Notice of Meeting:
An ordinary meeting of the Infrastructure, Transport and Environment Committee will be held on:

**Date:** Wednesday 12 June 2019

**Time:** 1pm

**Venue:** Council Chambers, Civic Offices, 53 Hereford Street, Christchurch

**Membership**

- Chairperson: Councillor Pauline Cotter
- Deputy Chairperson: Councillor Mike Davidson
- Members:
  - Councillor Vicki Buck
  - Councillor Phil Clearwater
  - Councillor Anne Galloway
  - Councillor Aaron Keown
  - Councillor Tim Scandrett
  - Councillor Sara Templeton

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Principal Advisor

David Adamson
General Manager City Services
Tel: 941 8235

Aidan Kimberley
Committee and Hearings Advisor
941 6566
aidan.kimberley@ccc.govt.nz
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7 June 2019

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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https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/
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
Affordability
Agility
Equity
Innovation
Collaboration
Prudent Financial Management
Stewardship
Wellbeing and resilience
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
**Chair**
Councillor Cotter

**Membership**
Councillor Davidson (Deputy Chair), Councillor Buck, Councillor Clearwater, Councillor Galloway, Councillor Keown, Councillor Scandrett and Councillor Templeton

**Quorum**
Half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.

**Meeting Cycle**
Monthly

**Reports To**
Council

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**Areas of Focus**
The focus of the Infrastructure, Transport and Environment Committee is the governance of roading and transport, three waters, waste management, and natural hazards protection.

The Infrastructure, Transport and Environment Committee:
- Encourages opportunities for citizenship, community participation and community partnerships
- Works in partnerships with key agencies, groups and organisations
- Considers the impact of climate change in its decisions

The Infrastructure, Transport and Environment Committee considers and reports to Council on issues and activities relating to:
- Water supply, conservation and quality
- Stormwater drainage including the Land Drainage Recovery Programme
- Natural environment, including the waterways, aquifers, ecology and conservation of resources
- Natural hazards protection, including flood protection and river control
- Solid waste minimisation and disposals
- Sewage collection, treatment and disposal
- Roads, footpaths and streetscapes
- Transport including road operations, parking, public transport, cycle ways, harbours and marine structures consistent with Greater Christchurch Public Transport Joint Committee Terms of Reference

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**Delegations**
The Committee delegates to the following working group the responsibility to consider and report back to the Committee:
• Land Drainage Working Group matters relating to the Land Drainage Recovery Programme, including opportunities for betterment.

**Major Cycleway Route (MCR) Programme**

At the Council meeting of 9 March 2017:

It was **resolved** that the Council:

1. Delegates to the Infrastructure, Transport and Environment Committee the authority to make all decisions in connection with the Major Cycleway Routes (MCR) programme, including final route selections and anything precedent to the exercise by the Council of its power to acquire any property, subject to:
   a. The Infrastructure, Transport and Environment Committee and affected Community Boards being briefed prior to any public consultation commencing on any Major Cycleway Route project.
   b. The relevant Community Board Chair(s) will be invited by the Infrastructure, Transport and Environment Committee to participate in the relevant Major Cycleway Route item discussion and give their Board’s feedback or recommendations.

2. Notes and reconfirms Councils previous decision to designate the MCR programme a metropolitan project, as set out in the Council’s resolutions on 29 January 2015.

13.4 Agree to the Major Cycleway Route programme being declared a Metropolitan Programme and delegate to the Infrastructure, Transport and Environment Committee all decision making powers.

**Christchurch Biodiversity Fund**

At the Council meeting of 20 June 2017:

It was **resolved** that the Council:

5. Delegate authority to the Infrastructure, Transport and Environment Committee to consider and approve applications to the Christchurch Biodiversity Fund.
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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. **Confirmation of Previous Minutes**
   That the minutes of the Infrastructure, Transport and Environment Committee meeting held on **Wednesday, 10 April 2019** be confirmed (refer page 7).

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

5. **Deputations by Appointment**
   There were no deputations by appointment at the time the agenda was prepared.

6. **Petitions**
   There were no petitions received at the time the agenda was prepared.
**Infrastructure, Transport and Environment Committee**

**OPEN MINUTES**

**Date:** Wednesday 10 April 2019  
**Time:** 1.31pm  
**Venue:** Council Chambers, Civic Offices, 53 Hereford Street, Christchurch

<table>
<thead>
<tr>
<th>Present</th>
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</table>
| Chairperson | Councillor Pauline Cotter  
| Deputy Chairperson | Councillor Mike Davidson  
| Members | Councillor Vicki Buck  
| | Councillor Phil Clearwater  
| | Councillor Aaron Keown  
| | Councillor Tim Scandrett  
| | Councillor Sara Templeton

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**9 April 2019**  

**Principal Advisor**  
David Adamson  
General Manager City Services  
Tel: 941 8235

**Aidan Kimberley**  
Committee and Hearings Advisor  
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To view copies of Agendas and Minutes, visit:  
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/2019/00016  
   
   **Committee Decision**
   
   That the apologies from Councillor Galloway and Councillor Buck be accepted.  
   Councillor Keown/Councillor Clearwater  
   
   Carried

2. **Declarations of Interest**
   
   Part B  
   There were no declarations of interest recorded.

3. **Confirmation of Previous Minutes**
   
   Part C  
   Committee Resolved ITEC/2019/00017  
   
   **Committee Decision**
   
   That the open and Public Excluded minutes of the Infrastructure, Transport and Environment Committee meeting held on Wednesday, 13 March 2019 be confirmed.  
   Councillor Davidson/Councillor Clearwater  
   
   Carried

**Acknowledgement**

Clive Appleton, Team Leader Natural Environment, informed the Committee that the Christchurch City Council has won an award from the New Zealand Planning Institute for the Whaka-Ora Healthy Harbour, Whakaraupō Catchment Management Plan. This award was in the Best Practice Consultation and Participation Strategies and/or Processes category.

Councillor Buck joined the meeting at 1.36 pm.

4. **Public Forum**
   
   Part B  
   There were no public forum presentations.
5. Deputations by Appointment

Part B

5.1 Aotearoa Bike Challenge
Local winners of the Aotearoa Bike Challenge were presented with their certificates.

5.2 Christchurch Civic Trust
Ross Gray spoke on behalf of the Christchurch Civic Trust regarding Item 7, 9 Cathedral Square – Structures on Road Permit.

5.3 Historic Places Canterbury
Mark Gerard spoke on behalf of Historic Places Canterbury regarding item 7, 9 Cathedral Square – Structures on Road Permit.

5.4 ChristChurch Cathedral
The Very Reverend Lawrence Kimberley, Dean of Christchurch, spoke on behalf of the ChristChurch Cathedral regarding item 7 – 9 Cathedral Square – Structures on Road Proposal.

6. Presentation of Petitions

Part B
There was no presentation of petitions.

Councillor Davidson left the meeting at 2:20 p.m and returned at 2.30pm during the discussion on item 7.

7. 9 Cathedral Square - Structures on Roads Proposal

Committee Decided ITEC/2019/00018

Part A

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

1. Notes that the proposal is inconsistent with the Policy for Structures on Roads 2010.
   a. The inconsistency is detailed as follows:
      i. Paragraph 2.2 of the Policy requires that the horizontal projection not be more than one metre.
      ii. Paragraph 3.3 of the Policy requires that all foundations be built within the private lot.
      iii. Paragraph 3.5 (i) requires that there be no other practicable option available.
   b. The reason for the inconsistency is that the proposal has a canopy that projects more than one metre, the supporting columns and their foundations project into legal road and there is no other practical options available.
   c. Due to the ‘one-off’ nature of the application, there is no intention to amend the Policy to accommodate the decision.
2. Approve the application to encroach on the legal road at 9 Cathedral Square and as land owners to authorise the construction of the canopy, poles and column foundations on the area shown in Attachment A.

3. Approve the granting of a Deed of Licence to allow the encroachment of the legal road at 9 Cathedral Square for a term of up to a maximum of 35 years and at a market licence fee determined by a registered valuer appointed by the Council. In addition to the annual licence fee the licensee would be required to pay the extra tree maintenance costs arising from the proposal.

4. Require as part of the Deed of Licence the preparation of a Tree Protection and Management Plan by the owners of 9 Cathedral Square in respect of the three street trees on the Square, and the licensee’s compliance with that plan.

Councillor Buck/Councillor Clearwater Carried
Councillor Davidson abstained from voting on this item.
Councillor Buck left the meeting at 2:30 p.m.

8. Biodiversity Fund Project Applications

Committee Resolved ITEC/2019/00019

Part C

That the Infrastructure, Transport and Environment Committee:

1. Receive the information in the report.

2. Approve funding for the two recommended projects as listed below:
   a. $16,226 for Tirowaikare, Little River
   b. $40,000 for Big Hill, Little Akaloa

Councillor Keown/Councillor Davidson Carried
Councillor Keown left the meeting at 3:00 p.m. during the discussion on item 9.

9. Three Waters and Waste report - February/March

Committee Resolved ITEC/2019/00020

Part C

That the Infrastructure, Transport and Environment Committee:

1. Receive the information in the Three Waters and Waste February/March report.

Councillor Davidson/Councillor Templeton Carried
12. Resolution to Include Supplementary Reports

Committee Resolved ITEC/2019/00021

That the following report be received and considered at the Infrastructure, Transport and Environment Committee meeting on Wednesday, 10 April 2019.

Open Items

13. Correspondence - Labelling Streams on Banks Peninsula

Councillor Cotter/Councillor Davidson

Carried

13. Correspondence - Labelling Streams on Banks Peninsula

Committee Comment

The Committee discussed the idea of labelling streams and queried whether it would be worthwhile to also include information along walking tracks and throughout Christchurch City. The Committee added a third resolution regarding this.

Committee Resolved ITEC/2019/00022

Part C

That the Infrastructure, Transport and Environment Committee:

1. Receive the correspondence from the Banks Peninsula Water Management Zone Committee regarding labelling streams on Banks Peninsula, as set out in Attachment A.

2. Requests Council staff to report back to the Infrastructure, Transport and Environment Committee on the matters raised in the correspondence.

3. Requests Council staff to investigate including information about waterways on walking tracks and in Christchurch City.

Councillor Cotter/Councillor Scandrett

Carried

Meeting concluded at 3.19 pm.

CONFIRMED THIS 12TH DAY OF JUNE 2019

COUNCILLOR PAULINE COTTER
CHAIRPERSON
7. **Biodiversity Fund Project Applications**

Reference: 19/571909

Presenter(s):

1. **Purpose of Report**
   
   1.1 The purpose of this report is to recommend the Infrastructure, Transport and Environment Committee approve Biodiversity Fund support to four projects.

2. **Staff Recommendations**

   That the Infrastructure, Transport and Environment Committee:

   1. Receive the information in the report.
   2. Approve full funding to the following three projects, to provide certainty to landowners and facilitate timely completion of proposed works.
      a. $9,090 for Head of the Harbour - fencing
      b. $39,986 for Stencliffe Farm - fencing
      c. $40,000 for Island Bay – fencing and pest mammal control
   3. Allocate remainder of funding to one of the following two projects, which are highly likely to be feasible with a slightly reduced contribution from the Council.
      a. $35,000 for Jubilee Stream – fencing
      b. $35,000 for Edwards Stream - fencing

3. **Key points**

   3.1 The Christchurch Biodiversity Fund supports custodians of biodiversity working on ecologically significant sites. Council provides up to 50% of funding (maximum of $40,000 per individual project/property per year), for eligible projects aimed at protecting and enhancing biodiversity on private land. Up to $200,000 may be allocated each year.

   3.2 Previous funding rounds for the 2018-2019 financial year have allocated a total of $79,300 across four projects.

   3.3 The total funding requested through eligible applications received in this financial year was $294,276 - well beyond the total funding available ($200,000). This indicates strong landowner interest in the fund.

   3.4 Staff have worked with applicants to determine which can defer their applications until the 2019-2020 financial year or apply to alternative sources of funding.

   3.5 All applications recommended for funding are considered to meet Fund criteria.

   3.6 Staff note that the Jubilee Stream project involves a landowner who owns another property involved in a compliance matter regarding vegetation clearance. The substantial ecological benefits of the project warrant recommending it for support, but a lower-priority project is included to provide a potential alternative.

   3.7 The projects recommended for funding are described in the attachment.
4. Context/Background

Issue or Opportunity
4.1 The Biodiversity Fund is an opportunity to support private landowners who are taking voluntary action, and investing their own time and money, to protect and enhance biodiversity on their properties. The projects provide real protection for biodiversity in the Christchurch District through direct action.

Decision Making Authority
4.2 Authority to consider and approve applications to the Christchurch Biodiversity Fund has been delegated to the Infrastructure, Transport and Environment Committee.

Strategic Alignment
4.3 The Christchurch Biodiversity Fund is provided for in the 2018-2028 Long Term Plan, and is aligned with the Council’s strategic framework.
4.4 The programme aligns with the strategic framework’s supporting principles of collaboration and stewardship, by supporting individual landowners to protect and enhance biodiversity on private land.
4.5 The programme aligns with the Healthy Environment Community Outcome. Specifically, the Biodiversity Fund supports the “unique landscapes and indigenous biodiversity are valued” outcome, by contributing to the protection of indigenous species and ecosystems, and by supporting landowners who are working to look after biodiversity on their own properties.
4.6 The programme aligns with District Plan policies regarding the protection of ecologically significant sites, and the provision of advice and incentives for landowners who wish to do this on private property.
4.7 The programme supports the goals of the Council’s Biodiversity Strategy.

Attachments

<table>
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<tbody>
<tr>
<td>A</td>
<td>Christchurch Biodiversity Fund - 2018-2019 - June Funding Round - Project Descriptions</td>
<td>16</td>
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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

<table>
<thead>
<tr>
<th>Author</th>
<th>Laura Molles - Advisor Natural Environment</th>
</tr>
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<tbody>
<tr>
<td>Approved By</td>
<td>Clive Appleton - Team Leader Natural Environment</td>
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<td></td>
<td>Emma Davis - Head of Strategic Policy</td>
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<tr>
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<td>Brendan Anstiss - General Manager Strategy and Transformation</td>
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Christchurch Biodiversity Fund 2018/2019 – June Funding Round – Project Descriptions

Recommend full funding in current round

- Head of the Harbour ($9090): This project will provide fencing to complete stock exclusion from a 3.8ha portion of the Head of the Harbour Site of Ecological Significance. The Banks Peninsula Conservation Trust has worked with two adjacent landowners, meaning that approximately 13ha will be protected overall – the largest contiguous area within the Site of Ecological Significance. The Head of the Harbour SES supports the best and most extensive area of saltmarsh vegetation in the District. Funding for additional fencing is only required for this portion of the two-property covenant.

- Stencilffe Farm ($39,986): This project will protect 9.7ha of riparian forest and a waterway through construction of approximately 2320m of fencing and removal of stock grazing. The landowners are working with the Banks Peninsula Conservation Trust to complete the covenanning process for this site. Although not currently on Schedule B, this site was identified as High priority for assessment prior to the last District Plan review. In addition to supporting diverse regenerating bush and remnant podocarp trees, the site includes a branch of a stream previously assessed as having significant ecological values. The upper end of the site is contiguous with the Department of Conservation’s Mt Sinclair Reserve, meaning this is a valuable extension of protected habitat extending from the summit towards the sea.

- Island Bay Stream ($40,000): This project will protect 10ha of riparian forest and a waterway through construction of nearly 3km of fencing to exclude stock. This fencing will protect the upper third of the catchment, including the main source spring. Much of the lower two-thirds of the stream runs through a gorge and steep, rocky hillside, which naturally restrict stock access. Possum control will also be implemented to reduce browsing damage to the indigenous vegetation. The site will be covenanted with the QEII Trust. The site was identified as Very High priority for assessment prior to the District Plan review, and the riparian forest to be protected is mature, diverse secondary growth including podocarp trees. The altitudinal gradient covered by the project means that several different plant communities – and a wide diversity of species – will be protected.

Recommend partial funding for one of the two following projects in the current round

- Jubilee Stream ($35,000; recommended allocation of $31,624 which is the total remaining after other allocations): This project will protect approximately 11ha of
riparian forest immediately adjacent to an existing Site of Ecological Significance (both Schedule A and Schedule B components, depending on tenure). The project will involve fencing to exclude stock, and the landowner has agreed to covenant the site through the QEII Trust. The stream has been assessed as supporting a number of threatened/at risk fish and invertebrate species, and the plant communities include a diverse range of species including podocarps. The protection of this additional site would make a substantial contribution to the overall protection of both the waterway and indigenous vegetation within the catchment. Staff consider the ecological benefits of this project mean it is worth supporting on its own merits, but Councillors should be aware that there has been a potential compliance issue with spraying of kanuka on another block of land belonging to the same landowner.

- Edwards Headwater ($35,000; recommended allocation of $31,624 which is the total remaining after other allocations): This project would protect approximately 5ha of riparian bush, including a permanently flowing waterway up to the headwaters. The main stem of the stream (but not this specific branch) has been assessed as ecologically significant as habitat for indigenous fish and invertebrates, including threatened, at risk, and locally endemic species. The riparian forest, while secondary, includes a gradient of plant communities including a canopy dominated by indigenous broadleaf species. The landowner is working with QEII Trust to establish a covenant to protect the site.
8. **Gloucester Street Enliven Places Project, Transitional Streetscape Amenity and Pedestrian Improvements.**

Reference: 19/557065
Presenter(s): Katie Smith, Senior Urban Regeneration Advisor
Michael Thomson, Transport Engineer

1. **Purpose of Report**

   1.1 To seek approval to install temporary pedestrian amenity improvements, including seating, cycle stands and informal pedestrian crossing point build-outs along the section of Gloucester Street between Manchester St and Colombo St. For details, refer to Attachment A.

2. **Executive Summary**

   2.1 Gloucester St is an important point of convergence for pedestrians moving from Victoria Square, the Performing Arts Precinct, Margaret Mahy Playground and New Regent Street towards Cathedral Junction, Press Lane, Tūranga, Cathedral Square, and the Retail Precinct (see attached flow diagram Attachment B). Given the ongoing construction works around the Convention Centre and the Cathedral it is essential that safe, legible and interesting pedestrian routes throughout the Central City are formed.

   2.2 Currently the only formal crossing points along this portion of Gloucester St are at the intersections with Colombo St and Manchester St, yet many people cross informally outside the Isaac Theatre Royal, Tūranga and between Cathedral Junction and New Regent Street.

   2.3 The project will encourage slower vehicle speeds and improve wayfinding and the amenity of the pedestrian environment. The project is expected to be in place for approximately 5 years, ahead of permanent street renewal works.

3. **Staff Recommendations**

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

   1. Approves the proposed Enliven Places temporary pedestrian amenity improvement project on Gloucester Street between Colombo and Manchester streets as outlined on Attachment A.

4. **Context/Background**

   **Issue or Opportunity**

   4.1 A Gloucester St transitional project was initiated in 2012 and enhanced further in 2014. The aims were to strengthen the connection between Cathedral Square and New Regent St, support businesses along the street and celebrate the city’s heritage reflected in New Regent St and the Isaac Theatre Royal. The project included the installation of the Outdoor Reading Room (oversized green chairs), tree planters and the re-alignment and colourful painting of the carriageway to narrow the street and calm traffic.

   4.2 In the subsequent years there have been several modifications made to the transitional project. The Central City Library/Tūranga worksite required the removal of the Outdoor Reading Room, several planters and the covering of street painting to accommodate a temporary traffic management layout. The remaining planters reached the end of their life and have been removed. All other transitional assets have been removed, including the
transitional paint surface treatment. The build out outside Isaac Theatre Royal, has been retained.

4.3 Gloucester St is an important point of convergence for pedestrians. Given the ongoing construction works around the Convention Centre and the upcoming reinstatement of the Cathedral it is essential that safe, legible and interesting pedestrian routes are formed throughout the Central City. Currently the only formal crossing points along this portion of Gloucester St are at the intersections with Colombo St and Manchester St, yet many people cross Gloucester St informally.

4.4 With the completion of:

- Road resurfacing and paving outside Tūranga on Gloucester St
- An Accessible City (ACC) works on Manchester St (which involved re-sealing the first 20m of Gloucester St west of Manchester St intersection)
- Resealing of the remainder of Gloucester St that required repairs
- New vehicle lane and parking space road marking

the street is now in a suitable condition that it is not expected to require further works for a number of years. Permanent streetscape design and works are not programmed in the LTP.

4.5 This Enliven Places project will, in the interim, work to make Gloucester St a pleasant and functional street for approximately the next 5 years while also trialling and testing new ideas for improved pedestrian safety and to create a slow street that better reflects the existing 30km/h Central City speed limit.

4.6 In addition, the future role of Gloucester Street in complementing the planned Cathedral Square improvement works programme and providing a southern boundary to the Performing Arts Precinct, may point to future opportunities to consider the speed regime further. The proposed works aim to support a low speed, self-explaining road environment. The proposed interventions will therefore include temporary pedestrian crossings, seating build-outs and cycle stands as shown on the attached plan, Attachment A.

4.7 The proposal shows two seating build-outs and two crossing build-outs. Crossing build-outs can only be installed where there is a corresponding dropped kerb or crossing build-out to provide level pedestrian access. This can only be achieved in two locations therefore the two seating build-outs are provided in other locations to enhance the street scene and slow traffic.

4.8 The proposed layout will require the relocation of one parking space on the north side of Gloucester Street opposite Tūranga to accommodate one of the proposed pedestrian crossing build outs. A location just to the east of this existing space has been identified as an alternative parking space by utilising road space adjacent to an unused vehicular crossing and therefore once additional road markings have been undertaken this will result in no net loss of parking provision along Gloucester Street.

4.9 On 3 April 2019 the Parking Restrictions Subcommittee approved the existing parking and stopping restrictions on both sides of Gloucester St within this section between Colombo and Manchester streets. This approval confirmed the short term parking outside the theatre, mobility parks, cycle parking area, no stopping and other short term parking including loading zones. All transitional elements of the proposed Enliven Places Project with the exception of the proposed crossing point on the north side of Gloucester Street opposite Tūranga were approved at this meeting. Further details of the proposed cycle stands were requested and these will be provided when a further report is taken back to the sub-committee.
4.10 If the Council approved the preferred option a further report to the Parking Restrictions Subcommittee will be submitted to approve this minor change in parking layout.

**Strategic Alignment**

4.11 This report supports the *Council’s Long Term Plan (2018 - 2028)*:

4.11.1 Activity: Strategic Planning and Policy

- Level of Service: 17.0.20.2 Place-based policy and planning advice to support integrated urban regeneration and planning - Working collaboratively with Community Boards (and in light of Community Board plans), DCL, RC and others, identify and address priority areas for CCC

**Assessment of Significance and Engagement**

4.12 The decision in this report is of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

4.13 The level of significance was determined by the limited impact of the proposed seating and crossing build-outs and cycle parking on the street and surrounding businesses.

5. **Options Analysis**

**Options Considered**

5.1 The following reasonably practicable options were considered and are assessed in this report:

- Undertake the Enliven Places project to enhance the pedestrian environment along Gloucester St by installing temporary seating and crossing build-outs and installation of new cycle parking facilities.
- Do nothing.

**Options Descriptions**

5.2 **Preferred Option:** Undertake the Enliven Places project to enhance the pedestrian environment along Gloucester St.

5.2.1 **Option Description:** Installation of temporary seating and crossing build-outs and new cycle parking facilities.

5.2.2 **Option Advantages**

- Trialling and testing can be undertaken in a low key, low cost way to determine if improving the amenity and slowing the vehicle movements is viable, to inform future planning, design and function of this street.

5.2.3 **Option Disadvantages**

- Will result in one parking space being relocated within the current street layout.

5.3 Do nothing.

5.3.1 **Option Description:** Retain current street layout.

5.3.2 **Option Advantages**

- None identified.

5.3.3 **Option Disadvantages**

- Does not address or improve the pedestrian environment and cycle facilities.
6. **Community Views and Preferences**
   6.1 This Enliven Places project is partly in response to community requests for improved cycle facilities. The proposal will result in only minor changes to the existing street layout with no net loss of parking spaces. Informal consultation to date with the Isaac Theatre Royal has indicated support and further consultation is planned.

7. **Legal Implications**
   7.1 There is not a legal context, issue or implication relevant to this decision other than those already addressed and approved by the Parking Restrictions Subcommittee.

8. **Risks**
   8.1 The proposed scheme has undergone a safety audit that has made recommendations that have been taken on board in the final design and location of the build-outs and cycle parking.

9. **Next Steps**
   9.1 Council approval.
   9.2 Parking Restrictions Sub-committee approval.
## 10. Options Matrix

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<th>Criteria</th>
<th>Option 1 – Preferred Option</th>
<th>Option 2 – Do nothing</th>
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<tr>
<td><strong>Financial Implications</strong></td>
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<tr>
<td>Cost to Implement</td>
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<td>Funding Source</td>
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<td><strong>Future Generation Impacts</strong></td>
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<td><strong>Impact on Mana Whenua</strong></td>
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<td><strong>Alignment to Council Plans &amp; Policies</strong></td>
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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

| Katie Smith - Senior Advisor Urban Regeneration |
| Michael Thomson - Transport Engineer |

Approved By

| Carolyn Ingles - Head of Urban Regeneration, Design and Heritage |
| Brendan Anstiss - General Manager Strategy and Transformation |
| Richard Osborne - Head of Transport |
| David Adamson - General Manager City Services |
Gloucester Street - Enliven Places Works
May 2019
9. **Transport Unit Bi-Monthly Report**  

**Reference:** 19/551534  
**Presenter(s):** Richard Osborne, Head of Transport

1. **Purpose of Report**  
   1.1 The purpose of this report is to update the Infrastructure, Transport and Environment Committee on the activities of the Transport Unit. The report details current network performance metrics together with a status update on the major projects, maintenance and operations.

2. **Executive Summary**  
   2.1 Works along Riccarton Road are progressing well with renewal of the sewer main commencing in early April. Communication and engagement with stakeholders by the Council and Fulton Hogan is ongoing and a high priority.

   2.2 Sumner Village upgrade started in March and is progressing well. The contractor is regularly engaging with local businesses and the community and encouraging people to call into their site office weekly to discuss any issues they may have.

   2.3 For travel planning, a recent focus has been on schools moving to new locations, including Ao Tawhiti, Shirley Boys and Avonside Girls. Staff have monitored the travel behaviour at Ao Tawhiti and identified no significant issues post-opening.

   2.4 At the time of writing this report, both the Victoria and High Street proposals are out for engagement/consultation respectively and verbal updates should be able to be provided at the Infrastructure, Transport and Environment Committee meeting.

3. **Staff Recommendations**  
   That the Infrastructure, Transport and Environment Committee:  
   1. Receive the information in the attached report.

**Attachments**

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<td>31</td>
</tr>
</tbody>
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**Signatories**

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<tr>
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</tr>
<tr>
<td>Approved By</td>
<td>David Adamson - General Manager City Services</td>
</tr>
</tbody>
</table>
Transport Unit

Bi-Monthly Report

to

Infrastructure, Transport & Environment Committee
12 June 2019
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Transport Unit Bi-Monthly Report – 2
1 Introduction

1.1 Purpose of Report

The purpose of this report is to update the Infrastructure, Transport and Environment (ITE) Committee on the activities of the Transport Unit. The report details current network performance metrics together with a status update on major projects, maintenance and operations, and strategic transport.

2 Network Performance

2.1 Percentage of network affected by TMP:

The percentage of network affected by TMP’s continues to hold an overall reduced trend since April 2018.

2.2 Monthly Fatal and Serious Injury Crashes:

CAS data indicates a generally decreasing trend in accidents. Note that data from the latest 3 months is not complete due to variability in entry date into CAS.

Transport Unit Bi-Monthly Report – 3
Christchurch Transport Operations Centre (CTOC)

April 2019 Dashboard: In general, the AM peak network performance in April 2019 has improved from last month. Except for an outlier – route 4 Airport to CBD which has an increase in travel time due to a particularly congested first week of April, and missing data (blue tooth sensor offline/faulty) across the holiday week (22 April). Public Transport delays in April in the AM peak improved for most routes due to the Easter/Anzac holiday and school holidays. This is the same reason Public Transport stop reliability improved for all time periods in April (inter-peak passed the target). IP and PM Public Transport delays remained similar to March. An IT bug in March affected the data accuracy of the last 3 routes in F2, which has led to travel time % change looking worse than reality. This has also affected the “% TT Change from Previous Month” statistic.
3 Major Projects

3.1 General

Construction is underway on a number of key projects across the city. Highlights include:

- Works along Riccarton Road are progressing well with renewal of the sewer main commencing in early April. Communication and engagement with stakeholders by CCC and Fulton Hogan is ongoing and a high priority.
- Sumner Village upgrade started in March and is progressing well. The contractor is regularly engaging with local businesses and the community and encouraging people to call into their site office weekly to discuss any issues they may have.
- Works on the Coastal Pathway between Sumner Surf Lifesaving Club and Shag Rock are progressing well with the rock revetment work now complete and works starting on the construction of the shared pathway.
- Work is progressing well on MCR Quarrymns Trail (Halswell to Victors Road) with the traffic signals at Sparks Road/Hendersons Road intersection due to go live on 24 May. Completion of construction is expected in July.
- Work on the MCR Heathcote Expressway in Ferry Road is almost complete on the south side of the road and has now commenced on the north side. The contractor is regularly engaging with local businesses and weekly communications are being issued.
- Work is almost complete with the new signalised crossing outside Te Waka Unua School in Ferry Road which is expected to be operational by the end of May.

3.2 Major Cycleway Routes Programme (MCR)

The status of the 13 MCR routes is:

- three open: Little River Link, Uni Cycle, Papanui Parallel
- three partly open: Quarrymns Trail, Heathcote Expressway and Rapanui to Shag Rock
- two sections under construction
- one route out for community consultation.

The rest are in various stages of development as below:

Avon - Otakaro Route

The early stages of route selection and definition have been undertaken and is pending decisions on the regeneration plan. Scheduled for 2025.

Heathcote Expressway Route

Charles Street to The Tannery is largely completed, with the Cummor Terrace section to be progressed in September following the whitebait spawning season. Ferry Road between Fitzgerald Avenue and Moorhouse Avenue is under construction.

Nor'West Arc Route

- Section 1 (Cashmere Road to Hillmorton) and Section 2 (Hillmorton to University) have had detailed design completed. Funding has been allocated for 2020 through 2026 for construction.
- Section 3 is in the early stages of route selection/definition. Route selection early in the overall programme delivery cycle is important to ensure that interconnected routes all meet at logical points.

Northern Line Route

- The route has had detailed design completed.
- A small section along Restell Street has been constructed. This connects two existing sections of the cycleway and completes the link between Harewood Road and Langdons Road.

Transport Unit Bi-Monthly Report –
• The remainder of the route is progressing with KiwiRail to agree land access and design issues; this is ongoing. The timing of funding is under review.

Opawaho River Route
No work has started on this route. The team are working with the Land Drainage project to ensure design solutions are integrated. A preliminary route selection will be undertaken soon.

Papanui Parallel Route
This route is approximately 5.5 kilometres and is complete with construction on the last small section in Grassmere Street now completed following purchase of the land for the cycleway.

Quarrymans Trail
Construction has completed for section 1 (Moorhouse Avenue to Victors Road), and section 2 is in construction with a completion planned for July 2019.

Rapunui - Shag Rock Route
Delivery of this project is in three sections:
• Section 1 (Fitzgerald Avenue to Aldwins Road) opened in December 2017.
• Section 2 (Aldwins Road to Dyers Road) opened on 13 July 2018.
• Section 3 (Dyers Road to Ferry Road): Route assessment, scheme design and consultation are completed and the route was approved in March 2017 by the ITE Committee for design and construction. It is currently in pre-engagement pending the need for a resource consent with required environmental studies.

South Express Route
This route is in scheme design phase and in consultation.

Southern Lights Route
Scheme design is completed but consultation with the community is yet to occur.

Wheels to Wings Route
Route selection is completed and preliminary scheme design has been undertaken to confirm the facility type.

3.3 Travel Demand Management and Road Safety Education

Cycle Safe
The Cycle Safe programme is an on and off-road course delivered to Year 6 students at Christchurch primary schools. The programme is at full capacity, with 92 schools participating. 665 students participated in the programme over term 1, and we are on track to reach 3,000 students over the year. School satisfaction rates are at 100%

School travel planning
A school travel plan is a practical approach to encouraging the whole school community to use active modes of transport to get to school safely. Recent focus has been on schools moving to new locations, including Ao Tawhiti, Shirley Boys and Avonside Girls. Staff have monitored the travel behaviour at Ao Tawhiti and identified no significant issues post-opening.

Workplace travel planning & cycling promotion
The Council-led City Travel Planning programme has been delivered to staff at CDHB, Pacific Radiology, Ao Tawhiti School and Core Education over the last 2 months. Targeted marketing activity has been launched to encourage more organisations to undertake the programme.

Transport Unit Bi-Monthly Report –
294 organisations registered and participated in the Aotearoa Bike Challenge locally, with Christchurch’s participation rate easily being the highest in the country. 5,147 participated with 911 being new riders.

Road safety education
Council’s road safety education programme is prioritised in the annual Christchurch City Road Safety Action Plan.

Council’s Young Driver education programme “Crash Bash” was completed in March. The tour is co-run with Police and contracted to The Court Theatre. This year there were 26 schools (32 performances) and positive feedback from surveys. Council is also supporting other local young driver initiatives including SADD (Students Against Dangerous Driving) and the Salvation Army’s Community Driver Mentor Programme.

Council is developing a new campaign focused on safe driving at intersections, which is planned to complement physical intersection improvements and enforcement. The key target audiences are commuters in peak times and younger drivers. The campaign will cover known local issues such as red light running and driver distraction alertness, with an engaging message and is planned for a June/July launch.

3.4 Riccarton Road Bus Priority

We largely completed the water main replacement in mid-April 2019 except for the crossing of Matipo Street. We are considering options for temporary traffic management at Matipo Street.

Works to replace the sewer main commenced in early April 2019. We have installed hoardings to provide a substantial barrier between the work sites and traffic. The hoardings are covered with printed Council artwork and contain messaging to inform the public that businesses are open, directions to parking areas for shoppers, other wayfinding messages, etc.

The project team met with emergency services and agreed an appropriate solution to provide passing opportunity along Riccarton Road. The solution was to reduce the length of normal profile mountable kerb and increase the length of low profile mountable kerb and painted flush median. This resulted in removing 10 median tress from the design.

Fulton Hogan and Council staff continue to have regular drop-in sessions with the community. These sessions are structured to inform the community of the progress of the work, upcoming changes to construction activities, changes to temporary traffic management, and answer questions raised by the community regarding the construction works.
3.5 Central City Projects

**Antigua Street**
Investigations are underway to look at the option of including the installation of separated cycle facilities in conjunction with the Traffic Management Plan for the Metro Sports Facility Construction.

**Colombo Street**
A scheme design and options analysis for the section from Bealey Avenue to Kilmore Street is currently being undertaken.

**Ferry Road**
Staff have re-started this project. An updated scheme plan has been produced with initial issues engagement scheduled with key stakeholders on 28 May 2019. Staff will provide a briefing to the Committee on this project before public consultation.

**Hereford Street (Manchester – Oxford)**
The Hereford Street Upgrade Report to the Hearings Panel was presented to Council on 14 March 2019; the option of a one-phase full reconstruction of the street was selected and is proceeding into detailed design. The programme for completion of the project is now likely to be mid-2020.

**High Street (Hereford – St Asaph) and Tram Extension – High Street**
Staff presented the scheme plan presented to the Linwood Central Heathcote Community Board and the ITE Committee. The scheme is now out for community consultation, the consultation process closes on 10 June 2019.

**Kilmore Street**
Construction on this project completed on 20 December 2018.

**Slow Core**
Implementation of the 30km speed limit to St Asaph Street, Hagley Avenue and Antigua Street, and 10km per hour to Oxford Terrace is completed. The TP30km project, which implemented the slow core, threshold gateways and speed reduction measures is completed and will be closed out.

**St Asaph Street**
A report is being prepared for presentation to the ITE Committee in June regarding the outcomes of the safety and functionality report requested by Council. Staff will present a summary of key findings with an outline of recommendations.

**Victoria Street**
Staff have been engaging with Victoria Street stakeholders with two public drop-in sessions completed so far. Staff will continue with face-to-face meetings with key stakeholders up until the end of May. Staff will brief the ITE Committee on the outcomes of the engagement in June.

**Wayfinding**
- A preferred supplier has been selected to replace Council’s four Variable Messaging Signs that display live carpark data. Installation is anticipated this financial year.
- City-wide vehicular Advanced Directional Signs detailed design is complete. Staff are looking to expedite installation in the four avenues.
- A cultural and heritage wayfinding strategy is being developed with some wayfinding to be delivered this financial year.
- Cycle wayfinding is in detailed design.

Transport Unit Bi-Monthly Report –
3.6 Sumner Corridor

City Side
LINZ has tendered the final works at the top of Deans Head and works will take place as soon as possible.

Lyttelton Side
Road pavement, drainage and retaining walls replacement/repair work are complete and in the 12-month defect liability period.

Sumner Road was re-opened earlier than advertised on 29 March 2019 following a low key blessing ceremony.

During February 2019 the Council’s communications team, in conjunction with NZTA and other key stakeholders, completed a planned series of updates covering the 29 March 2019 Sumner Road re-opening for vehicle traffic and temporary traffic management measures. Messaging covered re-opening celebrations and the transition back to pre-earthquake usage of Sumner Road by the public and heavy vehicles that currently use night-time tunnel closures provided by NZTA.

3.7 Christchurch Northern Corridor (CNC)

The NZTA is undertaking the contract for the project as a competitive alliance with Fulton Hogan, Jacobs, and Aurecon for the whole Christchurch Northern Corridor route from Waimakariri Bridge to the Innes Road and Cranford Street intersection including the Council section from QEII Drive to Cranford Street and Innes Road intersection.

NZTA has approved the widening of the existing Waimakariri Bridge to provide for a third northbound lane and a third southbound lane. The HOV lane will commence north of the Waimakariri Bridge and extend through to south of the QEII roundabout.

Over the last two months, there has been good progress across the site:
- Widening of the Waimakariri Bridge with 11 bridge spans in place and a new concrete bridge deck poured over 8 of the spans.
- Construction of the shared use path and landscape shaping of swales and bunds.
- Removal of surcharge fill material is progressing now that most settlement targets are being achieved.
- Pavement construction is progressing from Ka Putahi Bridge through to Radcliffe Rd.
- Each of the 8 new bridges are at various stages of construction; Belfast Road overbridge is open to traffic.
- A new pedestrian/cycle underpass at Winters Road, and extensions to the existing underpasses at Grimesys Road and Hills Road are now open.
- QEII Drive traffic has shifted onto the new pavement on the north side to allow for construction of the southern side lanes, which is progressing well.
- At the Hills Road end of QEII Drive, construction has started on the conversion from 2 to 4 lanes through to east of the QEII Drive/Innes Road Roundabout.

The left out lane of traffic from Philpotts Road and Grimesys Road to QEII Drive is now open.

Progress continues along Cranford Street with the reconstruction of kerbs, footpaths and associated works. The challenge here is fitting the new drainage items in and around the existing utilities.

Consultation finished on the draft Downstream Effects Management Plan (DEMP) and this will be reported to the joint community boards on 31 May and Council on 13 June.

Transport Unit Bi-Monthly Report –
3.8 Coastal Pathway

Fulton Hogan is progressing well with construction of the section of the Coastal Pathway between Shag Rock and Sumner Surf Life Saving Club. Work started on site on 15 October 2018, and we anticipate a 12-month construction programme. Works over the last two months include:

- Completion of all rock revetment work, including installation of penguin nesting boxes at the Shag Rock end of the revetment;
- Completion of concrete access steps along the main revetment, and timber access steps along the smaller revetment between Gollans Point and Sumner Surf Lifesaving Club;
- Completion of the raised wooden boardwalk between Memorial Walkway and Sumner Surf Lifesaving Club, and commencement of the wooden boardwalk at grade in front of Sumner Surf Lifesaving Club;
- Completion of Connetics lighting pole removal and replacement works along Peacocks Gallop;
- Commencement of shared pathway construction, including installation of heritage lights, along the length of the project;
- Continuation of stormwater and drainage work along the length of the project;
- Completion of rock delivery to the Bridge Street Depot, with surplus rock being utilised by other Council projects.

Project notices are posted at each end of the construction site, and both the contractor and Council send out regular project updates.

4 Maintenance and Operations

4.1 General

- The contractors made good progress across maintenance activities, expecting to deliver to budget and proving a greater demonstrable targeting of need for jobs undertaken.
- Pre-seal works were completed early in the financial year. These works were necessarily limited in their extent due to funding constraints; the same Opex budget has had to deliver a greater Capex rescale programme.
- A risk-based approach meant that extensive repairs were only undertaken on the busiest roads, and limited smoothing was undertaken.
- Holding strategies were increasingly deployed to maintain the network; essential waterproofing to prevent and slow down further deterioration of the asset.
- Double the length of footpath renewals were delivered compared to last year (approximately 50km), and were 90% complete by February; well ahead of the equivalent stage last year. The contractors could have delivered far more (ie readily up to 75km per year).
- Asphalt laying was approximately 90% complete by end of April 2019. The sites remaining are largely rescheduled to avoid clashes with works by others.
- Chip sealing was approximately 95% complete by end of April 2019.
- Resealing achievements were on course for earlier completion; the poor weather from Show Week to Christmas meant that 4-5 weeks of expected good weather was lost.

4.2 Maintenance (OPEX)

Opex budgets do not facilitate much leeway to improve the network and are just maintaining the status quo. The winter weather will be a big determinant in how volatile the network holds together. A wet winter with frequent frosts will create a high level of failures that will quickly get worse. The lack of waterproofing, directly linked to the minimal levels of resurfacing undertaken since 2011, means that our assets are far more volatile to predict, and failures progress far more rapidly.

The majority of carriageway maintenance funding was utilised by February 2019.
Similarly, from February 2019 onwards footpath maintenance was undertaken only on an as needed basis due to the budget being fully utilised.

There continues to be a high focus on good basic drainage maintenance across the network, including the rural network, clearing/re-in-stating table drainage, leaf collection, sump cleaning and sweeping.

Council is increasing its own focus on auditing routine activities (planned maintenance, lump sum) such as sweeping, sump cleaning, litter collection, incident response, pothole repairs.

One of our biggest budgetary risks remains the occurrence of a significant natural event, which causes flooding, rockfall, or snow/ice. Council has no budget for these events.

As we head towards winter, the focus is on prioritising and monitoring areas most at risk due to increased rainfall. Our ability to be proactive in this space is limited due to funding.

Potholes remain a key issue. There remains a high focus on auditing the speed and quality of repairs to ensure customer safety, and that asset integrity is not compromised further. The increasing prevalence of potholes is largely attributable to the lack of resealing since 2011. Older surfacing is more brittle, cracks when loaded, and hence removes the necessary waterproofing to the gravel below; the water gets through the cracks and makes the foundation of the road weak/slushy and potholes form as the surface loses its support. Since 2011 approx. only 2% of the network has been resealed per year (including SCIRT’s works) versus the norm of 6-8%. This has created a backlog of some 40% (i.e 800km) of the network pushed beyond its “expected” life. This is growing by 5% year on year at present.

4.3 Operations (CAPEX)

Carriageway Resurfacing

The 2018/19 programme is in the process of delivery and 90% of the works have been completed.

The 2019/20 programme will focus on maintaining waterproofing, aiming to maintain asset integrity. Roughness (i.e. smoothing) issues are addressed in the most pressing cases. Council has a 3 year forward programme which is now available in map form on the public website via the following link. This is based on the 2018 LTP budgets.


Staff are finalising the 2019/20 works, and this will be communicated next month via the public website.

Footpath Renewals

Similar to carriageways, the footpath-resurfacing programme for 2018/19 has been finalised, issued to the maintenance contractors, and the sites are being delivered, with 95% of the works complete. The programme has also been included in the map on the public website.

5 Strategic Transport

5.1 Public Transport Futures Business Case

The Public Transport Futures Programme Business Case has been submitted to the NZTA Decisions Committee and was endorsed to go to the Board. It is supposed to go to the Board in June when it is anticipated it will be endorsed and funding released for the next phases, which are as follows:

- Rapid Transit (on the North and South-West Corridors).
- Foundations (focusing on the current five core bus routes – Orbiter, Yellow Line (Rolleston/Hornby - New Brighton), Blue Line (Rangiora/Belfast - Cashmere), Orange Line (Halswell – Queenspark) and Purple Line (Airport/Sheffield Crescent – Sumner).

Transport Unit Bi-Monthly Report –
- Rest of Network (the remaining bus routes, including the 4 additional core routes proposed in the Regional Public Transport Plan)

A key focus is now on agreeing the best structure for progressing these business cases.

5.2 Brougham Street/Moorhouse Business Case
This is a joint project that is underway between CCC and NZTA looking at these two corridors, the surrounding areas and the corridors that feed into them. The development of the Strategic Case for change is underway; public consultation is complete; and the project is heading into the next phase, which is looking at options.