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## **Urban Development and Transport Committee**

### **AGENDA**

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#### **Notice of Meeting:**

An ordinary meeting of the Urban Development and Transport Committee will be held on:

**Date:** **Wednesday 11 March 2020**  
**Time:** **2pm**  
**Venue:** **Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch**

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#### **Membership**

Chairperson	Councillor Mike Davidson
Deputy Chairperson	Councillor Phil Mauger
Members	Mayor Lianne Dalziel
	Deputy Mayor Andrew Turner
	Councillor Jimmy Chen
	Councillor Catherine Chu
	Councillor Melanie Coker
	Councillor Pauline Cotter
	Councillor James Daniels
	Councillor Anne Galloway
	Councillor James Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Tim Scandrett
	Councillor Sara Templeton

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**6 March 2020**

#### **Principal Advisor**

Brendan Anstiss  
General Manager Strategy &  
Transformation  
Tel: 941 8472

Nathaniel Heslop  
Committee and Hearings Advisor  
941 6444  
nathaniel.heslop@ccc.govt.nz  
[www.ccc.govt.nz](http://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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## Ōtautahi-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

### Principles

Being open, transparent and democratically accountable	Promoting equity, valuing diversity and fostering inclusion	Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future	Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect	Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making	Actively collaborating and co-operating with other local, regional and national organisations
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### Community Outcomes

<b>Resilient communities</b> Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	<b>Liveable city</b> Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	<b>Healthy environment</b> Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	<b>Prosperous economy</b> 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
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### Strategic Priorities

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
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### Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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**URBAN DEVELOPMENT AND TRANSPORT COMMITTEE OF THE WHOLE - TERMS OF REFERENCE / NGĀ ĀRAHINA MAHINGA**

<b>Chair</b>	Councillor Davidson
<b>Deputy Chair</b>	Councillor Mauger
<b>Membership</b>	The Mayor and All Councillors
<b>Quorum</b>	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.
<b>Meeting Cycle</b>	Monthly
<b>Reports To</b>	Council

***Delegations***

The Council delegates to the Urban Development and Transport Committee authority to:

- Monitor and make decisions regarding the Council's Roads, footpaths and streetscapes in accordance with the Council's Long Term Plan.
- Monitor and make decisions on the Council's Transport functions including road operations, parking, public transport, cycle ways, harbours and marine structures in accordance with the Council's Long Term Plan.
- Make all decisions in connection with the Major Cycleway Routes programme, including final route selections and anything precedent to the exercise by the Council of its power to acquire any property, subject to:
- The Committee and affected Community Boards being briefed prior to any public consultation commencing on any Major Cycleway Route project.
- Receive regular updates from the Greater Christchurch Partnership Committee, and the Greater Christchurch Joint Public Transport Committee
- Make decisions regarding the District Plan.

***Bylaws***

The Council delegates to the Committee authority to:

- Oversee the development of new bylaws within the Committee's terms of reference, up to and including adopting draft bylaws for consultation.
- Oversee the review of the following bylaws, up to and including adopting draft bylaws for consultation.
  - Cruising and Prohibited Times on Roads Bylaw 2014
  - Marine, River and Lake Facilities Bylaw 2017
  - Stock on Roads Bylaw 2017
  - Traffic and Parking Bylaw 2017

***District Plan Appeals***

The Committee is authorised to:

- Consider and resolve any consent orders requested in respect of any proceedings before the Environment Court regarding any appeal on the Christchurch District Plan.
- Authorise counsel and Council witnesses to call evidence in support of a compromise position or positions in the alternative for the purpose of endeavouring to agree with the parties in terms of a consent order in respect of any proceedings before the Environment Court arising out of the Council's decisions on the Christchurch District Plan.
- Authorise any one or more officers holding the positions listed below to participate in a mediation of any proceeding before the Environment Court arising out of the First Schedule to the Resource Management Act 1991.
  - This authority shall include the power to commit the Council to a binding agreement to resolve the proceeding, provided it does not require any Council expenditure not authorised by a Council delegation. Part D - Sub-Part 1 – Community Boards 159 Delegation Date Amended
  - Any authority given under this delegation shall be on such terms and conditions as the Committee considers appropriate.

**Authorised positions:**

- Head of Legal
  - Associate General Counsel
  - Corporate Counsel
  - Head of Planning and Strategic Transport
  - Team Leader City Planning
  - Principal Advisors, Planning
  - The exercise of such delegated powers shall be reported to the Council on a six-monthly basis
- Authorise any two or more officers who, for the time being, hold any of the following positions to jointly consider, and resolve by consent order, any appeal to the Environment Court against a decision of Council on submissions to the Christchurch District Plan, where the appeal relates to an alteration of minor effect or the correction of a minor error.

**Authorised positions:**

- Head of Legal
  - Associate General Counsel
  - Corporate Counsel
  - Head of Planning and Strategic Transport
  - Team Leader City Planning
  - Principal Advisors, Planning
- Make decisions, on behalf of the Council, in relation to any High Court proceedings arising out of decisions by the Environment Court on the Christchurch District Plan provided such decisions are consistent with professional advice.

***Limitations***

- This Committee does not have the authority to set project budgets, identify preferred suppliers or award contracts. These powers remain with the Finance and Performance Committee.
- The general delegations to this Committee exclude any specific decision-making powers that are delegated to a Community Board, another Committee of Council or Joint Committee. Delegations to staff are set out in the delegations register.
- The Council retains the authority to adopt policies, strategies and bylaws.

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***Chairperson may refer urgent matters to the Council***

As may be necessary from time to time, the Committee Chairperson is authorised to refer urgent matters to the Council for decision, where this Committee would ordinarily have considered the matter. In order to exercise this authority:

- The Committee Advisor must inform the Chairperson in writing the reasons why the referral is necessary
- The Chairperson must then respond to the Committee Advisor in writing with their decision.
- If the Chairperson agrees to refer the report to the Council, the Council may then assume decision making authority for that specific report.

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

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Karakia Whakamutunga

## Karakia Timatanga

### 1. Apologies / Ngā Whakapāha

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

### 2. Declarations of Interest / Ngā Whakapuaki Aronga

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 / Te Whakaāe o te hui o mua

That the minutes of the Urban Development and Transport Committee meeting held on [Wednesday, 12 February 2020](#) be confirmed (refer page 8).

### 4. Public Forum / Te Huinga Whānui

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.

It is intended that the public forum session will be held at 2pm

### 5. Deputations by Appointment / Ngā Huinga Whakaritenga

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

### 6. Petitions / Ngā Pākikitanga

There were no petitions received at the time the agenda was prepared.

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## Urban Development and Transport Committee OPEN MINUTES

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**Date:** Wednesday 12 February 2020  
**Time:** 9.32am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson	Councillor Mike Davidson
Deputy Chairperson	Councillor Phil Mauger
Members	Mayor Lianne Dalziel
	Deputy Mayor Andrew Turner
	Councillor Jimmy Chen
	Councillor Catherine Chu
	Councillor Melanie Coker
	Councillor Pauline Cotter
	Councillor James Daniels
	Councillor Anne Galloway
	Councillor James Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Tim Scandrett
	Councillor Sara Templeton

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12 February 2020

**Principal Advisor**

Brendan Anstiss  
General Manager Strategy &  
Transformation  
Tel: 941 8472

Samantha Kelly  
Team Leader Committee and Hearings Support  
941 6227  
samantha.kelly@ccc.govt.nz



Unconfirmed

**Item 3 - Minutes of Previous Meeting 12/02/2020**

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[www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/](http://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/)

**Part A Matters Requiring a Council Decision**

**Part B Reports for Information**

**Part C Decisions Under Delegation**

**Karakia Timatanga:** Delivered by Councillor Chen.

The agenda was dealt with in the following order.

**1. Apologies / Ngā Whakapāha**

**Part C**

**Committee Resolved UDATC/2020/00001**

That the apologies received from Councillor Gough, Councillor MacDonald for early departure be accepted.

Councillor Davidson/Councillor Templeton

Carried

**2. Declarations of Interest / Ngā Whakapuaki Aronga**

**Part B**

There were no declarations of interest recorded.

**3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua**

**Part C**

**Committee Resolved UDATC/2020/00002**

That the minutes of the Urban Development and Transport Committee meeting held on Wednesday, 11 December 2019 be confirmed.

Councillor Gough/Councillor Cotter

Carried

**4. Public Forum / Te Huinga Whānui**

**Part B**

There were no public forum presentations.

The Mayor joined the meeting at 9.34am

**5. Deputations by Appointment / Ngā Huinga Whakaritenga**

**Part B**

There were no deputations by appointment.

## 6. Presentation of Petitions / Ngā Pākikitanga

### Part B

- 6.1** Mr Philip Haythornthwaite presented a petition regarding a proposal to upgrade bus stop 53246 at 301 Tuam Street, outside Christchurch Community House between Barbadoes Street and Fitzgerald Avenue.

**Committee Resolved UDATC/2020/00003**

### Part B

That the Urban Development and Transport Committee:

1. Refers the issues raised in the petition to staff for investigating the option of installing a bus shelter or real time information at this location and report back to this Committee.
2. Thanks Philip Haythornthwaite for their petition presentation.

Councillor Coker/Councillor Templeton

**Carried**

Councillor MacDonald left the meeting at 9.35am and returned at 9.37am during the discussion of item 6.

## 7. Alpine Pacific Touring Route - Memorandum of Understanding

**Committee Resolved UDATC/2020/00004**

**Original Staff Recommendations accepted without change**

### Part C

That the Urban Development and Transport Committee:

1. Resolve to express support for the new Alpine Pacific Touring Route and signage upgrade.
2. Resolve to provide the Alpine Pacific Touring Route with the Memorandum of Understanding, signed on behalf of the Council by the Mayor.

Councillor Keown/Mayor

**Carried**

## 8. Plan Change 1 to the Christchurch District Plan - Final approval

**Committee Resolved UDATC/2020/00005**

**Original Staff Recommendations accepted without change**

### Part C

Recommend that the Urban Development and Transport Committee:

1. Approve, pursuant to clause 17(2) of Schedule 1 to the Resource Management Act 1991, the changes to the District Plan introduced by its decision on Plan Change 1 Woolston Risk Management Area.
2. Authorise the General Manager, Strategy and Transformation to determine the date on which the changes introduced by Plan Change 1 become operative.

Councillor Scandrett/Councillor Templeton

**Carried**

## 9. Proposed Plan Change on Ferrymead Transmission Line

**Committee Resolved UDATC/2020/00006**

**Original Staff Recommendations accepted without change**

### Part C

That the Urban Development and Transport Committee:

1. Approves the limited notification of Proposed Plan Change 3 to directly affected persons, including the owners of those properties within 12 metres of the centre-line of the transmission lines in the Commercial Core zone at Ferrymead, and statutory bodies pursuant to Clauses 5 and 5A of Schedule 1 to the Resource Management Act 1991.
2. Approves that staff are delegated to make minor amendments to the plan change and section 32 report up to notification to address any matters arising.

Councillor Galloway/Councillor Scandrett

**Carried**

The meeting adjourned at 9.57am and reconvened at 10.05am.

**10. Draft Submissions on Private Plan changes in Leeston and Kirwee**  
**Committee Resolved UDATC/2020/00007**

**Original Staff Recommendations accepted without change**

**Part C**

That the Urban Development and Transport Committee:

1. Approve the draft submission on the Selwyn District Council Private Plan Change 60 (Kirwee).
2. Approve the draft submission on the Selwyn District Council Private Plan Change 62 (Leeston).

Councillor Coker/Mayor

**Carried**

**Karakia Whakamutunga:** Delivered by Councillor Chen.

**Meeting concluded at 10.16am.**

**CONFIRMED THIS 11<sup>TH</sup> DAY OF MARCH 2020.**

**COUNCILLOR MIKE DAVIDSON**  
**CHAIRPERSON**



## 7. Transport Bi-Monthly Report to Urban Development and Transport Committee

Reference / Te Tohutoro: 20/114192

Report of: Richard Osborne, Head of Transport, richard.osborne@ccc.govt.nz

General Manager: David Adamson, General Manager, City Services Group,  
david.adamson@ccc.govt.nz

### 1. Brief Summary

- 1.1 The purpose of this report is to update the Urban Development and Transport Committee on work occurring in the transport portfolio. The report is staff generated.

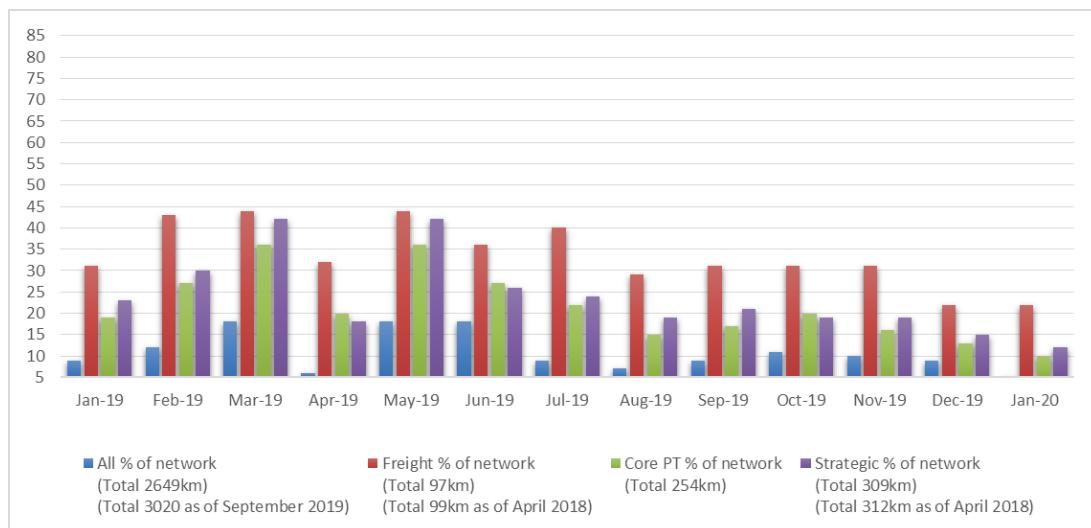
### 2. Officer Recommendations

That the Urban Development and Transport Committee:

1. Receive the information in the report.

### 3. Network Performance

- 3.1 The percentage of network affected by Traffic Management Plans continues to indicate a long-term gradually reducing trend.



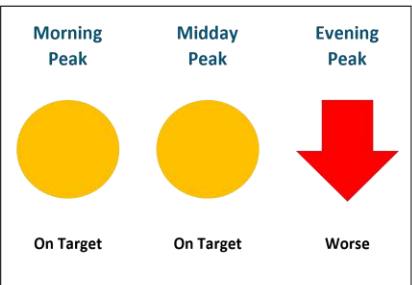
January 2020 Dashboard: We have revised the network dashboard that we have previously reported on to something that is easier to understand. The general vehicle travel times for January are steady in the AM and inter-peak period and the evening peak has worsened, probably roadworks in the southwest of the City. Bus stop reliability was approximately 60% in January with 80% being the target.

- 1.1

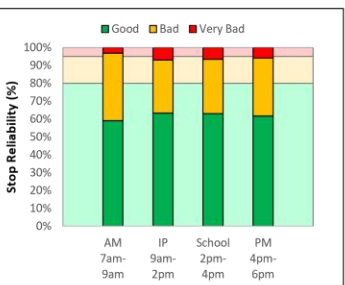


January 2020 Traffic Dashboard

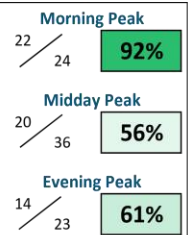
Expectation This Month



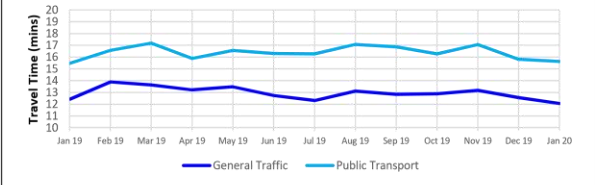
Bus Stop Reliability This Month



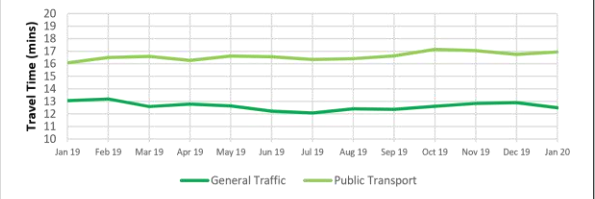
Number of Routes Meeting Target This Month



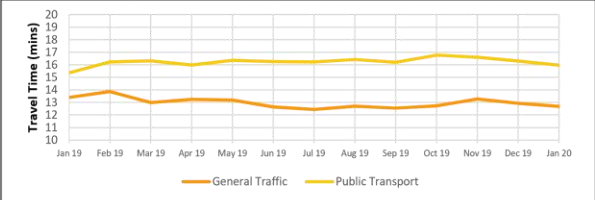
Morning Average Travel Time - Last 12 Months



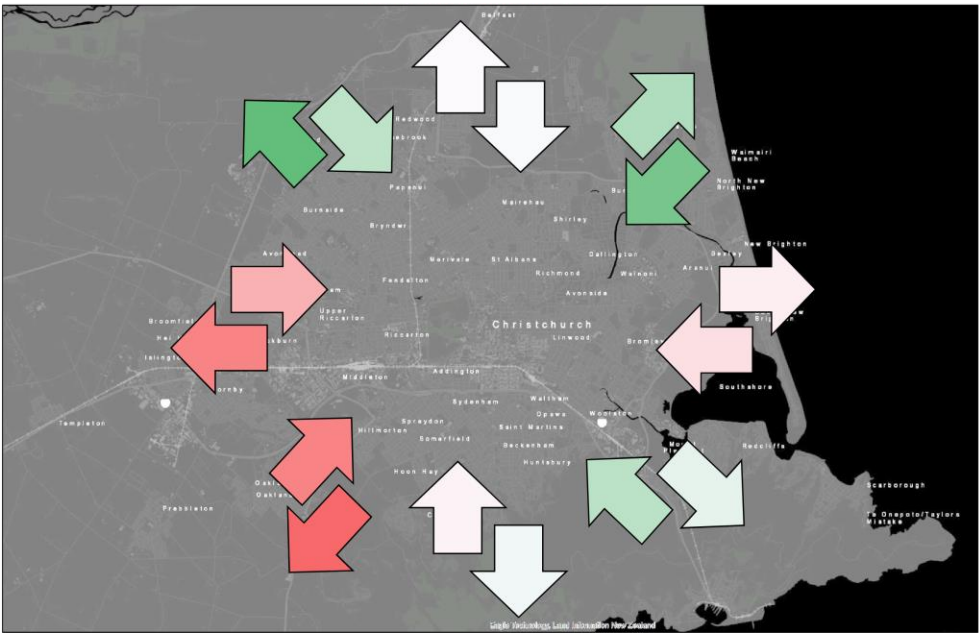
Midday Average Travel Time - Last 12 Months



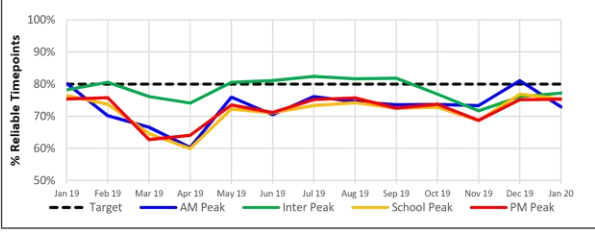
Evening Average Travel Time - Last 12 Months



Traffic Performance This Month



Bus Stop Reliability - Last 12 Months





## 4. Major Projects

### 4.1 General

Progress on capital improvement projects is progressing with a number of contracts out for tender or let recently. These include:

- Central City projects – Victoria Street and Hereford Street.
- Warden Street.
- CNC downstream projects – 2 contracts.
- Woolston Village Upgrade and sewer renewal.

Construction is continuing on:

- Marine Parade Upgrade.
- Main North Road PT improvements.
- Palmers Road.
- Richmond area programme.

Staff are continuing to work closely with the local staff at NZTA to ensure that subsidy approvals for improvements projects are completed as efficiently as possible.

### 4.2 New Brighton – Marine Parade Upgrade

This involves a complete upgrade of approximately 300m of Marine Parade from Hawke Street to Beresford Street. Work includes new pavement and foot paths, new storm water and rain gardens as well as improved street lighting and street furniture.

The project is half complete with the section from New Brighton Mall heading north to Hawke Street now finished, including the tie into the new hot pools. The project is progressing well and liaising with the numerous events held in New Brighton, most recently the Coast to Coast and Kite Day, both of which went well. Works are due to be completed in late April or early May 2020.



Completed works looking south from Hawke Street.



Rain garden construction.

### 4.3 Major Cycleway Routes Programme (MCR)

The status of the 13 MCR routes is:

- Four open: Little River Link, Papanui Parallel, Quarrymans Trail and Uni Cycle.

- Two partly open: Heathcote Expressway (Stage 1) and Rapanui to Shag Rock (Sections 1 and 2).
- No sections currently under construction.
- Detailed design is being undertaken on one route and a section of another route.

The rest are in various stages of development as below:

- Avon - Otakaro River Route: The early stages of route selection and definition have been undertaken and are pending decisions on implementation of the regeneration plan. Funding for the project is scheduled for 2025.
- Heathcote Expressway Route (Stage 2: the Tannery to Martindales Road is programmed for construction in Financial Year 2020). One section of Cumnor Terrace requires additional consultation for a proposed one-way treatment. This consultation is due to close in late March 2020.
- Nor'West Arc: Detailed design is completed for Stage 1 (Cashmere Road to Hillmorton) and Stage 2 (Hillmorton to University). Funding is allocated for 2020 through to 2026 for construction. Tendering for the first section will be underway once NZTA subsidy is confirmed. Stage 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: Detailed design is 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. The remainder of the route is with KiwiRail to agree land access and design issues; this is ongoing.
- Opawaho River Route: Early route assessments have been undertaken. The team is working with the Land Drainage project to ensure design solutions are integrated. Detailed route selection will be undertaken once funding is allocated.
- Rapanui - Shag Rock Route: Delivery of this project is in three sections. 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 Infrastructure Transport and Environment (ITE) Committee for design and construction. The design team is currently preparing the ecological assessment report that will summarise and consolidate the various reports. The final report is due to be completed late February 2020. This report will form the basis and foundation for a publically notified resource consent. The balance of activities to be completed prior to lodging of the consents are as follows:
  - Finalise Ecological Report: February 2020
  - Update Multi Criteria Analysis: March 2020
  - Update key stakeholders including the Urban Development and Transport Committee: April 2020
  - Subject to the above: lodge resource consents in May 2020
- South Express: This route is now progressing with detailed design and was approved by the ITE Committee on 22 July 2019. Construction is planned to start late this financial year.
- Southern Lights: Scheme design is completed but consultation with the community has yet to be undertaken.
- Wheels to Wings: Route selection is completed and preliminary scheme design is being undertaken to confirm the facility type.

#### 4.4 Riccarton Road

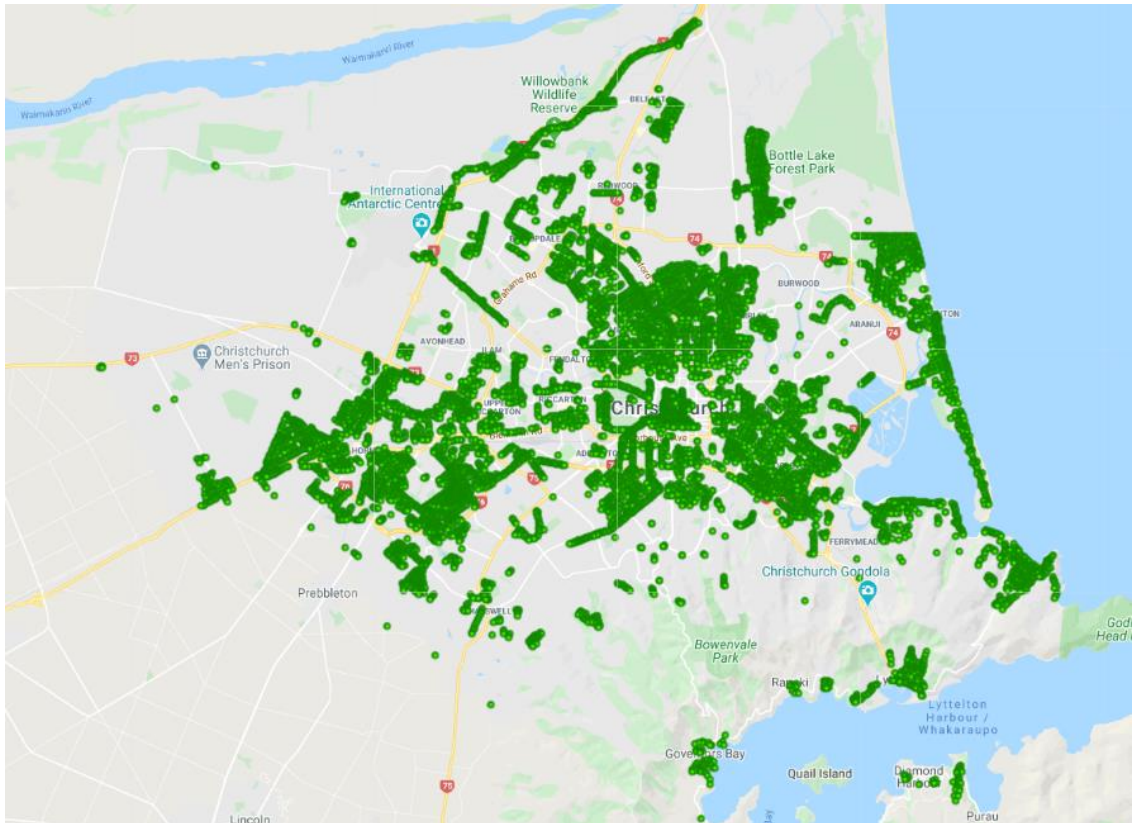
- Works on Riccarton Road re-started again in January following the December pause and are entering the final phases. The underground pipe work to replace the sewer and water main is almost complete with final works at the Riccarton Road/ Straven Road/ Clarence Street and Riccarton Road/ Matipo intersections being completed in the next few weeks. The work to the pipes that run underneath the Riccarton Road/ Straven Road/ Clarence Street intersection was a high-risk element of the project due to its complexity and potential impact on high traffic volumes, but has been completed without incident. The roading construction is still to be completed at both intersections; Riccarton Road/ Straven Road/ Clarence Street will be completed at night and Riccarton Road/Matipo Street likely to be day works.
- Next steps will be to construct the median island in the central Riccarton area, which will contain the trees. The tree-planting period is from April to September. Roding work has been completed in the following areas:
  - Riccarton Road from Division Street to McDonalds restaurant, excluding the final 50mm of asphalt wearing course.
  - Street furniture and footpath tree pits installed from Clarence Street to Division Street.
  - Footpath construction and sealing completed from Clarence Street to Matipo Street.
- Fulton Hogan and Council staff are still having regular contact and visits with affected stakeholders. The team appreciates that the roading elements of the work are very intense with some overnight working so Fulton Hogan staff have been visiting stakeholders on a daily basis. This is to ensure the team are doing all they can to limit the disruption to the businesses and residents and where possible, stakeholder requests are incorporated into the construction methodology. An example of this was Fulton Hogan adjusting their night works start time to align with business opening times at the Windmill Centre.

#### 4.5 Central City Projects

- Antigua Street: Investigations have concluded for the option of including the installation of interim cycle facilities as a temporary solution during the period of the Metro Sports Facility construction. This will proceed once the Metro Sport construction closes out their traffic management plan on Antigua Street.
- Colombo Street: The project is looking to provide cycle infrastructure between Bealey Avenue and Kilmore Street to connect the Papanui Parallel Major Cycleway Route to the cycling infrastructure in the Central Business District. The project team has completed draft schemes and has investigated additional options to look at providing more amenity into the streetscape. Consultation on a preferred option is scheduled before June 2020.
- Ferry Road: Design options are being developed to address the project objectives of linking major cycle routes. High level cost estimates are being developed. Public consultation has not been undertaken.
- Hereford Street (Manchester-Cambridge) and Victoria Street: A contract was awarded to Fulton Hogan Limited for the delivery of these two streets in late 2019. Contractors are currently engaging with stakeholders and working through programming, completion of construction is expected in late 2020.

- High Street (Hereford – St Asaph) and Tram Extension – High Street: Detailed design for these two projects is continuing. The scheduled completion date for detailed design is September 2020.
- Wayfinding
  - The installation of four new Variable Messaging Signs that display live carpark data is programmed for the end of February 2020.
  - Additional pedestrian plinths are to be installed in two phases. The first phase is expected to be installed by the end of this financial year. The team are looking at locations where cycling wayfinding can be incorporated at specific strategic locations.
  - A City-wide vehicular Advanced Directional Signs strategy is complete, it is expected that sign-off will allow the installation of signs within the four avenues before the end of the financial year.
  - Cultural and heritage wayfinding is expected to be delivered this financial year.

#### 4.6 Streetlight LED Upgrade



To date the project has:

- Installed over 14,000 luminaires (map shows all LED's currently installed in Christchurch).
- Reduced power consumption by over 3,500,000 kWhs per annum.
- Reduced carbon usage by over 450 tonnes per annum.
- Delivered over 90,000 start work notices.
- Dealt with 140 public enquires of which 14 required action to resolve issues.

- Has had 8 Lamp failures, which are covered under the 10 year product warranty.
- To minimise the risk to the project 60% of remaining lights and 90% of all controllers have been procured and due for delivery prior to 30 June 2020.

The vast majority of low volume residential roads have now been completed. As of January 2020 the installation of lights on higher volume Category V roads were started with over 10,000 luminaires due to be completed by December this year.

Additional network coverage is required in the Banks Peninsula area which is currently being designed. This will provide the ability to control the majority of lights in this area.

Connetics are currently increasing resources to ensure that the project is completed by June 2021 to meet the deadline for NZTA subsidy.

In December 2019 a memo was circulated to the Urban Development and Transport Committee in response to a presentation to Council titled “Greening the Red Zone” which discussed the colour of LED Streetlights. This provided a comprehensive look at the current research around LED street lighting and its effects on human health and the environment.

#### 4.7 Christchurch Northern Corridor (CNC)

NZTA has approved the inclusion of a HOV lane, which will be in one of the southbound lanes commencing north of the Waimakariri Bridge through to south of the QEII interchange. It includes the widening of the existing Waimakariri Bridge to provide for a third northbound lane and a third southbound lane.

Over the last three months, there has been good progress across the site:

- Widening of the Waimakariri Bridge with all bridge spans and new concrete bridge deck in place; final surfacing to be completed late February 2020.
- Construction of the shared use path and shaping of swales and bunds including planting 80% complete.
- Removal of surcharge fill material is progressing now that most settlement targets have been achieved with only one area continuing with surcharge.
- Pavement construction is now underway, however due to breakdowns and the availability of key machinery, progress is running behind the expected programme.
- Each of the eight 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 Grimseys Road and Hills Road are now open.
- There is good progress on QEII Drive with traffic now shifted onto the new pavement on the north side to allow for construction of the southern side lanes
- At the Hills Road end of QEII Drive, construction is progressing on the conversion from two to four lanes through to east of the QEII Drive/Innes Road roundabout.
- Cranford Street pavement construction is making good progress for completion late March 2020.
- Problems with existing utilities and soft ground conditions for the installation of the traffic signals at Cranford/Innes intersection has delayed the pavement construction at this intersection.

4.8 CNC Downstream Projects

The shared use cycle connection from Cranford Street through to the Rutland Reserve and the Papanui Parallel MCR has been designed and tendered, awaiting awarding and construction to commence March/April 2020.

Construction contracts have been awarded and construction has commenced on the downstream effects projects and works are expected to be completed prior to the opening of the Christchurch Northern Corridor.

Initial construction works will focus on the widening required along Cranford Street and the major intersection upgrades that need to be undertaken.

Further traffic calming on a number of local streets is required to prevent rat-running on local streets. Consultation for this is being planned at present and will be undertaken to meet the required timelines.

4.9 Main North Road PT Upgrade.

The Main North Road bus lanes contract was awarded to CityCare and construction started on January 8, 2020 with completion due by July 2020.

This project is delivering additional and improved bus lane facilities on Main North Road between Winston Avenue and Sawyers Arms Road. The section of Main North Road between Harewood Road and Sawyers Arms Road is also being resurfaced. This work is being carried out at the same time to reduce cost to Council and ensure all work is completed in one pass.

4.10 Coastal Pathway:

The Coastal Pathway between Shag Rock and Sumner Surf Lifesaving Club is in its 12-month defects liability phase. The Council has approved a variation to the existing resource consent to place an additional 15 large rocks at Shag Rock to protect the penguin nesting area. This will be constructed in March 2020 after the penguin nesting and moulting season.

A meeting has been set up with Environment Canterbury for early March 2020 to assess the surface condition of the beach following the unforeseen consequence of small rocks coming to the surface of the beach from the disturbance associated with the rock revetment construction.

The project team has removed all fencing from the site, which has mitigated the safety risk associated with voids at the base of the revetment due to accretion of sand over the summer months.

The landscape planting and trees have a 24-month defects liability phase to ensure good establishment of these species

## 5. Maintenance

5.1 General Customer Requests and Feedback

- We are continuing work on aligning Hybris (the Council call centre system) to RAMM, where road maintenance workflow is managed. However, linking these two systems remains a challenge with approximately one-third of Hybris Tickets closed in RAMM but not in Hybris; we are working with IT to address this. This a result of a failure in the B2B link and historic processes.
- The availability of the Hybris PowerBi reporting tool since November 2019 has enabled better insight into the customer issues at the detail required for comparative analysis. Of the jobs that are currently been managed in RAMM approximately 70% have been assigned a priority and a programme to be delivered. The 30% of jobs that are not prioritised are

waiting to be inspected, or they will be immediately undertaken or closed if not needed. The City Streets Road Maintenance team typically get 384 new 'tickets' (customer service requests) per week so there will always be some level of 'work in progress'. Overall, the transport team manages approximately 35,000 'tickets' per annum.

- We are reacting to the needs of the network in a live environment and are not able to confirm a job and carry it out in a set period at all times. Hence our ability to predict if a requested task will still be a priority in future months, with the available funds, is not possible at the outset for each and every repair.
- If a job meets our threshold criteria it will be prioritised and scoped. However, the less urgent tasks may always miss the "cut" of what we can do with the month's funding.
- Completion of reactive works, i.e. an unexpected failure, will normally require resource planning, the right weather to complete the repair, funding availability etc. This can result in even approved jobs taking up to six months or more to undertake. However, if safety or customer issues are identified this is done urgently.
- Priorities constantly change, particularly after a poor winter or weather event. Therefore, some planned jobs may not get delivered due to funding reasons.
- We are working with the customer service team to make the use of categories mandatory, to provide better reporting and direction to service customer needs. This will be affected by required use of the surveys, which should in turn also reduce the risk to Council of urgent safety jobs not being called through to the contractor to attend immediately. For example, "Unknown" accounts for 61% of all road asset requests, not providing the detail down to road, footpath, kerb and channel, etc, or ensuring accuracy or the urgency of the task is clearly understood.

#### Initial Analysis from Hybris data

- There is an increasing volume of fly-tipping this year. Our approach to this is being worked through with the Smart Cities Team. Agreed days for collection, i.e. once a month or quarter, is an approach often mooted, but would need discussion with the Solid Waste team, ideally through the development of the LTP.
- Contractors completed 15,464 potholes in the 2019 year – in effect finding and completing 10.5 potholes for each one the customer notified us of.
- Our volume of requests for sweeping, with increased focus on inspections, is currently at 542 (at 12 February 2020) - our Council Level of Service of 4,380 for the year should easily be achieved.
- We have received 67 requests in financial year 2019/2020 for litter bin emptying – this too should be well under the Council Level of Service of 230 for the year.

#### 5.2 Maintenance (OPEX)

##### Financial Summary (includes accrual figures for November 2019).

- Our key focus remains on delivering core services, fixing potholes, sweeping, inspections, ie planned maintenance. We continue to ensure this is obtained for the committed contract price (lump sum per month). Inspections are validating this on the ground (work completed), response times (desktop analysis) and frequency being met (dashboard development in progress). The ultimate aim is to ensure we get value for money and meet the contracted Level of Services.
- The contract remains focused on finding faults which we can reasonably expect to repair, based on affordability and need. It is not an "all faults" check. We do not record a blemish



or failure below our set thresholds. This enables us to more readily see the “wood for the trees” by making sure we are focused on the important work for customer and asset benefit. We prioritise work by expected rate of deterioration, hierarchy of road, and its location in the road, for example to focus on the best for the whole of the network. We always need to align this to efficient work programmes, i.e. carrying out a lesser footpath repair when we carry out a more urgent carriageway repair.

- The current volume of work in the Opex “to do” list is \$5.458m. Funding for the year is \$9.651m, of which \$3.068m remains this financial year.
- The value of work added/requested is increasing quicker than it can funded and delivered. Before the financial year start we had \$3.6m of Opex work unable to complete due to funding; it is now \$5.458m (\$1.858m higher).
- Further analysis will be undertaken to indicate how this compares to seasonal effects, i.e. we are typically going through more repairs now than in winter, so the backlog will reduce, and in winter more repairs appear, coupled with doing less work.
- As we develop improving classification of faults to be carried out and delivered we are building a good idea of what remains, i.e. jobs not able to be done, at times, due to insufficient funds. This is helping us build a picture of our backlog, and our use of funding levels that are set historically.
- This year we have had to focus more of our funding on delivering pre-seals, due to the increase in re-surfacing carried out. This has meant carriageways are improving where we focus our capital works (98km of surfacing carried out; 4.8% of our overall sealed road). However, this has been achieved at the expense of wider business as usual repairs and work on kerbs and channels, amongst others.
- We are working to develop a way to overcome this hurdle, because it also means the level of pre-seals also at times has to be focused on essential asset repair (longevity) versus the ability to improve smoothness.
- The focus on pre-seal repairs, to allow time behind them to complete the reseal, underscores why Opex reactive spend (business as usual) is slightly behind; it also enables us to ensure the final cost for pre-seal is managed within what remains.
- There has been an increased focus on a high level of wet scrubbing, litter collection and water blasting in the Oxford Terrace/Cashel Street/High Street since October. The extent of servicing is far higher than was envisaged and ordinarily funded. We are adapting to demand and will look to lower the service as demand slows down over autumn/winter. Extra funding has been provided for the next financial year in the draft Annual Plan.

	YTD (end-Jan 2020) \$000's	Full Year Budget \$000's	YTD Actual vs Full Year Budget %
Opex routine works (sweeping, management, potholes, sumps, etc.)	6,681	11,336	58.9%
Opex reactive other	6,583	9,651	68.2%
Opex preseals	1,855	2,080	89.2%
<b>Total</b>	<b>15,119</b>	<b>23,950</b>	
<i>Linear profile of spend for 7 of 12 months (July 2019 to January 2020) = 58.3%</i>			

### 5.3 Maintenance Capex

Financial Summary (includes accrual figures for January 2020, actuals for before).



	YTD (end-Jan 2020) \$000's	Full Year Budget \$000's	YTD Actual vs Full Year Budget %	Length Achieved (Km)	Target Length (Km)
Carriageway Reseals	4,725	13,250	35.7%	42	98.25
Footpath Renewals	1,580	2,600	60.7%	12	30
Road Metalling	545	1,242	43.8%	5.4	25.4
<b>Total</b>	<b>6,850</b>	<b>17,092</b>			

Item 7

#### Carriageway Resurfacing

- The 2019/2020 programme is well underway. The majority of resealing occurs post completion of pre-seal repairs. Pre-seal repairs are currently only able to be funded in-year, i.e. the repairs to the road before it is covered off, to repair failures that are in the pavement or drainage, thereby ideally ensuring the longevity of the new surface.
- The volume of pre-seals means this work takes September to January to complete, and once they are completed best practice is to leave them for at least three months to allow volatiles to release, and some compaction through vehicle movement of the repaired area. Failure to allow this window means there is an increased risk of movement, leading to cracking and then failures, and flushing, where the surface is richer with bitumen. This leaves a very narrow window for the resulting reseals. The 300 plus reseal sites across the City are carefully staged to be delivered post these works, starting with the ones which need minimal pre-seals and or asphalt concrete sites where such repairs, if they are known to be limited, are done as the (thicker) surfacing is laid.
- The reseal quantity is more than double that of financial year 2018/2019, by almost 2.5 times as much (42km in financial year 2018/2019 vs 98km in financial year 2019/2020). Aside from the aforementioned pressure on the Opex budget, covering more within the same constraints, i.e. less \$ available per km. Pavement failures are prioritised ahead of roughness, and less extensive repairs on lower volume roads.
- A very rough guide is that we are spending approximately \$30,000 per km for pre-seal repairs; equivalent of only 4.5% of a 1km section being repaired; this assumes a full dig-out (reconstruction), the correct treatment varies significantly.
- The programme focuses on maintaining waterproofing, aiming to maintain asset integrity. Smoothing, such as New Brighton Road (between Basset Street and Anzac Drive) is carried out when the pavement is waterproof but has otherwise lost shape and holds water and/or provides a rough ride; this treatment is focused to busier roads, asset protection being key within a constrained overall budget.
- Council has a three-year forward programme, which is available in map form on the public website via the following link:  
<https://ccc.govt.nz/transport/transport-projects/roads-and-underground-services/road-and-footpath-resurfacing-map/>

#### Footpath Renewals

- The 2019/2020 programme is also being delivered, and will be updated via the map on the public website. The key focus has been areas with significant trip hazards, cracking, tree roots, or vehicle crossing issues. High activity (schools, malls) and vulnerable user (elderly,

school-children) use remains the higher priority. Approximately 30km of footpath will be delivered this financial year.

#### Road Metalling

- The 2019/2020 programme is underway, having been assessed in conjunction with the Banks Peninsula Working Party.

#### Road Reconstruction

- The 2019/2020 programme is underway. This work involves reconstructing the pavement (foundation) to the road, and then laying a new surface on top. This is for roads that are considered 'end of life', the maintenance becoming increasingly higher year on year and/or pavement issues that need to be fixed, particularly where there may be drainage issues. The funding this year (the first since the earthquakes) will enable just 0.1% of the network to be repaired – approximately a 1,000 year lifecycle.
- Roads being reconstructed include Shands Road (between the new NZTA Southern motorway and Halswell Junction Road), Greers Road, Winchester Street (Lyttelton), Charlotte Jane and McQueens (Banks Peninsula).

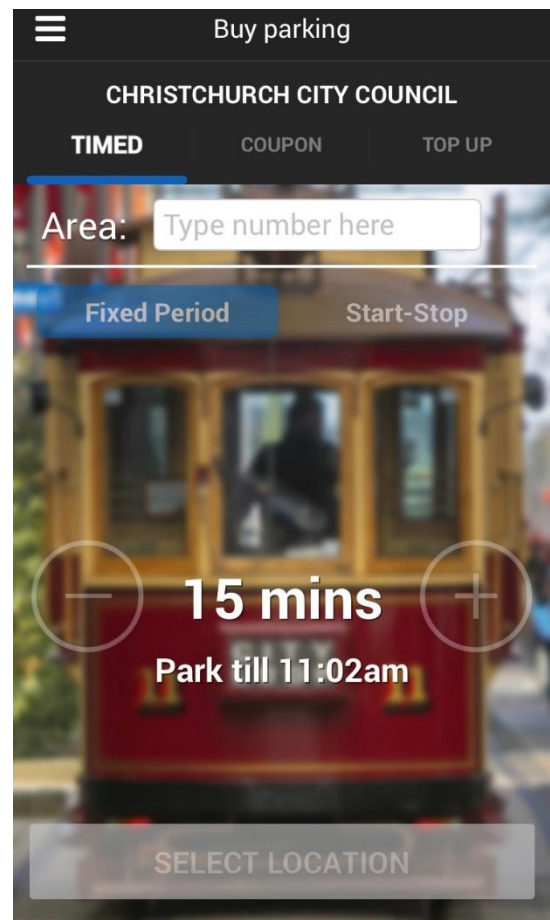
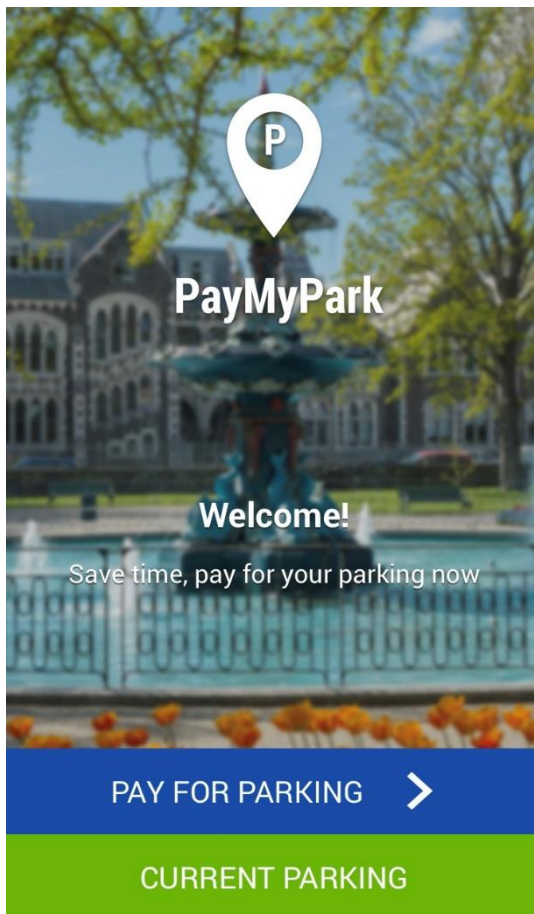
### 5.4 Contract Performance

- Improvement of contractors programming is a key focus; delivery of each month works package as confirmed, and to demonstrably show the best need and fit for the jobs undertaken.
- Holding strategies are increasingly deployed to maintain the network, with essential waterproofing to prevent and slow down further deterioration of the asset.
- We are increasing the volume and extent of physical inspections/audits of work carried out.
- Systematic reporting of repetitive activities is a work in progress, ultimately to ensure all contractors' inspections, sweeping cycles, for example, achieve the required service. This is part of a complex Contract Performance dashboard that is driven (mostly) from hard inputs.
- The Banks Peninsula Road Maintenance Contract has recently closed. Interactives were undertaken during the tender period to help the tenders understand and verify the Councils' expectation more clearly. The contract value is \$28.0m over 5 years. At this stage we are on course to commence the new contract starting 1 July 2020.
- Overall delivery is progressing ahead of the previous years.
- Spend is largely according to forecast – spend early in the year, making good of the better weather, is now being slowed down.
- Deductions for non-performance have been applied in the last period.
- Overall contract performance trend (KPI and KRAs) is upward.
- Evidential results of performance are bringing focus to improvements in delivery, i.e. pothole response, make safe response.

## 6. Operations

### 6.1 Parking Operations and Compliance:

- A 12 month trial of a parking app has commenced that will allow customers to pay for their parking on street. Customers will be able to pay for their parking either onsite or remotely, such as their place of work. Since its introduction on 21 January 2020 until 3 February 2020, there have been 675 payment transactions.



- The Lichfield Street car park continues to have a steady number of users with 44,755 in December 2019 and 30,825 in January 2020, with the holiday season impacting the latter month.
- The Parking Compliance Team attended to 153 high priority complaints in December 2019 and 119 in January 2020. These include offences such as blocked vehicles entrances and road safety offences such as broken yellow lines

## 6.2 Traffic Operations

- Speed Management – Staff have recently commissioned a review of the central city 30km/h speed limit that became operational in March 2016. Since the reduced speed limit has been installed there has been a 19% reduction in injury crashes. In terms of speed limits it is still early to assess the impact, however, the results to date are encouraging. Staff will continue to monitor this.
- Public Transport Infrastructure – Last financial year staff undertook 92 public transport infrastructure projects, including: 27 new bus stops installed, 6 relocated, 52 bus seats installed, 4 new shelters and 3 accessibility improvements projects at bus stops.

The new seats being installed (including the supports, but not the arm-rests) are made from recycled plastic. The seats are an excellent and affordable step-up from the old and very basic timber seat we used to install. The seat costs about \$500 more than the timber seat, however the additional cost will be recovered in just over one year, through decreased maintenance costs. An image of the recycled plastic seat is shown below.



At many of the bus stops where a seat was installed, accessibility improvements are often included (e.g. installing a hardstand). However, there have been three bus stops that have had significant accessibility and operational improvements carried out. All three bus stops are located on Cranford Street to the south of Main North Road. There were a number of reasons why the level of service for customers and bus drivers at the bus stops was so poor, e.g. closely spaced trees along the parking area of the road, the set-back of the parking area from the traffic lane and the use of deep dish drainage channels along this section of Cranford Street. Since the bus stops have been improved the Council has received a number of compliments from happy customers and bus drivers. A picture showing the before and after of one of the bus stops is shown below:



Photo taken before the bus stop improvement:



Photo taken after the bus stop improvement:



- Tram Anniversary – This year marks the 25<sup>th</sup> Anniversary of the commencement of the Christchurch Tram, officially opened by Mayor Vicki Buck in 1995.



### 6.3 Travel Demand Management and Road Safety Education

The transport unit runs a number of education programmes targeted at increasing active, public and shared transport use to encourage road safety. Road safety education is prioritised to align to the key risk areas identified in the annual Road Safety Action Plan.

- Cycle Safe and School Travel Planning
  - Cycle Safe is a two-day course run at schools, targeted at giving Year 6 students the skills and confidence to bike on-road. The Cycle Safe schools programme has been delivered to 1,956 students over terms 3 and 4 in financial year 2020, with 100% school satisfaction.
  - School travel planning is a practical approach to work with schools to increase active travel rates and road safety. Redcliffs School has been a key focus, and a Community Travel Advisor has worked with a team of students to trial some fresh initiatives. The group developed a range of tools including active travel promotion posters, stop motion videos and an active travel map that CCC will be helping to design and print ready for their move in Term 2. Walking School Bus pilots are also planned, and staff are working with the school to develop this as an exemplar for other schools to consider.
  - Other schools that are currently engaging on travel plans include West Spreydon, Roydvale, Lyttelton and St Albans.
  - *Walk Or Wheel Day* is on 4 March 2020. Thirty-two schools have registered, with a last push for registrations happening over the rest of February 2020. A full list of participating schools will be provided to Councillors. Prizes to encourage participating include a class day out at Waltham Pool and a winners' event held on the morning of the day at a randomly drawn school. The theme for 2020 is climate change and there are a range of resources available to all schools on the CCC webpage in support of this. There is also significant promotion happening in the lead up to the day.
- Road safety education
  - Crash Bash, the annual young driver education tour, is touring high schools over February and March 2020. The theme for the stage tour production is "What's the rush?" and will focus on key road safety messages around intersection safety, safe speeds and the importance of seatbelts. This year schools are also invited to host a separate session for parents to engage with transport professionals on the tour's themes.
  - Council is providing local support for the "Shiny Side Up" motorcycle safety event, which is held in February 2020. Council will review the success of the event with consideration for how it could complement existing motorcycle safety activity that is run under the "Kickstart" banner.
  - Staff have also worked with Canterbury Police on a "Keep Left" initiative. The initiative involves 15,000 wrist bands with "Keep Left" on them being provided to rental car companies who would give out to overseas drivers to put on their left wrists. The wording for the "Keep Left" wrist bands include translations of "Keep Left" in German, Hindi and Mandarin with an NZTA approved graphic depicting arrows on a road to keep left. This has been able to be implemented due to funding made available by NZTA.

- City Travel Planning programme and cycling promotion
  - Council has again led the Aotearoa Bike Challenge locally, hosting a local site and encouraging organisations to take part through promotion, securing local prize sponsors and providing support and internal promotion packs for participants. This has again proven successful, with a record 430 organisations signing up, most of which had already registered rides on the first weekday of the Challenge.
  - Christchurch is on track to again have the highest participation rates nationally, and staff would welcome the opportunity to hold winners' presentations at a meeting of the Urban Development and Transport Committee.
  - There will also be significant cycling engagements over February 2020, including stalls at Orientation events for University of Canterbury, Ara and Yoobee, in addition to ongoing travel planning support for Central City organisations.
  - Council staff are also investigating piloting "personalised journey planning" delivery outside of the workplace, to further encourage the uptake of cycling and public transport in areas where there have been improvements in services. This would be delivered as part of a Greater Christchurch Partnership Travel Demand Management project, led by Council. Staff have been in contact with Auckland Transport, as they have run similar activity with significant success.
  - Following a request from the former ITE Committee, staff have investigated options for increasing cycling education and promotion activity, with consideration for adult cycling. This is now being put together with the Long Term Plan in mind, and opportunities to increase delivery in the meantime are also being reviewed.
- Internally, Council staff are reviewing options for Christchurch City Council to join the public sector staff e-bike scheme and contact has been made with NZTA on options.

## 7. Strategic Transport

### 7.1 Public Transport Futures Business Case

The Greater Christchurch PT Futures programme involves the development of **three** related business cases:

- Foundations Single Stage Business Case (SSBC): this will focus on improvements to the five existing core high frequency bus routes (Blue, Purple, Yellow, Orange and Orbiter)
- Rest of Network Indicative Business Case (IBC): this has three areas of focus:
  - four additional high frequency bus routes
  - the remainder of the PT network (i.e. non-core services, including city connectors, cross-town routes and local services)
  - system-wide interventions such as marketing and promotion, information, etc. (but excluding fares and ticketing)
- Mass Rapid Transit (MRT) IBC: identification of preferred route(s) and mode(s) for future MRT, the staging of delivery, and triggers for investment

The Foundations and Rest of Network business cases are oriented toward short to medium term public transport improvements to the existing bus network, while the Mass Rapid Transit Indicative Business Case has a longer term view toward identifying a preferred MRT corridor to serve and potentially catalyse anticipated growth within Greater Christchurch.

Timetable:

The first key milestone will be the identification of interventions from the Foundations and Rest of Network business cases that should be included into the next round of council Long-Term Plans and the Regional Land Transport Plan. The consultant team has been asked to complete this part of the work by May 2020, which will allow the PT Joint Committee to consider the recommended investment package in June 2020. Ahead of this, we expect some initial options to be available for discussion by the Committee at a workshop in mid-April. For Mass Rapid Transit, the first milestone is an indication of the preferred Mass Rapid Transit route(s), which is scheduled for September 2020. Completion of the full Indicative Business Case is scheduled for March 2021.

## 7.2 Regional Land Transport Plan (RLTP)

Christchurch City Council staff are starting to work on the development of the RLTP. Environment Canterbury is leading the Plan. Staff are part of a working group developing the first output, which is the strategic framework. The RLTP is governed by the Regional Transport Committee.

## 7.3 Parking Plan

History / Context

- It has been five years since the 2015 Central City Parking Plan was developed and adopted by CCC and CERA. The Plan sought to increase certainty about the current availability and future provision of parking in the Central City by:
  - Defining a clearer role for the private sector in terms of off-street parking provision.
  - Describing the functions of short-stay and long-stay parking with a focus on short-stay, high turnover parking on-street.
  - Spatially forecasting future demand for parking based on land use and traffic modelling assumptions
- Within five years of the Plan's release, seven off street, public parking facilities will have opened, and the outcome of an eighth facility north of Cathedral Square should be known. In this sense, the Plan has been effective in providing confidence and surety to developers while assisting in the aims of the recovery plan.
- However, the plan did not anticipate the proliferation and permanency of so many surface parking lots beyond 2018. Many of the carparks at the time had temporary accommodation consents, which were due to expire, however, they were subsequently extended through to 2021 by a Parliamentary Order in Council. There are more than 200 vacant sites in the central city being used as surface carparks.
- Today there are estimated to be a total of approximately 34,550 parking spaces in the central city—excluding all off-street residential spaces. The exact number of off-street residential spaces is not known, but a survey revealed that 94% of all residential properties have off-street parking available.

Off-street parking

- In total more than 64 hectares of the central city is given over to surface, off-street parking worth approximately \$850m in land value. When factoring in underground parking and public parking buildings, the number of off-street spaces in the CBD totals nearly 28,000. Approximately a third are paid public carparks. Council manages a small minority (~10%) of



these spaces and the rest are controlled by commercial entities (such as Wilson's or Good Spot).

#### Public car parking

- Overall, there is approximately 16,600 publically available parking spaces (approximately 10,000 off-street carparks, and approximately 6,600 on-street carparks. Of the on-street carparks about 4,000 are not metered/not restricted).
- Since the parking plan's inception, Council has carried out quarterly monitoring of the publically available parking spaces. Counts showing an average utilisation rate of 67% across both on-street and off street carparks. The generally accepted policy goal is a utilisation rate of approximately 85%. Therefore, overall, there is more than sufficient public parking supply to meet demand.

#### Summary

- In recent years, a perceived issue of parking availability has emerged among the wider public. However, new research has revealed a more comprehensive picture of the total quantity of parking in the central city that contrasts with these perceptions.
- Below are some photos of Oxford Terrace which show the changes from the 1970's, to before the earthquake and the current situation with the Farmers Market having been opened, and the parking removed.





### Attachments / Ngā Tāpirihanga

There are no appendices to this report.

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	Not applicable

### Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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.