not intend to spend rates on providing new off-street parking in suburban areas. Rather Council will manage areas of high parking demand as per Policy 2. Council will only consider supplying off-street public parking in certain circumstances where the parking management measures under Policy 2 have been implemented and have not been successful in managing parking demand and all of the following criteria are met.

- i. Unsatisfied demand for parking: Paid on-street parking has been introduced, and occupancy of existing paid parking spaces in the area regularly exceeds 75% during peak periods (busiest 4 hour periods).
- ii. Public transport alternatives are not viable: The current system and planned improvements to the public transport system are not sufficient to cater for projected travel demand particularly in dispersed catchments.
- iii. Potential consolidation of parking: The development of off-street parking provides the opportunity to consolidate multiple parking areas that will provide benefits to the local area through improved amenity and urban design, better traffic management and safer street access points.
- iv. Road capacity: The road network is able to accommodate the additional traffic generated as a result of the parking facility, at the times of expected peak demand.

These criteria do not apply to the provision of park and ride/bike facilities (see Policy 9).

Policy 7: Review parking restrictions and provisions to improve access for those with restricted mobility.

Council will improve the provision of parking for people with restricted mobility, by undertaking the following:

1. Provide restricted mobility concessions to enable longer parking in time restricted on-street parking.
2. Increase the number of on-street mobility car parks, where there is demand.
3. Maintain existing parks to ensure that they are consistently designed.
4. Increase the amount of public information on what mobility parking is currently available.
5. Ensure that mobility parks are appropriately enforced in order to deter illegal parking.

Mobility parks will also be reviewed to ensure that they are being utilised or can be converted to:

1. Mobility park permits will be reviewed annually to ensure that parks are located where there is demand.
2. Parking enforcement will ensure that valid permits are displayed.
3. Occupancy surveys will be conducted on a case by case basis to assess utilization.

This will not replace the minimum mobility park requirements specified in the District Plan

Policy 8: Support the provision of all types of parking, including motorcycle, electric, coaches and bicycles, in addition to vehicle parking, to encourage greater use of alternatives to the single occupant car.

Motorcycles

The demand for on-street motorcycle parking in suburban areas is low. However, in circumstances where there is demand for such provision, Council will seek to provide parking facilities. These will be assessed on a case by case basis. Illegal parking of motorcycles on berms is covered by the Traffic and Parking 2017 bylaw.

Bicycles/Micromobility

Encouraging greater use of these modes is facilitated through the priority given in the kerbside priority matrix (Policy 1). In areas of high demand Council encourages the introduction of on-street corrals. These must be implemented in line with the Structures on Roads policy² and Traffic and Parking 2017 Bylaw. A Corral is an on-street parking facility that can usually accommodate more parks than a typical facility on the footpath. Corrals usually occupy an area equivalent to one car parking space. Implementation of corrals will be designed in line with the Christchurch Cycle Design Guidelines (2013).

Electric vehicles

This is expressed in Councils Electric Vehicle Policy, formally adopted in March 2016.

Park and ride or bike

Council will support park and ride/bike facilities which link and are well integrated to major cycleways and public transport. Park and bike is the ability to be able to park a car and then bike for the rest of the journey. Facilities should be secure and could also provide storage.

Car sharing

This is expressed in Councils Car Sharing policy, formally adopted in March 2016.

² <http://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Policies/StructuresOnRoadsPolicy2010amended2014and2016.pdf>



Policy 9: Support and adopt advances in parking management technology to improve parking outcomes.

Advances in parking management technology are shaping how the council manages its parking. Such technologies make parking more customer friendly, reduce operating costs, and enhance data collection and monitoring.

Council will:

- Continue to review and explore parking enforcement and pricing technologies.
- continue to review the extent and type of parking that will be required in the future in response to these technology changes (such as driverless/autonomous vehicles).

Policy 10: Review allocation of parking in circumstances where the street is less than 7 meters in width and there are recognised parking issues.

If the carriageway of a street is less than 7 metres in width and there are known access problems (i.e. there are limited places for vehicles to pass and/or emergency access may be compromised), Council will propose to remove parking on one side of the street. This will be done by applying a No Stopping restriction (broken yellow lines) to alternating sides of the street to assist in slowing vehicles down.





Appendices

Appendix 1: Council's role in suburban car parking

When considering Council's role in suburban car parking it is important to recognise that there are a number of different types of parking that a number of different parties provide see figure A1.

There are several ways in which Council can help to shape the form and function of parking within the city, including Council as a provider; regulator; an enforcer; and a facilitator of car parking.

Figure A1: Types of parking



A. Publicly owned public parking —
(on-street parking)



B. Privately owned private parking —
(driveways, garages and privately owned other parking)



C. Commercially provided public parking —
(shopping malls, supermarkets)



D. Privately owned public parking —
(most commonly Wilsons parking)



Appendix 2: Issues around suburban parking

This provides a summary of issues raised by the public through public consultation in 2016 (Suburban Parking Issues & Options Survey) and outlines the advantages and disadvantages of suburban parking.

Issue 1: Pressure for road space

Christchurch City Council manages over 2,300km of roads. The road corridor is one of the most important pieces of public space that Council manages. It allows for the safe movement of people and goods, and is critical to achieving environmental benefits through the use of grass berms, trees, kerbs and storm water channels. However, in the majority of suburban streets, a significant proportion of the road space is allocated for the storage of vehicles (i.e. parking). There is only a limited road width (shown in Figure A.2) and there often is not enough space to fit everything in, so choices need to be made.

The post-earthquake shift in residents and businesses has increased traffic movements, and has resulted in situations where travel time reliability is worsening. In response to these issues, the Council's aim is to offer more travel choice to keep people moving. They are doing this by constructing cycle lanes, implementing bus priority measures, and improving footpaths and street amenity. Implementing these measures has and will continue to result in tension with the provision of on-street parking.

Whilst in some instances these network developments result in the loss of some on-street parking, there is increasing evidence from the experience of other comparable cities, and from Christchurch's own experience, that reallocating road space from parking to other uses can provide positive benefits. These include: providing more space for more efficient movement of people and goods, increasing amenity, and economic activity in our streets.

In contrast, there are situations where on-street parking plays a critical role such as providing access, especially for people with restricted mobility, and where there is no off-street parking.

On-street parking will continue to be a key feature in many areas, however this needs to be carefully managed. Decisions need to be made about what kerbside road space activity takes priority on key transport corridors (such as arterial roads, core public transport routes, and major cycleways).

Issue 2: High demand for parking in residential areas near commercial areas/office parks

In some residential areas in Christchurch, particularly close to office parks, commercial centres and large institutions (such as the University and Airport), there is high demand for on-street parking, particularly during office and shopping hours. There is also high demand for parking on residential streets surrounding some schools, especially at the start and end of the school day.

Having both sides of residential streets parked out with vehicles can cause issues such as:

- Safety as parked cars can reduce visibility at intersections and driveways
- Narrowing of roads, with sometimes insufficient room for vehicles to safely pass
- Insufficient manoeuvring space for large vehicles (e.g. rubbish trucks, cars with trailers)
- Reduced space for emergency services to park on-street and get quick access to houses
- Reduced amenity of residential areas when the streets are heavily populated with cars
- Increased traffic volumes on residential streets from commuters accessing car parks
- Reduced on-street parking available for residents, their visitors and trades people.

Residents contribute to the cost of parking through rates. However commuters that park in free on-street car parks do not necessarily pay for the true cost of using the car park and thus choose to drive rather than pay to use public transport. This further increases traffic volumes and network delays at peak times. Often time limits have been introduced to manage residential areas with high demand parking. However these limits apply to all users (residents and commuters).

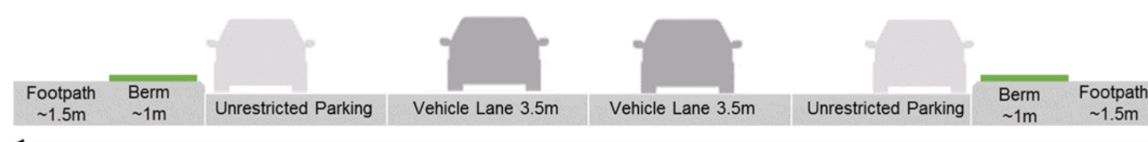


Figure A.2: Typical cross-section of a suburban street

Issue 3: High demand parking in some suburban commercial centres

As many businesses have moved post-earthquake from the Central City to suburban areas, there is increasingly high demand for parking in some suburban commercial centres. Commuters parking in free on-street car parks do not always pay for the true cost of using the car park and thus choose to drive rather than pay to catch public transport. This further increases traffic volumes and network delays at peak times. Currently there is no metered on-street parking in suburban commercial centres in Christchurch, however there is in the Central City.

Issue 4: Advances in technology will influence demand

The transport system is experiencing changes in technology that could have impacts on how we traditionally thought about parking (e.g. driverless vehicles, smartphones, new payment methods).

Due to these potential changes there is some uncertainty regarding the extent and type of parking that will be required in the future and this needs to be carefully managed. We may not need as much parking as we currently use and parking will need to adapt to cope with future technological changes.

Issue 5: Cost of providing off-street public parking in suburban centres

In most suburban centres Council does not currently provide public off-street parking. The cost of providing new public off-street parking can be significant. If council provides new public off-street parking, the cost would need to be covered through rates. A new off-street parking space can cost \$30,000 each.

Issue 6: Demand for on-street parking from residents of existing houses that have no off-street parking

The District Plan requires that every house (except within the Central City) provides at least one car park on-site. There are, however, some existing houses built before these rules were in place that have no on-site car parks. Traditionally Council has provided on-street parks for these houses. This has meant that no one else has been able to use these parks, even when the residents are not using them, which is not an efficient use of road space.

Issue 7: On-street parking being used by private businesses

A business (for example, a vehicle mechanic) using public on-street parking for their business needs, by parking their customer's vehicles on-street during the day, limits the use of the on-street car parks by the wider community. A Council bylaw currently restricts cars being parked for the purpose of storage in connection with a trade or business. However it is not always easy to determine whether a parked car is associated with a trade or business.



Issue 8: Parking on grass berms

In some locations motor vehicles are parking on the grass berms on the side of the road, which can damage the vegetation. This can reduce the amenity of an area, can detract from Christchurch's Garden City image and can impact on storm water management. It can also cause a safety issue if cars parked on grass berms block the visibility of intersections and driveways. The Council's Traffic & Parking Bylaw 2017 prohibits the parking of vehicles on grass berms and Council can enforce this by issuing infringement notices.

Issue 9: Providing a sufficient number of on-street parks for people with restricted mobility

Christchurch's population is aging. By 2041, it is expected that 31 percent of the population will be over 60 (twice as many people as today), and thus there will be more people with restricted mobility. The District Plan and Building code requires a certain amount of parking for people with restricted mobility to be provided in off-street car parks. Council also provides some parking for people with restricted mobility on-street. However as the population grows and ages, demand for these on-street mobility car parks will increase.

Issue 10: Providing sufficient parking for each parking type

There is a variety of different types of parking provided for different types of vehicles and uses, such as loading zones, car parks for people with restricted mobility, motorcycle parks, bicycle parks, coach parking. Ensuring there is sufficient parking for each type can be a challenge and needs to be balanced.

Issue 11: Integrating 'Park and Bike' facilities

In some areas people are informally parking on-street (all day) and cycling on to their final destination which increases pressure on parking in some residential areas. With the major cycleways being built there could be some locations where it will be more attractive to park and then bike for the remainder of the journey on a major cycleway. This could be encouraged and formalised in appropriate locations through "Park and Bike" facilities (the ability to be able to park a car and then bike for the rest of the journey). Facilities could also be provided at park and bike sites to store bikes, and hire bikes, as well as security.

Issue 12: Narrow residential streets

On very narrow residential streets (less than 7 metres) overcrowded on-street parking can cause access problems to properties and for emergency services. People sometimes park on the footpath on these narrow streets, which degrades the pedestrian accessibility, safety and amenity of the street. Emergency services require at least 2.5 metres of clearance to allow for sufficient access down streets in case of an emergency. Safe access to properties can be compromised when vehicles are parked too close to entrances which reduces visibility of other road users. The New Zealand road code requires that "you must not park or stop your vehicle in front of, or closer than 1 metre to, a vehicle entrance." However this is not always adhered to.

Advantages and disadvantages of suburban parking

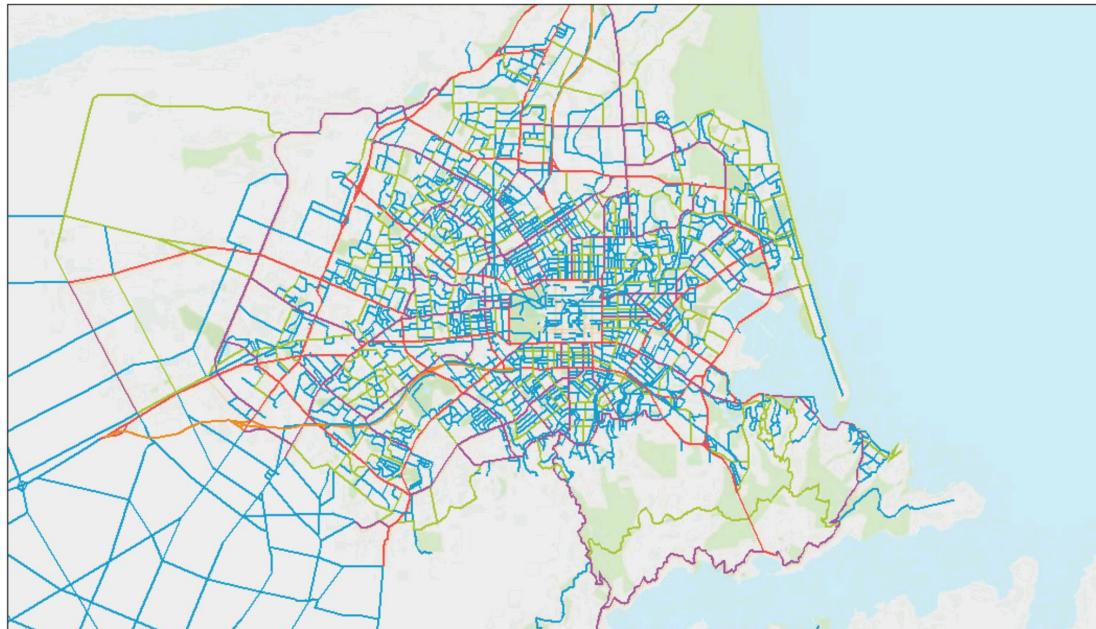
Providing parking offers many benefits for the community, but there are also costs to providing parking to Council. These costs and benefits need to be carefully evaluated and considered against the broader role of Council to determine the most appropriate response for managing suburban parking.

The advantages and disadvantages of providing car parking are summarised in Figure A.3.

Advantages of on-street parking	Disadvantages of on-street parking
<ul style="list-style-type: none"> Access and choice for motorists/ motorcyclists Supports economic activity and development Stores unoccupied cars out of the way of traffic Is critical for people with limited travel options, such as people with restricted mobility Readily available parks reduce inconvenience and traffic effects of people looking for a park 	<ul style="list-style-type: none"> Encourages car use (increases traffic) Contributes to urban sprawl Occupies valuable space Cost to provide and maintain Safety — potential increased crash rate where vehicles manoeuvre into parks Environmental impact — storm water run-off reduces water quality and increases flood risk

Figure A.3: The advantages and disadvantages of suburban car parking

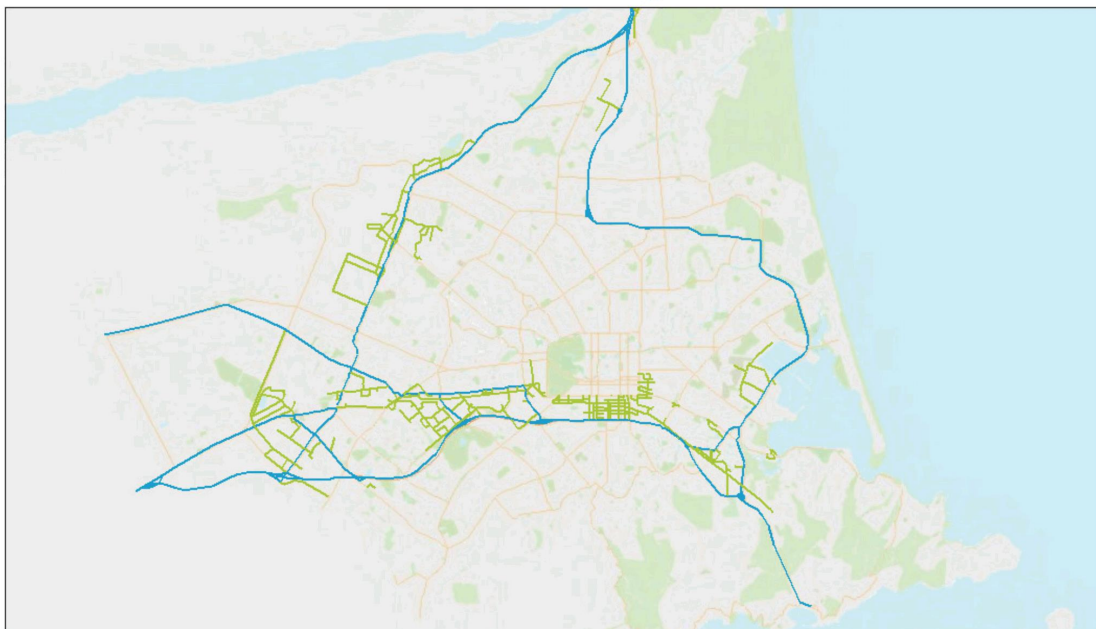
Appendix 3: Road User Hierarchy (from Network Management Plan)



October 4, 2018
Strategic Road Network - Layer

- 1. Motorways
- 2a. Major Arterial
- 3a. Minor Arterial
- 4a. Collector
- 5. Local

1:132,185
0 1 2 4 mi
0 1.75 3.5 7 km

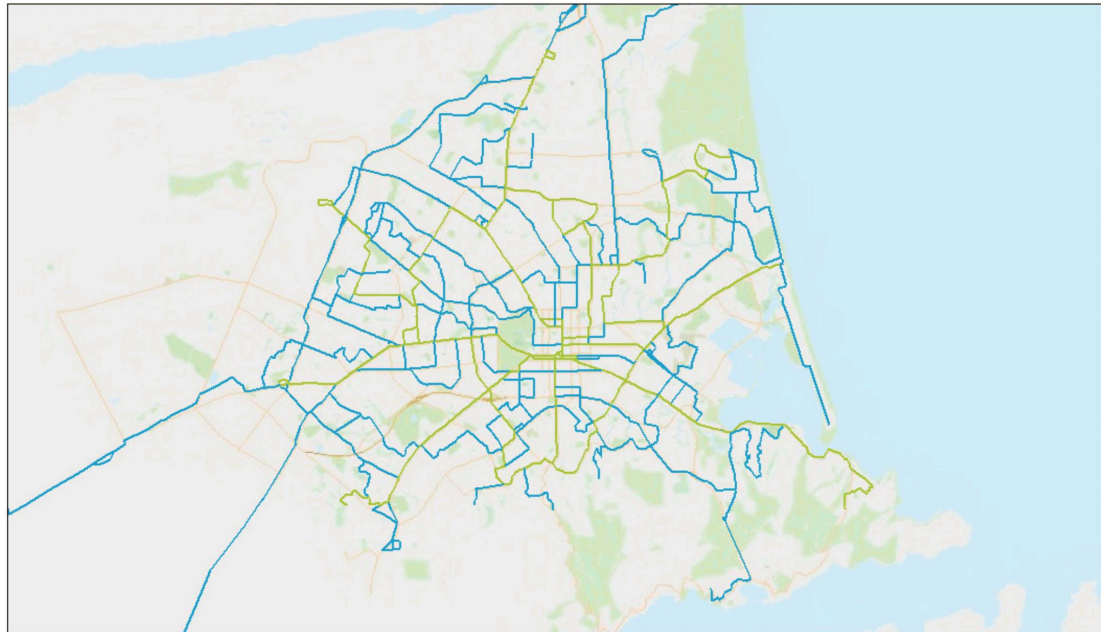


October 4, 2018
Freight Network - Layer

- 1. Freight Routes
- 2. Industrial Areas

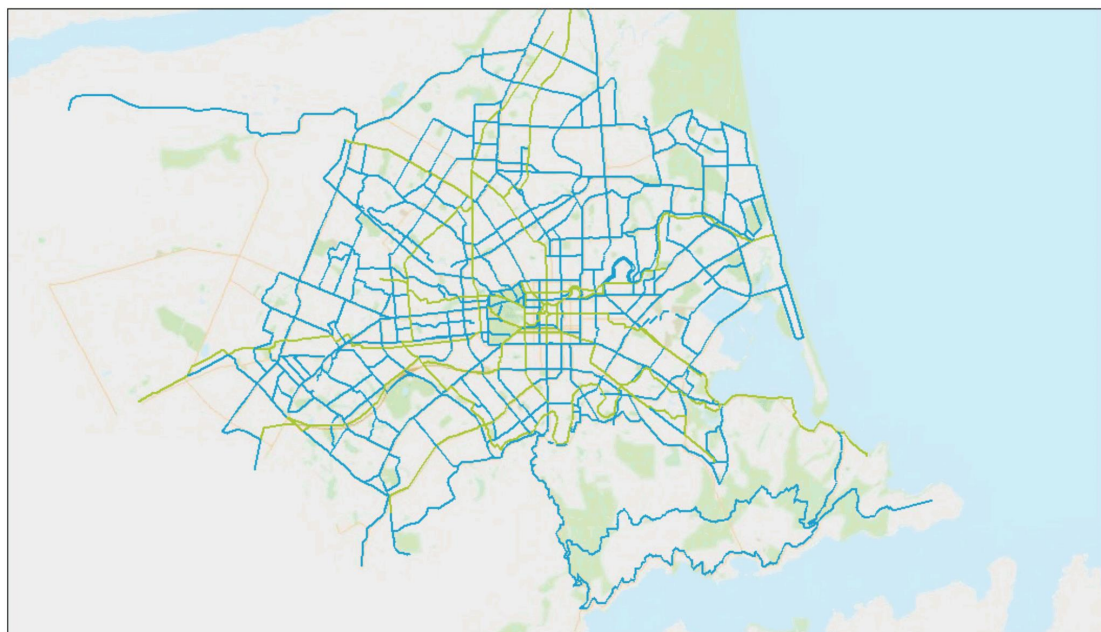
1:132,185
0 1 2 4 mi
0 1.75 3.5 7 km

16 Suburban Car Parking Policy



October 4, 2018
Public Transport Network - Layer
— 1. Metro Lines
— 2. Connectors & Links

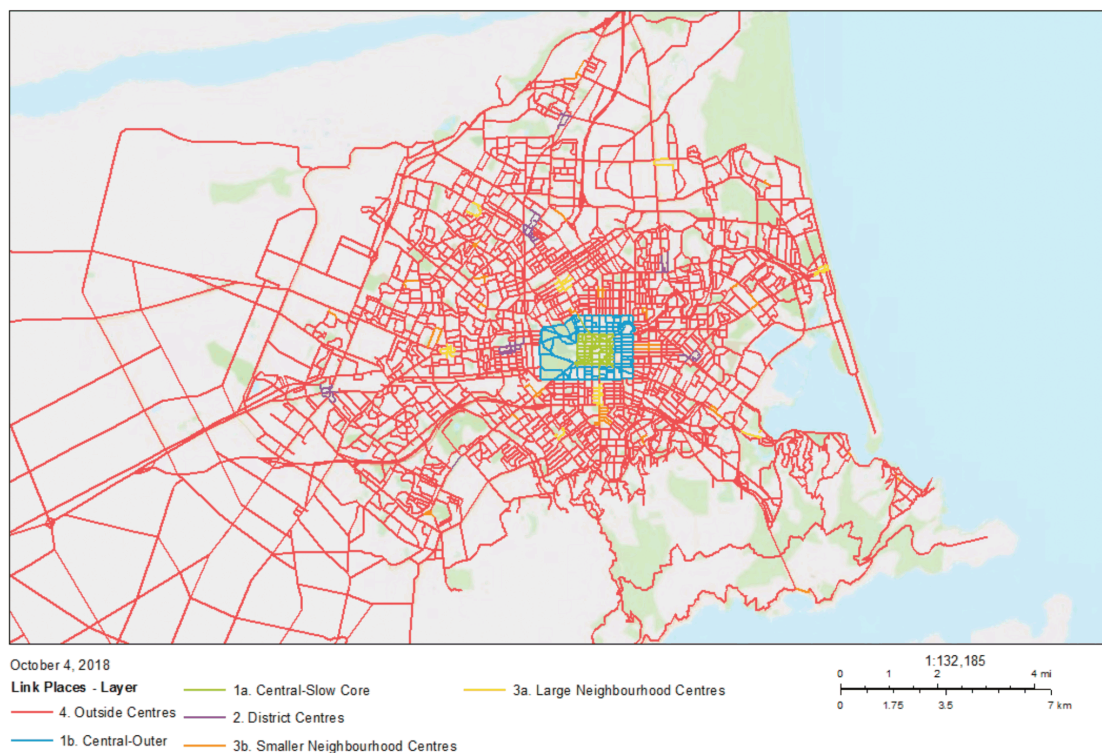
1:132,185
0 1 2 4 mi
0 1.75 3.5 7 km



October 4, 2018
Cycling Network - Layer
— 2. Local Cycleways
— 1. Major Cycleways

1:132,185
0 1 2 4 mi
0 1.75 3.5 7 km

Suburban Parking Policy 17





If you would like more information
please contact:

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-  03 941 8355
-  lori.rankin@ccc.govt.nz
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-  ccc.govt.nz/haveyoursay

16. Temporary relocation of Fendalton Service Desk

Reference: 19/77873

Presenter(s): Sarah Numan - Head of Citizen and Customer Services

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Council to be informed of the planned temporary relocation of the Fendalton Service Desk.

2. Significance

- 2.1 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by assessing the impact of each decision against a standard set of Council criteria. These include the social, environment and cultural impacts, the impact on Maori, the number of people affected, possible costs/risks to council ratepayers and possible benefits/opportunities for council ratepayers.

3. Staff Recommendations

That the Council:

1. Be informed of the planned temporary relocation of the Fendalton Service Desk, to be funded through operational savings within the Citizen and Community Group.

4. Key Points

- 4.1 The Fendalton Service Desk and Library is planned to be closed to the public from 5 March to 28 July 2019. This is to enable the repair, replacement and upgrade of key components of the plant and buildings.
- 4.2 To enable Service Centre services to be provided to Citizens during the closure period, a temporary service centre will be established at the Fendalton Village, 376 Ilam Road. The cost of this temporary relocation will be funded through operational savings within the Citizen and Community Group.

5. Context/Background

- 5.1 The primary reason for closing the building is to replace the heating, ventilation, and air conditioning (HVAC) plant as it is at its end-of-life. While the building is closed, Facilities are taking the opportunity to carry out minor-medium building repairs and upgrades as part of the 10 year programmed refurbishment.
- 5.2 The building will be closed to the public from Monday 4 March 2019 – Sunday 28 July 2019. Key dates:
 - 5.2.1 Friday, 1 March 2019 is the last day the Service Centre will be open.
 - 5.2.2 Saturday, 2 March 2019 is the last day the library will be open.
 - 5.2.3 Monday, 4 March 2019 a temporary Service Centre will open at the Fendalton Village, 376 Ilam Road.

- 5.2.4 Friday, 8 March 2019 is the last day CCC staff will have building access.
- 5.2.5 Monday, 11 March 2019 the building becomes a construction site under contractor control.
- 5.2.6 Monday, 22 July 2019 CCC staff start moving back into the building.
- 5.2.7 Monday, 29 July 2019 re-open to the public (based on contractor's programme).
- 5.3 The closest libraries available for use by Fendalton customers during the closure are Papanui, Bishopdale and Turanga libraries. A Mobile Library will visit the Fendalton Library car park every Monday 1.30-3.30pm, Wednesday 9.15-11.15am and Friday 3-5pm.
- 5.4 Citizens Advice Services will be provided from The Village, Papanui, at 460 Papanui Road during closure.
- 5.5 The Service Centre will be temporarily located to the Fendalton Village, 376 Ilam Road, opening Monday – Friday 9:00 – 5:00 p.m. All services will be available including NZ Post.
- 5.6 The estimated cost of this temporary relocation is \$69,184. To offset these additional unbudgeted costs, operational savings existing elsewhere in the Citizens and Community Group (specifically one-off savings arising from conservative first-year costings for Turanga) will be utilised.

Attachments

There are no attachments to this report.

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Michael Down - Finance Business Partner Sarah Numan - Head of Customer Services
Approved By	Mary Richardson - General Manager Citizen and Community

17. Community Board funding allocations from the Strengthening Communities Fund

Reference: 19/25501

Presenter(s): Gary Watson - Partnerships and Planning Manager
Sam Callander - Funding Team Leader

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to seek a Council decision on the apportionment of funds from the Strengthening Communities Fund (SCF) to Community Boards for allocation in local communities.

Origin of Report

- 1.2 This report is being provided to fulfil Council resolution CNCL/2018/00001 of 13 December 2018.
- “Refer decisions regarding Strengthening Communities Funding for Community Boards (staff recommendations 3 and 4) back to the Funding Review Working Group for further consideration in early 2019.”*

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.
- 2.1.1 The level of significance was determined by an assessment that concluded that the decisions in this report do not change current levels of service.
- 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Council:

1. Apportion \$3,153,311 from the Strengthening Communities Fund to Community Boards for ongoing allocation based on a formula that is weighted 70% population, 30% equity and has a rural community adjustment for the Banks Peninsula Community Board (that maintains the Banks Peninsula per-person allocation at \$23 per annum); for the financial year 2019/2020.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 4.1.1 Activity: Community Development and Facilities
- Level of Service: 2.3.1.2 Effectively administer the grants schemes for Council - 100% compliance with agreed management and administration procedures for grants schemes for Council
 - Level of Service: 4.1.22.0 Provide services that ensure all Council and Community Board decisions are held with full statutory compliance - 100% compliance.
- 4.1.2 Activity: Community Development and Facilities.
- Level of Service: 2.3.1: Effectively administer grant schemes for Council.

4.2 The following feasible options have been considered:

- Option 1 – Allocation to community boards based on a weighting of 70% population, 30% equity and has a rural community adjustment for the Banks Peninsula Community Board that maintains a maximum per person allocation at \$23 per annum (preferred option).
- Option 2 – Retain Status Quo, 60% population, 40% equity, rural community adjustment of \$140,000 for the Banks Peninsula Community Board.
- Option 3 – Allocation to community boards based on population (100%) and a rural community adjustment for the Banks Peninsula Community Board that maintains a maximum per person allocation at \$23 per annum.

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Provides clarity and advance notice to community boards on the amount of SCF available to each board ahead of the funding round opening on 4 March 2019. This will advance preparation, strategic planning and community engagement.
- Addresses concerns that the formula used in 2018 contained a modest over-emphasis on equity, given that the SCF funds derive from rates and, as rates are progressive, there is already redistribution.
- It is the recommendation of the Working Group.

4.3.2 The disadvantages of this option include:

- Will lower the SCF available to some communities with proportionally higher equity needs.

5. Context/Background

Background

- 5.1 On an annual basis Council is asked to approve that approximately \$3,153,311 of the SCF be apportioned to seven community boards for ongoing allocation to their respective communities. The formula for the apportionment between boards was adjusted in August 2017. At this time an antecedent Key Local Projects component of the SCF was replaced by the apportionment of a percentage of the eligible funds based on equity (depravation index) directly to boards for allocation. The remaining SCF was apportioned on a population basis.
- 5.2 The current formula used to calculate each community board's allocation is; 60% population based, 40% equity based and includes a population adjustment for the Banks Peninsula Community Board of \$140,000 reflecting a smaller primarily rural community spread over a large geographical area.
- 5.3 Between May and November 2018 the Funding Review Working Group (Working Group) reviewed the formula. This resulted in a number of options being presented to Council on 13 December 2018. The preferred option presented in December was weighted 80% population, 20% equity with a rural community adjustment of \$140,000 for Banks Peninsula. The relevant sections of the December 13 Council report are attached to this report as Attachment A.
- 5.4 The Council supported the concept of apportioning funds to boards for ongoing allocation and the rural adjustment for Banks Peninsula. Council asked the Working Group to give further consideration to the formula governing apportionment in early 2019. Council's resolution is detailed in section 1.2 of this report.

Working Group Consideration of the Apportionment Formula

- 5.5 The Working Group met on 23 January 2019. They considered and compared a range of scenarios that compared an equity weighting of 40%, 30%, 20% and 0%, each with a rural adjustment for Banks Peninsula. These scenarios are summarised in the table below (all rounded to the nearest dollar).

		60% Population/ 40% Equity \$140,000 Banks Peninsula Adjustment		80% Population/ 20% Equity \$140,000 Banks Peninsula Adjustment (capped at \$23 pp)		100% Population \$140,000 Banks Peninsula Adjustment (capped at \$23 pp)		70% Population/ 30% Equity \$140,000 Banks Peninsula Adjustment (capped at \$23 pp)	
Board	Population	Total Funding	\$ Per Person	Total Funding	\$ Per Person	Total Funding	\$ Per Person	Total Funding	\$ Per Person
F-W-H	64,992	\$431,445	\$7	\$504,290	\$8	\$577,662	\$9	\$467,802	\$7
S-C	44,067	\$361,143	\$8	\$376,355	\$9	\$391,677	\$9	\$368,735	\$8
L-C-H	67,848	\$758,109	\$11	\$680,857	\$10	\$603,047	\$9	\$719,552	\$11
C-B	46,671	\$438,982	\$9	\$426,945	\$9	\$414,821	\$9	\$432,974	\$9
H-H-R	64,260	\$570,393	\$9	\$570,773	\$9	\$571,156	\$9	\$570,583	\$9
P-I	45,402	\$401,834	\$9	\$402,685	\$9	\$403,542	\$9	\$402,258	\$9
BP	8,235	\$191,405	\$23	\$191,405	\$23	\$191,405	\$23	\$191,405	\$23
Total	341,475	\$3,153,311		\$3,153,311		\$3,153,311		\$3,153,311	

- 5.6 A summary of the SCF allocated by Boards to date in the current financial year was available for reference. Details can be found in Attachment B of this report.
- 5.7 The Working Group debated the extent to which the current formula effectively balanced population and equity. Some members remained comfortable with the current 60/40 split, others were concerned that current formula is too heavily weighted on equity because as rates are progressive there is already redistribution
- 5.8 The \$140,000 rural adjustment for Banks Peninsula was discussed. Whilst the need for an adjustment was supported it was agreed that the apportionment of the SCF should be capped at a person rate of \$23.
- 5.9 The Working Group were provided a direct and unrounded comparison between the current (60/40) weighting and a proposed 70/30 option. This is detailed in the table in section 5.11 of this report below.

Recommendation of the Working Group

- 5.10 The majority of the Working Group members indicated a willingness to support 70/30 option with the adjustment to Banks Peninsula capped at \$23 per person and resultant amount redistributed.
- 5.11 The Working Group noted staff advice that if Council did not reach a decision on changing the formula the existing, Council approved, formula would apply for the 2019 allocation of the SCF.

The current and recommended formulae and their implications for each community board are presented in the table below.

	Current Formula - 60% Population - 40% Equity Banks Peninsula adjustment \$140,000		Population Based Formula - 100% Population - Banks Peninsula remain @ \$23 per person			Working Group Recommendation - 70% Population - 30% Equity Banks Peninsula remain @ \$23 per person		
Board	Total Funding	\$ Per Person	Total Funding	\$ Per Person	Change	Total Funding	\$ Per Person	Change
F-W-H	\$431,445	\$6.64	\$574,546	\$8.84	\$143,101	\$467,802	\$7.20	\$36,357
S-C	\$361,143	\$8.20	\$389,564	\$8.84	\$28,421	\$368,735	\$8.37	\$7,592
L-C-H	\$758,109	\$11.17	\$599,794	\$8.84	-\$158,315	\$719,552	\$10.61	-\$38,557
C-B	\$438,982	\$9.41	\$412,584	\$8.84	-\$26,398	\$432,974	\$9.28	-\$6,008
H-H-R	\$570,393	\$8.88	\$568,075	\$8.84	-\$2,318	\$570,583	\$8.88	\$190
P-I	\$401,834	\$8.85	\$401,366	\$8.84	-\$468	\$402,258	\$8.86	\$424
B P	\$191,405	\$23.00	\$191,405	\$23.00	\$0	\$191,405	\$23.00	\$0
Total	\$3,153,311		\$3,153,311			\$3,153,311		

6. Option 1 – 70% Population 30% Equity (preferred)

Option Description

- 6.1 Apportion \$3,153,311, the existing amount, from the SCF to community boards for ongoing allocation based on a formula that is weighted 70% population, 30% equity and has a rural community adjustment for the Banks Peninsula Community Board that maintains the per person allocation at \$23 per annum; for the financial year 2019/2020.

Significance

- 6.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 6.2.1 The level of significance was determined by an assessment that concluded that the decisions in this report do not change current levels of service.
- 6.2.2 The community engagement and consultation outlined in this report reflect the assessment.

Impact on Mana Whenua

- 6.3 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.4 The approach to the apportionment of the SCF to community boards for ongoing allocation is based on feedback from the Working Group, Community Board Chairs and Deputy Chairs.

Alignment with Council Plans and Policies

- 6.5 This option is consistent with Council's Plans and Policies namely the Long Term Plan and the Strengthening Communities Strategy.

Financial Implications

- 6.6 Cost of Implementation – There is no identified additional cost to Council at this time.
- 6.7 Maintenance / Ongoing Costs – There is no additional ongoing cost to Council.
- 6.8 Funding source – All project costs are met from within operational budgets set aside for this purpose or reprioritised Council-wide.

Legal Implications

- 6.9 There is not a legal context, issue or implication relevant to this decision.
- 6.10 This report and aspects of the content have been discussed with the Legal Services Unit.

Risks and Mitigations

- 6.11 There is a risk that a number of organisations in may receive less or no funding due to their community boards having a less funding, this would be particularly impact the Linwood-Central-Heathcote wards. This may result in additional pressure on effected organisations and services may suffer as a result.
- 6.11.1 Residual risk rating: The residual rating of the risk after the below treatment is implemented will be medium.
- 6.11.2 Planned treatment include encouraging neighbouring boards partnering to funding groups whose end users reside across community board boundaries.

Implementation

6.12 Implementation dependencies - a Council decision is needed to inform the allocation of the Strengthening Communities Fund, this process begins on 4 March 2019.

6.13 Implementation timeframe – March 4 to 30 September 2019.

Option Summary - Advantages and Disadvantages

6.14 The advantages of this option include:

- Addresses concerns that the formula used in 2018 contained a modest over-emphasis on equity, given that the SCF funds derive from rates and, as rates are progressive, there is already redistribution.
- Provides clarity and advance notice to community boards on the amount of SCF available to each board ahead of the funding round opening on 4 March 2019. This will advance preparation, strategic planning and community engagement.
- It is the recommendation of the Working Group.

6.15 The disadvantages of this option include:

- Removes some of the existing weighting on equity which will lower the SCF available to some communities.

7. Option 2 – Status Quo

Option Description

- 7.1 Apportion \$3,153,311, the existing amount, from the SCF to community boards for ongoing allocation based on the existing formula; that is weighted 60% population, 40% equity and has a rural community adjustment of \$140,000 for the Banks Peninsula Community Board; for the financial year 2019/2020.

Option Summary - Advantages and Disadvantages

- 7.2 The advantages of this option include:

- No change provides continuity and advance notice to community boards on the amount of strengthening community funding available to each board. This will advance preparation, strategic planning and community engagement.

- 7.3 The disadvantages of this option include:

- Fails to address concerns that the formula used in 2018 contained an over-emphasis on equity.

8. Option 3 – Allocation to community boards based on population and a rural community adjustment for the Banks Peninsula Community Board

- 8.1 Allocation to community boards based on population (100%) and a rural community adjustment for the Banks Peninsula Community Board that maintains a maximum per person allocation at \$23 per annum.

Option Summary - Advantages and Disadvantages

- 8.2 The advantages of this option include:

- Provides clarity and advance notice to community boards on the amount of SCF available to each board ahead of the funding round opening on 4 March 2019. This will advance preparation, strategic planning and community engagement.
- Funding based on population is a very straightforward concept potentially easier to understand and explain.

- 8.3 The disadvantages of this option include:

- Removes the equity weighting that was introduced to allow for the inherent differences between communities city wide in terms of need.
- Removes the equity weighting that was supported by the Working Group and community board Chairs and Deputy Chairs.
- Results in significant changes to funding levels for some community boards and their recipient communities.

Attachments

No.	Title	Page
A ↓	Community Board Funding Allocation from the SCF - Council Report from 13 December 2018	253
B ↓	Community Boards grants for SCF and DRF 2018	257

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Sam Callander - Team Leader Community Funding Carey Graydon - Policy Analyst Gary Watson - Manager Community Partnerships and Planning
Approved By	Patricia Christie - Head of Business Partnership John Filsell - Head of Community Support, Governance and Partnerships Mary Richardson - General Manager Citizen and Community

26. Funding Review

Reference: 18/1113485

Presenter(s): John Filsell, Head of Community Support, Government & Partnerships Unit

Community Board Funding Allocation from the SCF

- 1.1 On an annual basis Council is asked to approve that approximately \$3,153,311 of the SCF be apportioned to seven Community Boards for ongoing allocation to their respective communities. The formula for the apportionment between Community Boards was adjusted in August 2017. In this process an antecedent Key Local Projects component of the SCF was replaced by the apportionment of a percentage of the eligible funds based on equity (deprivation index) directly to Boards for allocation. The remaining SCF was apportioned on a population basis.
- 1.2 The rationale behind this change included:
 - Providing a greater portion of the SCF to Boards to allocate in their communities as opposed to the antecedent Key Local Projects being centrally allocated by Council on behalf of local communities.
 - Remove the duplication and administration of the antecedent Key Local Projects fund.
 - Strike a balance in allocating funding between communities in general (population) and communities of most need (equity).
 - Accommodate the rural nature and geographical size of the Banks Peninsula community.
- 1.3 The current formula is; 60% population based, 40% equity based and includes a population adjustment for the Banks Peninsula Community Board of \$140,000 reflecting a smaller primarily rural community over a large geographical area.
- 1.4 Council and the Working Group have asked that this allocation formula be reviewed. A long-list of different scenarios was developed and discussed by the Working Group. Information has been gathered from a range of sources including but not limited to; the 2018 SCF funding process, the Council SCF workshop and SCF allocation meeting, the Working Group, discussions with Board Chairs and deputy Chairs on 6 July and 3 August, funding team staff and community governance teams working with Boards.
- 1.5 Feedback is summarised below:
 - 1.5.1 The replacement of the Key Local Projects component of the SCF with a greater apportionment to Community Boards was supported because it:
 - Delegated the funding decisions to Community Boards best placed to understand the needs of their respective communities.
 - Removed the administrative component from a duplication of funding processes due to the operation of the Key Local Projects component of the SCF.
 - 1.5.2 The population adjustment for Banks Peninsula Community Board of \$140,000 was generally seen as fair.
 - 1.5.3 The process of apportioning SCF to Boards to allocate was universally supported in that it fostered local decision making and active citizenship. Boards were considered to be in a better position to follow-up with recipients on the effectiveness of funding decisions made.
 - 1.5.4 There was considerable debate on the extent to which the current formula balanced population and equity in the apportionment of the SCF. Some were happy with the current 60/40 split, not surprisingly these views tended to originate from areas that had

higher equity needs and had received a greater portion of funding. Others were concerned that current formula is too heavily weighted on equity. Some questioned whether it should have an equity weighting at all as rates are progressive there is already redistribution – and -- the SCF is a social capital fund rather than a social service fund and, as such, should not have a deprivation weighting.

- 1.6 The Working Group asked that Community Board Chairs be provided with an opportunity to provide additional feedback on the formula before a decision for apportioning the SCF to Community Boards in 2019 is made. As a result Board Chairs and Deputy Chairs were provided with a concise briefing paper in advance of the Board Chairs and Deputy Chairs forum on 30 November. Chairs and deputy chairs discussed the issue and considered a range of options previously identified by the Working Party. The options are detailed in the table below.

		Option 1: Current Formula 60% Population/ 40% Equity \$140,000 Banks Peninsula Subsidy		Option 2: 80% Population/ 20% Equity \$140,000 Banks Peninsula Subsidy		Option 3: 100% Population \$140,000 Banks Peninsula Subsidy		Option 4: 80% Population, 20% (\$602,662) removed for separate contestable (equity) fund. \$140,000 Banks Peninsula Subsidy	
Board	Population	Total Funding	\$ Per Person	Total Funding	\$ Per Person	Total Funding	\$ Per Person	Total Funding	\$ Per Person
F-W-H	64,992	\$431,445	\$7	\$513,391	\$8	\$573,515	\$9	\$458,812	\$7
S-C	44,067	\$361,143	\$8	\$375,461	\$9	\$388,865	\$9	\$311,092	\$7
L-C-H	67,848	\$758,109	\$11	\$653,869	\$10	\$598,718	\$9	\$478,974	\$7
C-B	46,671	\$438,982	\$9	\$424,923	\$9	\$411,843	\$9	\$329,475	\$7
H-H-R	64,260	\$570,393	\$9	\$572,905	\$9	\$567,056	\$9	\$453,645	\$7
P-I	45,402	\$401,834	\$9	\$407,923	\$9	\$400,645	\$9	\$320,516	\$7
BP	8,235	\$191,405	\$23	\$204,839	\$25	\$212,669	\$26	\$198,135	\$24
Total	341,475	\$3,153,311		\$3,153,311		\$3,153,311		\$2,550,649	

- 1.7 The Board Chairs of Papanui Innes and Linwood Central Heathcote are members of the Working Group and were able to provide contextual information on the Working Party deliberations. Feedback is summarised below:

- There was understanding of the rationale behind the need for an adjustment reflecting the rural nature of Banks Peninsula; a geographically large, primarily rural area with a smaller population. The proposed \$140,000 adjustment was not debated at length as most seemed comfortable with the amount.

- There was support for the SCF funding to be apportioned to Boards for allocation to their communities. Option 4, a contestable “equity-based” fund was not supported and not discussed in any detail.
- The concept of including a weighting for equity was understood and generally supported. Most of the debate centred on the percentage weighting on equity, i.e. Options 1 and 2.
- Some Chairs and Deputy Chairs discussed the issue in terms of a preferred option, others did not.
- Generally speaking those representing communities of greater financial need supported a greater equity weighting, those representing communities that did not have as greater need supported a lower weighting on equity. This is largely consistent with the tenor of the discussion within the Working Group.

1.8 Council’s Strengthening Communities Strategy 2007 (pages 59 to 61) details the key policy drivers behind Grant funding. Council asserts that it is not a primary funder of services as many of the primary funders are NGO’s and government. However the Strategy also states that Council is in a unique place to provide fund the delivery of services. The Strategy talks to the drivers behind community funding primarily in terms of building community capacity and social capital with far less emphasis on services. Accordingly a formula with a considerable majority of funding based on a population basis as opposed to an equity (deprivation) basis has greater alignment with the Strengthening Communities Strategy.

1.9 The review team have considered the feedback against the options in the decision making matrix below:

Evaluation of Options for the Apportionment of the SCF to Community Boards		
Option	Advantages	Disadvantages
Option 1: Current Formula 60% Population 40% Equity	Familiarity (current formula). Preferred by those whose communities have higher needs. Requires no further change. Allows greater funding than the antecedent KLP to be allocated locally by Boards.	Results in a more marked disparity in funding levels between communities. Pushes the SCF into the realms of a social service rather than a social capital fund. The 60%-40% split may be too weighted on equity, given that it is funded from rates (that are progressive). Less consistent with the strengthening Communities Strategy.
Option 2 80%Population 20% equity	A balanced approach by the inclusion of a smaller weighting on equity. Allows greater funding than the antecedent KLP to be allocated locally by Boards. Greater consistency with the strengthening Communities Strategy.	Removes half of the existing 40% weighting on equity which may disadvantage some communities in need.
Option 3: 100% population	Most straightforward and easy to understand. Equity component reflected in the fact that rates are progressive and there is already de facto redistribution. Allows greater funding than the antecedent KLP to be allocated locally by Boards.	Does not have any specific allowance for equity. May disadvantage some communities in need.
Option 4: 80% population 20% into an separate (equity) fund	Allows the criteria of a separate equity fund to be focused on communities of need.	Separate equity fund will need separate criteria and application process. Will reduce the SCF apportioned to Boards to allocate.

		An additional fund will result in duplication and greater complexity. Risks increasing the communities lack of understanding on how Council makes decisions.
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1.10 After considering all the options and feedback staff recommend adopting the formula in Option 2 - 80% population and 20% equity formula with a rural community adjustment of \$140,000 for Banks Peninsula. Staff recommend that \$3,153,311 from the SCF is apportioned to Boards for allocation under this formula. This is because it:

- Provides the maximum available amount be allocated by Boards, fostering localised decision making.
- Achieves the greatest level of consistency with the Strengthening Communities Strategy.
- Sends a strong signal to Boards that Council supports a partnership approach to local governance.
- Will not require any additional administration or process changes.
- Provides a balance between addressing the concerns of those who feel the previous formula was a little too weighted on equity but still recognise that some communities will have higher needs.
- Provides certainty to Boards to assist in pre planning ahead of the opening of the SCF in early March 2019.

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).	
(a) This report contains:	
(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and	
(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.	
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.	

Signatories

Author	John Filsell - Head of Community Support, Governance and Partnerships
Approved By	Michael Down - Finance Business Partner Mary Richardson - General Manager Citizen and Community



Community Boards - What funded for year so far from SCF & DRF

Community Board SCF Allocation Summary				
Board	Fund	Total	Number	Average
Halswell-Hornby-Riccarton	SCF	\$570,394	38	\$15,010
	DRF	\$75,800	21	\$3,609
Fendalton-Waimairi-Harewood	SCF	\$431,445	49	\$8,805
	DRF	\$71,242	23	\$3,097
Spreydon-Cashmere	SCF	\$361,143	16	\$22,571
	DRF	\$44,041	14	\$3,143
Linwood-Central-Heathcote	SCF	\$776,109	47	\$16,512
	DRF	\$82,594	8	\$10,324
Banks Peninsula	SCF	\$191,405	20	\$9,570
	DRF	\$40,595	10	\$4,059
Papanui-Innes	SCF	\$401,834	40	\$10,045
	DRF	\$53,250	13	\$4,096
Coastal-Burwood	SCF	\$438,982	50	\$8,779
	DRF	\$55,250	16	\$3,453

Community Board	Organisation name	Total amount	Average amount
H-H-R Community Board	Organisation name	Total amount	Average amount
SCF		\$570,394.00	\$15,010.37
	Halswell-Hornby-Riccarton Community Board	\$167,384.00	
	Sydenham Junior Cricket Club	\$2,000.00	
	Te Kura Tennis Club Inc.	\$1,200.00	
	Burnside Rugby Football Club Incorporated	\$1,700.00	
	Avonhead Community Trust	\$6,000.00	
	Christchurch Korean Community School	\$2,000.00	
	South West Football Foundation Trust (SWFFT)	\$3,000.00	
	FC Twenty 11	\$4,500.00	
	Westside Community Trust	\$3,000.00	
	Seventh Day Adventist Church (Addington Samoan)	\$1,000.00	
	La Vida Youth Trust	\$34,000.00	
	Hornby Rugby Football Club Incorporated	\$5,000.00	
	Hornby Presbyterian Community Trust	\$38,000.00	
	The Salvation Army New Zealand Trust	\$9,000.00	
	Hornby Community Care Trust	\$2,550.00	
	Spreydon Youth Community Trust (SYCT)	\$7,000.00	
	Nepal New Zealand Friendship Society of Canterbury Incorporated	\$6,000.00	
	Hornby Day Care Trust	\$7,000.00	
	Southern United Hockey Club Inc	\$2,000.00	
	Halswell United Association Football Club	\$8,000.00	
	University of Canterbury Athletics Club Inc.	\$1,200.00	
	Anglican Care Community Development	\$27,000.00	
	Christchurch Iranian Society Incorporated	\$2,500.00	
	Youth South West Christchurch Trust	\$16,000.00	
	Halswell Scout Group	\$2,060.00	
	Riccarton Community Church	\$2,400.00	
	Riccarton Baptist Church	\$2,500.00	
	SEEDS RUR Trust	\$12,500.00	
	Uru Manuka Education Trust	\$7,000.00	
	Hei Hei Broomfield Community Development Trust	\$7,000.00	
	Canterbury Fiji Social Services Trust	\$31,000.00	
	Canterbury Tamil Society Inc	\$3,000.00	
	K2 Youth Development Trust	\$18,000.00	
	Lions Club of Halswell District Inc	\$2,900.00	
	Halswell Community Project Inc	\$25,000.00	
	Halswell Menzshed Acorn Trust	\$7,000.00	
	Oak Development Trust	\$40,000.00	
	Community Development Network Trust	\$53,000.00	
DRF		\$75,800.00	\$3,609.52
	Our Lady of Victories School	\$1,000.00	
	Halswell-Hornby-Riccarton Community Board	\$4,000.00	
	Halswell-Hornby-Riccarton Community Board	\$1,200.00	
	Halswell-Hornby-Riccarton Community Board	\$13,000.00	
	Hei Hei Broomfield Community Development Trust	\$6,000.00	
	Church Corner Toy Library	\$3,000.00	
	Halswell-Hornby-Riccarton Community Board	\$9,950.00	
	Halswell-Hornby-Riccarton Community Board	\$5,000.00	
	Halswell-Hornby-Riccarton Community Board	\$12,000.00	



Community Board	Organisation name	Total amount	Average amount
	Halswell-Hornby-Riccarton Community Board	\$1,000.00	
	Halswell-Hornby-Riccarton Community Board	\$1,500.00	
	Halswell-Hornby-Riccarton Community Board	\$1,500.00	
	Westmorland Residents Association	\$750.00	
	Hornby Toy Library	\$3,000.00	
	Halswell Toy Library Incorporated	\$3,000.00	
	South Christchurch Christian Community Trust	\$2,000.00	
	Halswell Residents' Association Incorporated	\$3,000.00	
	Templeton Residents Association (INC)	\$2,600.00	
	Central Riccarton Residents Association	\$500.00	
	Deans Avenue Precinct Society Incorporated	\$1,000.00	
	Riccarton High School	\$800.00	
Board Total H-H-R		\$646,194.00	

F-W-H Community Board	Organisation name	Total amount	Average amount
SCF		\$431,445.00	\$8,805.00
	Nomads United AFC	\$3,500.00	
	Fendalton-Waimairi-Harewood Community Board	\$3,300.00	
	Fendalton-Waimairi-Harewood Community Board	\$81,564.00	
	Papanui Returned And Services Association Incorporated	\$800.00	
	Papanui Redwood Association Football Club Incorporated	\$800.00	
	Papanui Baptist Church Community Services Freedom Trust	\$6,000.00	
	Marist Albion Netball Club Inc	\$700.00	
	Christchurch North Elim Church	\$430.00	
	Christchurch Korean Community School	\$500.00	
	Burnside Elim Church Trust	\$10,000.00	
	Community Toy Library Waimairi Incorporated	\$976.00	
	Harewood Hockey Club Inc	\$6,000.00	
	Merivale Precinct Society	\$1,800.00	
	St Marys/The Merevale Corner	\$17,950.00	
	Bishopdale Tennis Club Inc	\$3,500.00	
	Te Kura Tennis Club Inc.	\$1,500.00	
	Bryndwr Community Garden	\$3,045.00	
	Fairleigh Kindergarten Inc	\$3,000.00	
	Waimairi Tennis Club	\$7,000.00	
	St Mark's Presbyterian Church	\$1,980.00	
	Bishopdale Community Preschool Association Incorporated	\$3,000.00	
	Fendalton Bowling Club (Inc)	\$10,000.00	
	Burnside Rugby Football Club Incorporated	\$6,000.00	
	Avonhead Community Trust	\$20,000.00	
	Sockburn Park Amateur Swimming Club Incorporated	\$2,200.00	
	The Young Men's Christian Association of Christchurch Inc.	\$10,000.00	
	Yaldhurst Tennis Club Incorporated	\$1,100.00	
	University of Canterbury Athletics Club Inc.	\$1,200.00	
	The Elmwood Club Incorporated	\$25,000.00	
	Cotswold Preschool & Nursery Assoc. Inc.	\$2,500.00	
	Harewood Playcentre	\$2,500.00	
	St Margaret's Presbyterian Church	\$6,200.00	
	Bishopdale Community Trust	\$21,500.00	
	The Village Community Centre	\$15,500.00	
	St Barnabas Anglican Church, Parish of Fendalton	\$23,000.00	
	Burnside Park Tennis Club Inc.	\$6,500.00	
	Delta Rhythmic Gymnastic Club Inc	\$3,500.00	
	Anglican Parish of Burnside Harewood	\$3,500.00	
	Christchurch Chinese Church	\$15,300.00	
	Papanui Community Toy Library	\$2,000.00	
	Fendalton Park Croquet Club Inc.	\$1,400.00	
	Avonhead Tennis Club Inc	\$3,000.00	
	FC Twenty 11	\$6,500.00	
	Bishopdale Ladies Club	\$1,200.00	
	Northwood Residents Association	\$2,000.00	
	St Aidans Anglican Church Bryndwr	\$30,000.00	
	Belfast Community Network Inc	\$10,000.00	
	Burnside Community Transformation Trust	\$25,000.00	
	Te Ora Hou Otautahi Incorporated	\$17,500.00	
DRF		\$71,242.00	\$3,097.48
	Fendalton-Waimairi-Harewood Community Board	\$10,000.00	
	Canterbury Westland Kindergarten Assn (Kidsfirst) - Hawthornden	\$1,592.00	
	Fendalton-Waimairi-Harewood Community Board	\$10,000.00	
	St Barnabas Anglican Church, Parish of Fendalton	\$2,500.00	
	Yaldhurst Tennis Club Incorporated	\$7,000.00	
	St Marks Retired Peoples Fellowship	\$1,000.00	
	Papanui Softball Club	\$1,000.00	



Community Board	Organisation name	Total amount	Average amount
	Jaymee Sena Chen	\$200.00	
	Alan Fu	\$200.00	
	Xavier James Dickason	\$200.00	
	St Thomas of Canterbury College	\$75.00	
	Villa Maria College	\$975.00	
	Kate Maria Vanderpyl	\$500.00	
	Liam Reid James	\$500.00	
	Fendalton-Waimairi-Harewood Community Board	\$8,000.00	
	Fendalton-Waimairi-Harewood Community Board	\$6,000.00	
	Fendalton-Waimairi-Harewood Community Board	\$1,200.00	
	Fendalton-Waimairi-Harewood Community Board	\$12,000.00	
	Fendalton-Waimairi-Harewood Community Board	\$3,500.00	
	Fendalton-Waimairi-Harewood Community Board	\$4,000.00	
	Jenna Marie Martin-McKenzie	\$300.00	
	Isla Kate Martin-McKenzie	\$300.00	
	Tamsyn Louise Campbell	\$200.00	
Board Total F-W-H		\$502,687.00	

S-C Community Board	Organisation name	Total amount	Average amount
SCF		\$361,143.00	\$22,571.44
	Spreydon-Cashmere Community Board	\$86,000.00	
	Southern United Hockey Club Inc	\$792.00	
	Addington.net	\$13,000.00	
	Suburbs Rugby Football Club Inc	\$4,000.00	
	St Mary's Anglican Church	\$1,500.00	
	Project Esther Trust	\$20,000.00	
	Manuka Cottage Addington Community House Inc.	\$15,000.00	
	Church Army NZ - Canterbury Kids Coach	\$18,000.00	
	Christchurch South Community Gardens Trust	\$15,000.00	
	Kereru Sports & Cultural Club Inc	\$6,000.00	
	Sydenham Junior Cricket Club	\$2,000.00	
	Spreydon Youth Community Trust (SYCT)	\$26,850.00	
	SHARP Trust	\$7,500.00	
	Rowley Resource Centre Inc	\$27,000.00	
	Cross Over Trust	\$57,676.00	
	Anglican Care Community Development	\$60,825.00	
DRF		\$44,011.00	\$3,143.64
	St Martins/Opawa Club (Formerly Probus)	\$300.00	
	Spreydon-Cashmere Community Board	\$6,000.00	
	Spreydon-Cashmere Community Board	\$3,000.00	
	Spreydon-Cashmere Community Board	\$3,500.00	
	Te Kura Kaupapa Maori o Te Whanau Tahī	\$1,800.00	
	Spreydon-Cashmere Community Board	\$2,311.00	
	Spreydon-Cashmere Community Board	\$1,000.00	
	Spreydon-Cashmere Community Board	\$3,000.00	
	Spreydon-Cashmere Community Board	\$7,000.00	
	Spreydon-Cashmere Community Board	\$8,000.00	
	Huntsbury Preschool Incorporated	\$500.00	
	Cashmere Netball Club Inc	\$400.00	
	Ngaio Marsh House and Heritage Trust	\$6,000.00	
	Cashmere Bowling Club Inc	\$1,200.00	
Board Total S-C		\$405,154.00	

L-C-H Community Board	Organisation name	Total amount	Average amount
SCF		\$776,109.00	\$16,512.96
	Linwood-Central-Heathcote Community Board	\$153,909.00	
	Sydenham Junior Cricket Club	\$2,000.00	
	Addington.net	\$7,000.00	
	Edgeware Croquet Club Inc	\$200.00	
	Packe Street Park and Community Garden	\$3,648.00	
	Burwood Day Care Centre for the Elderly Inc.	\$1,000.00	
	Christchurch South Community Gardens Trust	\$7,000.00	
	Woolston Community Association Inc.	\$10,000.00	
	Canterbury Westland Kindergarten Association (Kidsfirst) - Linwood	\$1,000.00	
	Te Wero Gymnastics Inc	\$3,000.00	
	Sumner Community Residents Association	\$17,000.00	
	Greening the Rubble Trust	\$15,000.00	
	Richmond Community Garden Trust	\$5,000.00	
	Heathcote Valley Community Association Inc	\$15,000.00	
	Avebury House Community Trust	\$40,000.00	
	The Salvation Army New Zealand Trust	\$4,000.00	
	Linfield Cultural Recreational Sports Club Inc	\$4,000.00	
	Parish of Linwood St Chads	\$10,000.00	



Community Board	Organisation name	Total amount	Average amount
	Bromley Community Association Incorporated	\$45,000.00	
	Sumner Community Pool Incorporated	\$4,000.00	
	Redcliffs Residents Association	\$900.00	
	Phillipstown Community Centre Charitable Trust	\$35,000.00	
	Te Mapua Child and Youth Trust	\$11,000.00	
	Linwood Avenue Community Corner Trust	\$10,000.00	
	Anglican Care Community Development	\$80,000.00	
	Heathcote-Mt Pleasant Anglican Parish	\$500.00	
	Woolston Community Library	\$2,000.00	
	Linwood-Central-Heathcote Community Board	\$9,000.00	
	Linwood-Central-Heathcote Community Board	\$9,000.00	
	Mt Pleasant Memorial Community Centre and Residents' Association Incorp	\$8,500.00	
	Shoreline Youth Trust	\$16,000.00	
	Sumner Senior Citizens Club	\$600.00	
	Woolston Development Project Inc	\$17,000.00	
	Compassion Trust	\$4,000.00	
	Roimata Commons Trust	\$1,500.00	
	Woolston Development Project Inc	\$22,000.00	
	Strengthening Linwood Youth Trust	\$40,000.00	
	Richmond Keas Softball Inc	\$1,500.00	
	Wainoni Avonside Community Services Trust (WACST)	\$7,000.00	
	Drug-ARM Christchurch	\$5,000.00	
	Avon Loop Planning Association	\$2,000.00	
	Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre	\$9,000.00	
	Community Watch City to Sumner Incorporated	\$1,000.00	
	Woolston Boxing Club Incorporated	\$1,852.00	
	Sumner Bays Union Trust	\$7,500.00	
	Te Whare Roimata Trust	\$111,500.00	
	K2 Youth Development Trust	\$15,000.00	
DRF		\$82,594.00	\$10,324.25
	Parks Unit	\$13,244.00	
	Linwood-Central-Heathcote Community Board	\$18,000.00	
	Linwood-Central-Heathcote Community Board	\$35,000.00	
	Opawaho Trust	\$8,000.00	
	Friends of Edmonds Factory Garden Incorporated	\$750.00	
	Phillipstown Community Centre Charitable Trust	\$4,000.00	
	Holy Trinity Avonside Anglican	\$3,000.00	
	Canterbury Westland Kindergarten Association (Kidsfirst) - Linwood	\$600.00	
Board Total L-C-H		\$858,703.00	
BP Community Board	Organisation name	Total amount	Average amount
SCF		\$191,405.00	\$9,570.25
	Banks Peninsula Community Board	\$56,645.00	
	Community Watch City to Sumner Incorporated	\$600.00	
	Banks Peninsula Community Development Group	\$500.00	
	Lyttelton Seafarers Centre Charitable Trust	\$10,000.00	
	Te Hapu o Ngati Wheke Incorporated	\$5,900.00	
	Little River Support Group	\$2,500.00	
	Akaroa Community Arts Council	\$5,000.00	
	Diamond Harbour Camera Club Incorporated	\$710.00	
	The Loons Club Incorporated	\$5,000.00	
	The Little River Wairewa Community Trust	\$16,500.00	
	Diamond Harbour Youth and Community Trust	\$10,000.00	
	Project Lyttelton Incorporated	\$5,280.00	
	Akaroa District Promotions Inc	\$10,000.00	
	Lyttelton Information and Resource Centre Trust	\$6,270.00	
	Akaroa Heritage Festival Society Inc.	\$5,000.00	
	Royal New Zealand Plunket Society Canterbury Inc.	\$1,500.00	
	Little River Craft Station Incorporated	\$6,500.00	
	Lyttelton Community House Trust	\$25,000.00	
	Tectonic Tones	\$500.00	
	Project Lyttelton Incorporated	\$18,000.00	
DRF		\$40,595.00	\$4,059.50
	Diamond Harbour Community Association Inc	\$2,500.00	
	Banks Peninsula Community Board	\$3,000.00	
	Banks Peninsula Community Board	\$1,500.00	
	Banks Peninsula Community Board	\$2,000.00	
	Wainui Residents Association, Incorporated	\$1,445.00	
	Diamond Harbour Community Association Inc	\$2,500.00	
	Akaroa Resource Collective Trust	\$25,000.00	
	Angus John William Latham	\$300.00	
	The Little River Community Centre Inc	\$350.00	
	Little River Playcentre	\$2,000.00	

Community Board	Organisation name	Total amount	Average amount
Board Total BP		\$232,000.00	

P-I Community Board	Organisation name	Total amount	Average amount
SCF		\$401,834.00	\$10,045.85
	Papanui-Innes Community Board	\$73,112.00	
	Christchurch North Elim Church	\$600.00	
	The Elmwood Club Incorporated	\$5,000.00	
	Harewood Hockey Club Inc	\$1,000.00	
	FC Twenty 11	\$500.00	
	Sockburn Park Amateur Swimming Club Incorporated	\$800.00	
	Richmond Community Garden Trust	\$2,000.00	
	Bishopdale Ladies Club	\$640.00	
	Spencer Park Surf Life Saving Club	\$1,500.00	
	Avebury House Community Trust	\$4,000.00	
	Canterbury Tamil Society Inc	\$300.00	
	St Albans Shirley Football Club	\$3,000.00	
	Papanui Redwood Association Football Club Incorporated	\$2,000.00	
	Packe Street Park and Community Garden	\$1,500.00	
	Te Puna Oraka Early Years Services (Early Start Project Ltd)	\$5,000.00	
	Shirley Rugby League Football Club Inc	\$3,000.00	
	Edgware Croquet Club Inc	\$1,000.00	
	St Albans Amateur Swimming and Life-Saving Club Incorporated	\$2,500.00	
	Edgware Tennis Club Inc	\$700.00	
	Papanui Youth Development Trust (Te Koru Pou Iho)	\$30,000.00	
	Papanui Returned And Services Association Incorporated	\$2,300.00	
	Papanui Baptist Church Community Services Freedom Trust	\$13,000.00	
	Community Focus Trust	\$7,000.00	
	Nomads United AFC	\$3,563.00	
	Papanui Senior Citizens Welcome Club	\$720.00	
	STYX Living Laboratory Trust	\$6,000.00	
	Te Ora Hou Otautahi Incorporated	\$30,000.00	
	Papanui Handiscope Centre	\$400.00	
	Shirley Ladies Friendship Club	\$100.00	
	St Albans Park Sports Club Inc	\$3,000.00	
	Northgate Community Services Trust	\$13,500.00	
	Mairehau Library Inc.	\$1,000.00	
	Marist Albion Netball Club Inc	\$200.00	
	Christchurch Methodist Mission	\$1,900.00	
	Delta Rhythmic Gymnastic Club Inc	\$800.00	
	Papanui Community Toy Library	\$1,500.00	
	Morrison Avenue Bowling Club (Inc)	\$3,000.00	
	Shirley Community Trust	\$54,200.00	
	Neighbourhood Trust	\$67,499.00	
	Belfast Community Network Inc	\$54,000.00	
	DRF	\$53,250.00	\$4,096.15
	Shirley Community Trust	\$4,000.00	
	St Albans Residents Association (SARA) Incorporated	\$7,000.00	
	Papanui-Innes Community Board	\$3,500.00	
	Papanui-Innes Community Board	\$7,000.00	
	Papanui-Innes Community Board	\$3,000.00	
	Papanui-Innes Community Board	\$3,000.00	
	Papanui-Innes Community Board	\$7,000.00	
	Papanui Softball Club	\$1,000.00	
	Villa Maria College	\$250.00	
	Canterbury Cook Islands Sports Association Incorporation	\$4,000.00	
	Belfast Community Network Inc	\$3,000.00	
	St Albans Residents Association (SARA) Incorporated	\$7,500.00	
	Papanui-Innes Community Board	\$3,000.00	
Board Total P-I		\$455,084.00	

C-B Community Board	Organisation name	Total amount	Average amount
SCF		\$438,982.00	\$8,779.64
	Coastal-Burwood Community Board	\$80,642.00	
	Edgware Croquet Club Inc	\$600.00	
	Linfield Cultural Recreational Sports Club Inc	\$400.00	
	Te Wero Gymnastics Inc	\$2,000.00	
	Parklands United Sports Club	\$5,000.00	
	St Margaret's Presbyterian Church	\$500.00	
	Dallington Residents Association	\$1,500.00	
	Sustain South Brighton	\$6,700.00	
	Spencer Park Surf Life Saving Club	\$2,000.00	
	Renew Brighton	\$6,700.00	
	Burwood Community Church Trust Inc	\$12,000.00	

Community Board	Organisation name	Total amount	Average amount
	People Empowerment Environmental Enhancement Programme Trust (P.E.E	\$20,000.00	
	Te Kupenga o Aranui	\$12,000.00	
	Coastal Spirit Football Club Inc.	\$3,000.00	
	Aranui Eagles Rugby League Club	\$4,000.00	
	Shirley Ladies Friendship Club	\$400.00	
	Pegasus Toy Library Incorporated	\$2,500.00	
	Aranui Community Trust (ACTIS)	\$5,000.00	
	Avon - Heathcote Estuary Ihutai Trust	\$2,150.00	
	South City Youth Trust	\$9,500.00	
	Parklands Bowling Club Inc	\$10,000.00	
	Dallington Community Cottage Trust	\$11,040.00	
	QE II Swim Club Incorporated	\$2,000.00	
	E Tipu e Rea Early Learning Centre	\$3,500.00	
	Birthright Canterbury Trust	\$1,050.00	
	Anglican Diocese of Christchurch - Parish of East Christchurch	\$7,500.00	
	South New Brighton Tennis Club	\$2,000.00	
	New Brighton Pier, Foreshore and Promotion Inc	\$8,500.00	
	Pleasant Point Yacht Club Inc	\$1,500.00	
	Crossroads Youth With A Future	\$14,000.00	
	Parklands Ladies Club	\$1,000.00	
	Brighton Gallery Trust	\$9,000.00	
	Burwood Day Care Centre for the Elderly Inc.	\$5,000.00	
	New Brighton Project Inc	\$20,000.00	
	A Town Boxing Gym Incorporated	\$7,500.00	
	North Beach Tennis Club Inc	\$1,500.00	
	Parklands Christchurch Softball United Inc	\$2,000.00	
	Compassion Trust	\$15,000.00	
	Queenspark Community Trust	\$7,000.00	
	Richmond Keas Softball Inc	\$1,500.00	
	Northshore Residents' Association	\$400.00	
	New Brighton Friendship Club	\$900.00	
	Wainoni Avonside Community Services Trust (WACST)	\$16,000.00	
	New Brighton Cricket Club Inc	\$1,500.00	
	New Brighton Netball Club Inc	\$2,000.00	
	New Brighton Community Gardens Trust	\$15,000.00	
	New Brighton and Districts Historical Society and Museum Inc	\$11,000.00	
	Youth Alive Trust	\$25,000.00	
	Eastern Community Sport and Recreation	\$20,000.00	
	Aranui Community Trust (ACTIS)	\$40,000.00	
DRF		\$55,250.00	\$3,453.13
	Northshore Residents' Association	\$500.00	
	Sustain South Brighton	\$7,680.00	
	Touch NZ	\$2,500.00	
	Southshore Residents Association	\$1,000.00	
	Spencerville Playcentre	\$1,600.00	
	Shirley Boys' High School	\$1,500.00	
	New Brighton and Districts Historical Society and Museum Inc	\$1,500.00	
	Coastal-Burwood Community Board	\$500.00	
	Coastal-Burwood Community Board	\$4,500.00	
	Coastal-Burwood Community Board	\$3,500.00	
	Coastal-Burwood Community Board	\$2,500.00	
	Coastal-Burwood Community Board	\$6,000.00	
	Coastal-Burwood Community Board	\$7,500.00	
	Coastal-Burwood Community Board	\$12,000.00	
	North New Brighton Indoor Bowls	\$800.00	
	South Brighton Community Toy Library Inc	\$1,670.00	
Board Total C-B		\$494,232.00	
TOTAL	TOTAL \$		Average \$
Total			
	365	\$3,594,054.00	\$9,846.72
SCF			
	260	\$3,171,312.00	\$12,197.35
DRF			
	105	\$422,742.00	\$4,026.11

18. 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 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)

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.”

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

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
19	PUBLIC EXCLUDED COUNCIL MINUTES - 24 JANUARY 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
20	PUBLIC EXCLUDED COUNCIL MINUTES - 14 FEBRUARY 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
21	PUBLIC EXCLUDED AUDIT AND RISK MANAGEMENT COMMITTEE MINUTES - 1 FEBRUARY 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
22	PUBLIC EXCLUDED INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE MINUTES - 13 FEBRUARY 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	