
Christchurch City Council SUPPLEMENTARY AGENDA

Notice of Meeting:

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

Date: Wednesday 21 February 2024
Time: 9.30 am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Mayor Phil Mauger
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

20 February 2024

Principal Advisor

Mary Richardson

Interim Chief Executive

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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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11. Resolution to Include Supplementary Reports Te Whakataunga Whakauru Pūrongo āpiti

1. Background Te Horopaki

- 1.1 Approval is sought to submit the following reports to the Council meeting on 21 February 2024:
 12. Draft Council Submission: draft Canterbury Regional Land Transport Plan 24-34
 13. Mayor's Monthly Report
- 1.2 The reason, in terms of section 46A(7) of the Local Government Official Information and Meetings Act 1987, why the reports were not included on the main agenda is that they were not available at the time the agenda was prepared.
- 1.3 It is appropriate that the Council receive the reports at the current meeting.

2. Recommendation Te Tūtohu

- 2.1 That the reports be received and considered at the Council meeting on 21 February 2024.
 12. Draft Council Submission: draft Canterbury Regional Land Transport Plan 24-34
 13. Mayor's Monthly Report

12. Draft Council Submission: draft Canterbury Regional Land Transport Plan 24-34

Reference / Te Tohutoro: 24/193140

Report of / Te Pou
Matua: Jane Cameron, Team Leader Strategic Transport

Senior Manager /
Pouwhakarae: Jane Parfitt, Interim General Manager Infrastructure, Planning and
Regulatory Services (Jane.Parfitt@ccc.govt.nz)

1. Purpose and Origin of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval of the draft Council submission to the Canterbury Regional Transport Committee (RTC) on the draft Canterbury Regional Land Transport Plan 24-34 (RLTP).
- 1.2 The RTC has invited submissions by 26 February 2024 on the draft RLTP. A draft Council submission has been prepared for consideration following a request from Councillors at the 31 January Finance and Performance Committee meeting.
- 1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. This recognises that while there may be community interest in the consultation and the subsequent finalisation of the RLTP, the specific decision (to approve the draft submission) is of a lower level of significance.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the attached draft submission (Attachment A to this report) to the Canterbury Regional Transport Committee on their Draft Regional Land Transport Plan 24-34.
2. Approve lodging the final submission with any agreed amendments.
3. Requests the opportunity to speak to its submission during the hearings on 18th-19th March 2024.
4. Appoints [enter name] to present on its behalf.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The Council regularly makes submissions on proposals which may significantly impact Christchurch residents or Council business. Submissions are an important opportunity to influence thinking and decisions through external agencies' consultation processes.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 The alternative option would be to not submit on the RLTP.
- 4.2 This course of action is not recommended in this case as making a submission is a valuable opportunity to provide additional information for consideration by the RTC in finalising the RLTP.

5. Detail Te Whakamahuki

Overview

- 5.1 The RLTP is a statutory plan that is prepared every three years by the Canterbury Regional Transport Committee (RTC). The draft RLTP describes the region's land transport system and the challenges it faces now and in the future. It sets out a vision and priorities for Canterbury's transport network for the next 10 years and how they will be achieved.
- 5.2 The plan's 30-year vision is for 'an innovative, resilient, low emissions transport system that helps Canterbury thrive for generations'. The high level priorities in this draft RLTP are well aligned with those of the Council and include:
 - Create a well maintained network
 - Manage risks of exposure to extreme events
 - Support and develop public transport and active transport networks
 - Implement safer systems; and
 - Support and develop freight systems connecting to air, rail and sea.
- 5.3 The RTC are proposing a \$10.8 billion investment in the region's land transport network over the next decade. This is almost double the funding outlined in the 2021 plan.
- 5.4 The RLTP identifies a list of regionally significant projects that represent to the Government what the region's highest priorities are. The Pages Road Bridge renewal project has dropped in regional significance ranking in the 2024 Draft RLTP compared to the 2021 RLTP (from number 1 to number 12). While acknowledging that a revised ranking process has been undertaken by the RTC, the attached submission requests that the RTC reconsider the regional significance ranking of this project due to its risk profile.
- 5.5 The Pages Road Bridge is a key lifeline route into and out of New Brighton. A particular high impact risk is the potential for a large-scale tsunami event originating from the Hikurangi Trench near Kaikoura. If this were to eventuate New Brighton residents would have a very limited window, approximately one hour, to evacuate safely. By implementing this project, it is estimated that the traffic egress enhancements proposed alongside the bridge renewal could potentially save a significant number of lives in the event of a catastrophic tsunami.
- 5.6 The decision affects the following wards/Community Board areas:
 - 5.6.1 The Pages Road Bridge renewal project, through consultation with its community has been consistently identified as a priority for the Waitai Coastal-Burwood-Linwood Community Board. Points reinforced by the Board in support of this submission include: improved evacuation during emergencies, responding to the increased threat of climate change; and the well-being and safety benefits for coastal residents.

6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This decision aligns with the Council's Strategic Framework.
- 6.2 This report supports the Council's Long Term Plan (2021 - 2031):
- 6.3 Strategic Planning and Policy
 - 6.3.1 Activity: Strategic Planning, Future Development and Regeneration
 - Level of Service: 17.0.1.1 Advice to Council on high priority policy and planning issues that affect the City. Advice is aligned with and delivers on the governance

expectations as evidenced through the Council Strategic Framework. - Triennial reconfirmation of the strategic framework or as required.

Policy Consistency Te Whai Kaupapa here

6.4 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.5 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

6.6 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.7 The decisions in this report are likely to:

6.7.1 Contribute positively to adaptation to the impacts of climate change.

6.7.2 Contribute positively to emissions reductions.

6.8 The draft RLTP identifies a low emission transport system and managing the risk of exposure to extreme events as priorities for the transport funding system.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

6.9 There are no direct accessibility implications associated with the decision to approve this submission.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

7.1 Funding Source – the cost of making this submission will be met from existing operational budgets.

Other He mea anō

7.2 There are no other resource implications.

8. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

8.1 The RTC's consultation on the RLTP is public and open to any person or organisation.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

8.2 There is no legal context, issue, or implication relevant to this decision.

9. Risk Management Implications Ngā Hīraunga Tūraru



9.1 There are no significant risks associated with this decision to lodge submission.

10. Next Steps Ngā Mahinga ā-muri

10.1 The finalised submission will be signed by the mayor and submitted to Environment Canterbury.

10.2 The submission will be uploaded to the Council's website on the [Council submissions to external agencies](#) webpage.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Attachment A - CCC draft 2024 RLTP submission	24/256797	9

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

Document Name - Location / File Link
Regional Land Transport Plan 2024-34

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

<p>Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).</p> <p>(a) This report contains:</p> <ul style="list-style-type: none">(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. <p>(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.</p>
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Signatories Ngā Kaiwaitohu

Authors	Sharna O'Neil - Policy Analyst Jane Cameron - Team Leader Transport
Approved By	Lynette Ellis - Head of Transport & Waste Management Jane Parfitt - Interim General Manager Infrastructure, Planning and Regulatory Services

Attachment A – Draft 2024 RLTP Submission

Christchurch City Council submission on the *draft Canterbury Regional Land Transport Plan 2024-34*

Introduction

1. Christchurch City Council (the Council) thanks the Canterbury Regional Transport Committee (the RTC) for the opportunity to provide comment on the draft Canterbury Regional Land Transport Plan (RLTP) 2024-34.
2. The Council acknowledges the work completed by RTC members to date to identify the opportunities and challenges facing our regional transport system over the next ten years and the priorities for the land transport system across the Canterbury region. We would particularly like to acknowledge the RTC for identifying the significant \$4.6 billion funding gap facing our region's transport system and the ongoing advocacy to central government through its Chair, Peter Scott, outlining our desire to partner to address this.
3. The Council supports the overall direction of the draft RLTP. While we recognise that changes to the draft will likely be required following the upcoming release of the new Government's revised 2024 Government Policy Statement on Land Transport, we welcome the focus on the priority areas identified in the draft RLTP.
4. These priorities are well aligned with the priorities for transport identified through the Council's current LTP process. In particular the priorities to: create a well maintained network; support and develop connected public transport and active transport networks; manage risk of exposure to extreme events; and implement safer systems. To that end, the Council confirms that it will be providing a revised list of its own transport projects via a variation to the RTC.
5. The Council, however, has one specific concern that it wishes to raise with and provide evidence in support of to the RTC through this submission process: the significant drop in the regionally significant improvements rankings for the Pages Road Bridge renewal project.

Submission

Regionally significant improvement prioritisation – Pages Road Bridge Renewal Project

6. The Council requests that the RTC re-considers the regionally significant activity ranking of Pages Road Bridge Renewal project.
7. The Council acknowledges that a prioritisation process has been completed by both transport officers and the RTC to identify transport projects and programmes of regional significance for inclusion in this draft. We are, however, concerned to see the significant drop in priority (from 1st in the previous RLTP to 12th in the current draft) of the Pages Bridge Renewal project. In particular, in favour of more low risk resilience investments.
8. As the RTC will be aware, the Pages Road Bridge is a key lifeline route into and out of New Brighton. A particular high impact risk is the potential for a tsunami event originating from the Hikurangi Trench near Kaikoura. The threat of a Tsunami is very real. Technical advice prepared to support the development of the case for this project to date, estimates that there is a 26% chance of a magnitude 8 or greater earthquake in the Hikurangi subduction zone within the next 50 years. If this were to eventuate New Brighton residents would have a very limited window, approximately one hour, to evacuate safely. By implementing this project, it is estimated that the traffic egress enhancements proposed alongside the bridge renewal could potentially save a significant number of lives in the event of a catastrophic tsunami.

9. The area's exposure to potential climate-related impacts also demands a heightened focus on resilience measures. The Pages Road Bridge project involves raising the elevation of both the bridge and the road corridor west of the bridge to reduce the risk of flooding. The road corridor currently has flooding issues, but this is expected to worsen because of sea level rise. Emerging research from GNS Science in October 2023 also indicates that the project area has increased subsidence rates because of the 2010/11 Canterbury earthquakes, which increases the risk of flooding.
10. The Pages Road Bridge Renewal Project represents a substantial level of investment in the New Brighton area and is a significant part of the Council's planned programme of work. The bridge renewal and associated enhancements will also support a number of private investment ventures planned for the New Brighton area. In consultation with their community, it is also a long-standing priority project for the Waitai Coastal-Burwood-Linwood Community Board. The Board are therefore, strongly in support of this submission, in particular, the implications of this project for the heightened well-being and safety of their community.
11. Given the above, the Council believes that this is a project of higher regional significance. In particular, given the significant loss of life risks posed by a tsunami event and the growing body of evidence in support of urgent intervention, the Council requests that the proposed ranking is reconsidered as a priority by the RTC.

Ten year transport investment priorities

12. As noted above, the Council supports the five strategic priorities outlined in the draft RLTP. The priorities demonstrate strong alignment with the Council's strategic priorities and long term plan priorities. We note that the priorities work together to promote a transport system that provides for the needs of current and future generations, and we support the prioritisation of interventions that deliver benefits across multiple objectives to achieve this.
13. Maintenance of our current assets and looking after what we've got is a concern and focus for the Council, and we are strongly supportive of the creating a well-maintained network priority. We note that there is increasing international recognition that maintaining what we have is more worthwhile than building new infrastructure in the long term. We also support the priority to manage the risk of exposure to extreme events. This is a priority across Christchurch and especially on Banks Peninsula, where heavy rain events have caused slips and flooding leading to road closures, and where sea-level rise will have a large impact over the coming years.
14. Investing to achieve a step-change in public transport service provision and integrating land-use planning along public transport corridors is a key transport priority for the Council over the next 10 years. It is pleasing to see the inclusion of proposed NZTA-Waka Kotahi investment to progress the Mass Rapid Transport business case, the Hornby Hub and Corridor development, and the high regional significance prioritisation of the Greater Christchurch Public Transport Futures improvement programme.

Conclusion

15. The Council thanks the RTC for the opportunity to submit on the draft RLTP. As noted above, we anticipate some changes to this draft following publication of the revised draft of the 2024 GPS Land Transport which may necessitate further engagement with Councils ahead of finalising this plan. The Council will also provide a revised list of Council transport projects for inclusion in the RLTP to the RTC following submissions and Council deliberations over the Council's Draft Long Term Plan (2024-34).
16. We consider the draft RLTP in its current form to be a well thought out representation of the transport issues facing the Canterbury region. We look forward to the RTC further reconsidering the regional significance ranking of the Pages Road Bridge renewal project.

13. Mayor's Monthly Report

Reference Te Tohutoro: 24/255709

Report of Te Pou Matua: Phil Mauger, Mayor

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Mayor, on behalf of Council to:
 - 1.1.1 Acknowledge the impacts of the 2024 Port Hills Fire on the affected residents.
 - 1.1.2 Thank Fire & Emergency New Zealand (FENZ), NZ Police and all the responding agencies, including Christchurch City Council staff for their efforts in responding to the fire.
 - 1.1.3 Note that the Recovery Plan is under development collaboratively with Council, ECAN, Selwyn DC Canterbury Civil Defence Emergency Management Group and iwi representatives. Emerging priorities will be summarised verbally and discussed with Council on 21 February when this report is presented.
 - 1.1.4 Note that the Mayor has requested that staff incorporate, in the Recovery Plan, a relief funding mechanism for any impacted households who may receive an excess water use charge as a result of their efforts during or after the fires.
 - 1.1.5 Note that the Mayors Welfare Fund was immediately stood-up as the mechanism to receive financial donations to support affected people and volunteers.
- 1.2 This report is compiled by the Office of the Mayor and Chief Executive, with input from relevant staff.

2. Mayors Recommendations / Ngā Tūtohu o Te Koromatua

That the Council:

1. Acknowledge the impacts of the 2024 Port Hills Fire on the affected residents and note that the Mayor's Welfare Fund was immediately stood-up as the mechanism to receive financial donations to support affected people and volunteers.
2. Thank Fire & Emergency New Zealand (FENZ), NZ Police and all the responding agencies, including the Christchurch City Council staff for their efforts in responding to the fire.
3. Note the Response Transition Report, informing the transition from response into recovery, was updated on 20 February 2024.
4. Note a Recovery Plan is under development collaboratively with the Council, Environment Canterbury, the Selwyn District Council, and others.
5. Note that the Mayor has requested that staff incorporate, in the Recovery Plan, a relief funding mechanism for any impacted households that receive an excess water use charge as a result of their efforts during or immediately after the fires.

3. Detail Te Whakamahuki

- 3.1 At around 2:30pm on the 14th February 2024, a fire started in the Worsley area in the Port Hills and then spread towards Selwyn, fanned by hot dry winds.

- 3.2 At 6:13 pm that day a State of Local Emergency was jointly declared for Christchurch City (which includes Banks Peninsula) and Selwyn District. The declaration enabled better coordination of response across all the various agencies involved, and that assistance could be directed to where it's most needed. It also meant the local Controller (Neville Reilly) could approve the evacuation of people or restrict access to affected areas as required.
- 3.3 Over the next three days Fire & Emergency New Zealand (FENZ) had over 100 staff fighting the fires as well as 22 Fire trucks, helicopters with Monsoon buckets, fixed wing aircraft spreading retardant and a number of diggers and other specialist machinery.
- 3.4 Evacuation centres were set up at Te Hapua - Halswell Library and Community Centre, and at the Lincoln Community Centre.
- 3.5 At its peak the number of evacuated households was approximately 80 in the Christchurch area and approximately 30 in the Selwyn area. By Monday 19 February the number of evacuated houses was one in the Christchurch area and zero in the Selwyn area. There was one destroyed temporary home in the Christchurch area.
- 3.6 By 5:00pm 19 February the Fire had a 24 km perimeter and was nearing 100% contained. Firefighter numbers were expected to be reduced from the more than 100 firefighters working that day to dampen down 40 hotspots.
- 3.7 I appreciate that the response is not yet over, and firefighters will remain working on site for many days, given the 2017 Port Hill fires was only officially declared extinguished after 66 days.
- 3.8 I would like to thank all those households and residents impacted by the fire for complying in a calm and timely manner with evacuation orders which allowed the emergency services to do their jobs.
- 3.9 I would like to thank FENZ Incident Controllers Dave Stackhouse, Steve Kennedy and all their staff for their hard and tireless work over long hours – those in the field, in the air and in the office. A special mention goes to all the families who didn't see their loved ones while they were working to control the fire.
- 3.10 I would also like to acknowledge the other responder agencies including NZ Police, Hato Hone St John New Zealand Response Teams, Council Contractors, MPI, Te Whatu Ora and others, including many volunteers.
- 3.11 I would like to acknowledge the joint Christchurch and Selwyn Civil Defence Team response. I'm advised it has been a well-coordinated response and many staff and volunteers put in long hours.
- 3.12 I would like to thank all our Council staff who have contributed to the fire response – both those directly involved in the response and those back at the office. To date Council have contributed 772 staff hours to the response. Credit is due to the Council's Civil Defence team who started planning with FENZ and other agencies in spring 2023 for such an event.
- 3.13 I particularly want to acknowledge our Port Hills Park Rangers. The Port Hills are their workplace and their tūrangawaewae [place to stand]. It must be gut wrenching to see them in flames again.
- 3.14 I would like to thank Minister for Emergency Management and Response – Hon. Mark Mitchell for coming down to Christchurch so promptly to assess the scale of the Port Hills fire first-hand and to play a visible supporting role.
- 3.15 Finally, I would also like to acknowledge Councillors for doing your role, keeping your residents updated and enabling FENZ and other agencies to manage the response.

4. The Recovery Plan

- 4.1 A Response Transition Report, informing the transition from response into recovery was completed by 20 February, subject to ongoing events.
- 4.2 A Recovery Plan is already being worked on in a collaborative process led by Group (CDEM), ECAN, Council, Selwyn DC, Ngai Tahu and FENZ. Recovery planning is an ongoing process with immediate, short term, medium term and long-term actions. The Plan will have an “end-date” whereby ongoing longer-term actions are morphed into BAU for project partners.
- 4.3 A communications plan is under development to support the recovery process.
- 4.4 The Council will receive ongoing updates on the planning process, resulting actions and any longer-term implications.
- 4.5 The Mayors Welfare Fund was immediately stood-up as the mechanism to receive financial donations to support affected people and volunteers.
- 4.6 A number of residents were actively dampening down their homes or allowing their swimming pools to be utilised for Monsoon Buckets. In the months ahead, Residents may also need to undertake replanting of damaged trees involving watering.
- 4.7 To avoid residents unfairly receiving an excess water charge for breaching the allowance of 900 L per average household, I have asked staff to include in the Recovery Plan a mechanism for ensuring anyone impacted by the fire with an excess water charge, is able to pay the charge via a grant from the Mayoral Welfare Fund. This will be a customer friendly service with minimal administration.
- 4.8 Other elements that staff envisage will be included in the Plan include but are not limited to:
 - 4.8.1 Environmental impacts, such as ecological and habitat considerations, erosion, sedimentation, waterways and consideration of future planting.
 - 4.8.2 Social impacts, primarily psychosocial, supporting affected people and volunteers. Appropriate communication with individuals and community networks is important.
 - 4.8.3 Built impacts, such as the restoration of infrastructure and buildings damaged by the fire and the response.
 - 4.8.4 A thorough assessment of the damage from the fire and the response. This will also include a financial assessment, consenting earthworks and legal implications.
 - 4.8.5 The establishment of a robust recovery structure to inform and deliver the Plan reporting to ECAN, Council, Selwyn DC and the community.

Attachments Ngā Tāpirihanga

There are no attachments for this report.