



Christchurch City Council AGENDA

Notice of Meeting Te Pānui o te Hui:

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

Date: **Wednesday 18 June 2025**

Time: **9.30 am**

Venue: **Boardroom, Fendalton Service Centre, Corner Jeffreys
and Clyde Roads, Fendalton**

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

12 June 2025

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Please note that while we will try to accommodate all those who wish to attend the meeting in person, there is limited capacity in the Fendalton Boardroom, and priority will be given to those who are presenting to the Council.

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.

To watch the meeting live, or previous meeting recordings, go to:

<http://councillive.ccc.govt.nz/live-stream>

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What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term 2022–2025

Strategic Priorities



Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



Reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of today's residents with the needs of future generations, with the aim of leaving no one behind.

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

To be adopted by the Council as part of the Long Term Plan 2024–2034



A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

Our intergenerational vision

A place of opportunity for all.

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



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

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Karakia Whakamutunga

Karakia Tīmatanga

Whakataka te hau ki te uru

Whakataka te hau ki te tonga

Kia mākinakina ki uta

Kia mātaratara ki tai

E hī ake ana te atakura

He tio, he huka, he hau hū

Tihei mauri ora

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

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. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

No further public forum slots are available for this meeting.

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

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

Deputations will be recorded in the meeting minutes.

4. Presentation of Petitions Ngā Pākikitanga

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

To present to the Council, refer to the [Participating in decision-making](#) webpage or contact the meeting advisor listed on the front of this agenda.

5. Moorhouse Avenue - Pedestrian Improvements

Reference Te Tohutoro: 25/667103

Responsible Officer(s) Te Pou Matua: Gemma Dioni, Principal Advisor Transportation Safety

Accountable ELT Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to make a decision on pedestrian safety and accessibility improvements at two intersections on Moorhouse Avenue; the intersections of Madras Street/Gasson Street and Barbadoes Street/Waltham Road.
- 1.2 The report has been written in response to a need to improve pedestrian facilities (safety and accessibility) at two intersections on Moorhouse Avenue. This is due to the number of people crossing in these locations as a result of pedestrian movements generated by Ara and the surrounding businesses, and the future impact of Te Kaha One NZ Stadium and the likelihood of people parking south of Moorhouse Avenue for events and Project 8011 (South-east Neighbourhood).

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Moorhouse Avenue - Pedestrian Improvements Report.
2. Notes that the decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy 2019.

Barbadoes/Moorhouse/Waltham

3. Approves pursuant to Section 331 and 334 of the Local Government Act 1974 all kerb alignments, traffic calming devices, traffic islands and road markings on Moorhouse Avenue, Barbadoes Street and Waltham Road as detailed as **Option A** in **Attachment A** of this report (plan TP365401, dated 19/05/2025).
4. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Moorhouse Avenue, located on the south-east corner of its intersection with Waltham Road, and as detailed as **Option A** in **Attachment A** of this report (plan TP365401, dated 19/05/2025).

Gasson/Madras/Moorhouse

5. Approves pursuant to Section 331 and 334 of the Local Government Act 1974 all kerb alignments, traffic calming devices, traffic islands and road markings on Moorhouse Avenue, Madras Street and Gasson Street as detailed as **Option A** in **Attachment B** of this report (plan TP347601, dated 10/03/2025).
6. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Moorhouse Avenue, located on the south-east corner of its intersection with Gasson Street, and as detailed as **Option A** in **Attachment B** of this report (plan TP365401, dated 19/05/2025).
7. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Moorhouse Avenue, located on the

south-west corner of its intersection with Gasson Street, and as detailed as **Option A** in **Attachment B** of this report (plan TP365401, dated 19/05/2025).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Barbadoes Street/Moorhouse Avenue/Waltham Road intersection and the Gasson Street/Madras Street/Moorhouse Avenue intersection are busy with many people walking, cycling, accessing public transport and driving through. This is due to people travelling to work and through the community, in addition to:
 - The location of the Ara Central City campus, between the two intersections;
 - Adjacent to Project 8011/South East Neighbourhood plan, an area anticipated for increased housing density; and
 - Events being held at the new stadium. It is envisaged that users that will park in free unrestricted parking south of Moorhouse Avenue and walk to the stadium.
- 3.2 Whether people are travelling through this intersection on foot, by bicycle, by bus or driving, they should be able to do so safely. Improving safety on local roads in Christchurch is a priority for the Christchurch City Council. Providing safe infrastructure is key to ensure people get to where they are going safely irrespective of their mode of travel. Council has a Level of Service to reduce the number of deaths or serious injuries from all crashes by 40% in 2030. That is a reduction of five or more per year, and for this to be under 71 crashes per year within the 10-year period. This is also a goal in the Road Safety Action Plan, which is a collaborative plan between Christchurch City Council, NZTA Waka Kotahi, ACC, FENZ and New Zealand Police.
- 3.3 This Barbadoes/Moorhouse/Waltham intersection is ranked number 7 (medium-high collective risk) of intersections within the Christchurch District in terms of there being a risk of a crash, compared to over 5700 Council controlled intersections citywide (excludes State Highway intersections). Gasson/Madras/Moorhouse is ranked number 23 in terms of crash risk with a medium collective risk.
- 3.4 Public consultation was completed in April 2025. Submissions were made by seven recognised organisations, one business and 183 individuals. The Waipapa Papanui-Innes-Central and Waihoru Spreydon-Cashmere-Heathcote Community Boards were supportive of the changes.
 - 3.4.1 For the Barbadoes/Moorhouse/Waltham intersection, 96 submitters were supportive of the changes, 26 were somewhat supportive of the changes, 65 were not supportive of the changes and 4 didn't know.
 - 3.4.2 For the Gasson/Madras/Moorhouse intersection, 90 submitters were supportive of the changes, 28 were somewhat supportive of the changes, 69 were not supportive of the changes and 4 didn't know.
 - 3.4.3 Submitters who cycle, walk and take the bus were more likely to support the proposals.
 - 3.4.4 Full or partial support for the proposals was generally strongest from submitters aged under 50, and split for those aged over 35.
- 3.5 Following this consultation, staff recommend Option A, provided in **Attachment A** and **Attachment B**, as this presents the lowest risk option to all road users as it:
 - 3.5.1 Introduces new pedestrian crossings on the east side of both the Barbadoes/Moorhouse/Waltham intersection and the Gasson/Madras/Moorhouse intersection to improve accessibility for people crossing.

- 3.5.2 Introduces traffic calming and a priority crossing on the slip lanes at both the Barbadoes/Moorhouse/Waltham intersection and the Gasson/Madras/Moorhouse intersection to improve safety for people crossing.
- 3.5.3 Removes the slip lane from Moorhouse Avenue into Madras Street at the Gasson/Madras/Moorhouse intersection. Bringing the left turn lane into the intersection and controlling this through signals, will create additional waiting space for people crossing particularly when travelling in family or larger groups, and provides a secondary benefit of improving cycle safety for people travelling northbound by bicycle.

4. Background/Context Te Horopaki

- 4.1 Moorhouse Avenue is classified as an urban connector route. It carries approximately 46,000 movements a day. There are multiple cross streets for people to access the central city, including the main distributor streets of Madras Street and Barbadoes Street.

Barbadoes/Moorhouse/Waltham

- 4.2 The existing layout has no pedestrian crossing point over Moorhouse Avenue on the east side of the intersection.



Figure 1: Existing layout at Barbadoes/Moorhouse/Waltham intersection

- 4.3 The intersection is located adjacent to Ara, Catholic Cathedral College, and the Washington Way Skate Park. All of which, generate pedestrian crossing movements at the intersection.
- 4.4 Slip lanes can make crossing a road feel unsafe for people walking, particularly children, the elderly and mobility or visually impaired pedestrians. At slip lanes, drivers are focussing on what traffic may be coming from the right to see if they can pass through without stopping, which can sometimes lead to people speeding up to take the gap. The location is surrounded by activities that generate foot traffic and therefore should drivers speed up to take a gap in the traffic when there is a presence of a priority crossing and people have the right to cross, it could result in a crash.
- 4.5 A staggered pedestrian crossing on the east side of the intersection was originally proposed as part of the AMI Stadium Walkway project in 2010. Consultation was [undertaken](#) and presented to Council in [August 2010](#), and the project was approved ([meeting minutes](#)). However, with the 2010/2011 earthquake sequence the remainder of the AMI Stadium Walkway project was put on hold and the crossing was never installed. The intersection recently had all its traffic signal cabling renewed and was futureproofed for these works.

- 4.6 There have been no crashes in the past ten years involving people walking at this intersection. There was one fatal crash in 2019 involving a person riding a bicycle and being hit by a driver who had failed to see the red signal on Moorhouse Avenue.
- 4.7 To improve pedestrian accessibility at the Barbadoes/Moorhouse/Waltham intersection it is proposed to:
- 4.7.1 Install a staggered crossing on the east side of Moorhouse Avenue. This provides an improved level of service and accessibility for pedestrians wanting to cross Moorhouse Ave on the eastern side of the intersection, where there is currently no facility. The staggered treatment is consistent with improvements that have been made at other intersections on the Four Avenues in recent years.
- 4.7.2 Install a zebra crossing and speed hump on the slip lane from Moorhouse Avenue into Waltham Road to provide priority to people crossing. Aligned with NZTA best practice guidance, a speed hump would be added in advance of the priority crossing on the slip lane to slow vehicle speeds on the approach to the conflict point to reduce the likelihood and severity of a crash.

Gasson/Madras/Moorhouse

- 4.8 The existing layout of the Gasson/Madras/Moorhouse intersection is shown in Figure 2 below. It is a large four-approach intersection controlled by traffic signals. There is currently no pedestrian crossing point on the east side of the intersection.



Figure 2: Existing layout at Gasson/Madras/Moorhouse intersection

- 4.9 The intersection is located adjacent to Ara Institute, Woolworths supermarket and retail outlets, and a food establishment on the southeast corner. All these activities generate crossing movements at the intersection.
- 4.10 There are three slip lanes at this intersection, two on the southern side for people entering and exiting Gasson Street, and one from Moorhouse Avenue into Madras Street. As per paragraph 4.4, slip lanes can make crossing a road feel unsafe for people walking, particularly children, the elderly and mobility or visually impaired pedestrians. Risk remains for people crossing in these locations if drivers are looking for gaps in the traffic and do not see people crossing ahead.
- 4.11 The current slip lane island on the northwest corner of the Moorhouse/Madras/Gasson intersection, which separates the through lanes and the left turn lane is approximately 9sqm including the traffic signal poles. This space can generally hold around 6-8 people excluding any wheelchairs, mobility assisted devices or prams (assuming 1-1.5sqm per person). Due to

the size, it could feel uncomfortable having this many people on the island, and there is a risk that they could spill into the traffic lanes particularly at busy times and after events. It is usually recommended that separating islands be at least 16sqm where signal infrastructure/poles are required to be on the islands also.

- 4.12 There is no room within the current kerblines to increase the size of the island to accommodate additional pedestrian demands, particularly at peak times and when events are on at the stadium and people are discharged in a large group. In observations of two 30-minute periods during the morning peak period, the following was noted:

Crossing location	Tuesday 15 April 2025 08.30-0900 - school holidays	Tuesday 3 June 2025 08.30-0900 - Not school holidays
Madras Street	14 people including two people on bicycles.	29 people crossed including four people on bicycles.
West side of Moorhouse Avenue	34 people including two people on bicycles, parents walking with children and a pushchair, and also a young person with luggage.	33 people including including two people on scooters and one on a bicycle.
Northbound cyclists	20	36



People travelling by all modes across Moorhouse Avenue

- 4.13 The largest group of people observed walking and crossing in the above counts, was six people heading towards Ara Institute. In addition, people on bicycles were using the island as a hook turn facility to cross over to the east side of Madras Street and continue north on the footpath. With the stadium soon to open, pedestrian demand is likely to exceed available space on the traffic island during events.
- 4.14 The issue is compounded by:
- 4.14.1 A narrow footpath on the northwest corner which varies between 1.5 - 2.2 metres, which limits the space that people can wait until there is space available on the island. There is no scope to increase the width of the footpath and retain the island due to private property and the need to retain sufficient width in the traffic lane for turning vehicles.
- 4.14.2 Long cycle times for the traffic signals at the intersection, meaning people on the island are waiting for a long time before being able to cross (generally around 120 seconds).

The island has to accommodate people crossing both Moorhouse Avenue and Madras Street, so will only clear some pedestrians dependent on which signal phase is running.

- 4.15 Another issue is the angle of the slip lane. Currently this intersects Madras Street at an angle which makes it more difficult for drivers to observe conflicting traffic on the right approaching from Gasson Street or Moorhouse Avenue (west). Drivers are currently encroaching into the narrow cycle lane on Madras Street at this point to improve the visibility of traffic. In a 30-minute period during on-site observations (date and time period above), 20-36 people on bicycles travelled north past the slip lane.
- 4.16 There have been no crashes in the past ten years involving people walking or cycling at this intersection.
- 4.17 Red light cameras were installed at the intersection in April 2022. Since then, there have been seven reported crashes, two of which were minor injury crashes. Both minor injury crashes involved drivers failing to see a red light, and three of the five non-injury crashes also involved a driver travelling through a red signal. In the previous eight years, there were 31 crashes, 22 of which occurred between 2015 and 2017. Following that there were approximately two crashes per year. Therefore, the cameras have had a neutral effect on safety at this intersection.
- 4.18 To improve pedestrian accessibility at Moorhouse/Madras/Gasson it is proposed to:
- Install a staggered crossing on the east side of Moorhouse Avenue. This provides an improved level of service and accessibility for pedestrians wanting to cross Moorhouse Avenue on the eastern side of the intersection, where there is currently no facility. The staggered treatment is consistent with improvements that have been made at other intersections on the Four Avenues in recent years.
 - Install a zebra crossing and speed hump on the slip lane from Moorhouse Avenue into and from Gasson Street to provide priority to people crossing. Aligned with NZTA best practice guidance, a speed hump would be added in advance of the priority crossing on the slip lane to slow vehicle speeds on the approach to the conflict point to reduce the likelihood and severity of a crash.
 - There is insufficient room in the intersection to create a larger slip lane island on the northwest corner. The proposal is therefore to remove the slip lane and create a larger waiting space for people wanting to cross. Bringing the left turn lane into the intersection and controlling this through signals, will improve pedestrian safety primarily, and provide a secondary benefit of improving cycle safety for people travelling northbound by bicycle.
- 4.19 Changing the left turn slip lane to a left turn-controlled movement through the signals is unlikely to have a significant effect on the intersection's overall performance. Drivers using Moorhouse Avenue currently experience delay and queueing in the peak hours. Modelling for both the morning and evening peak was undertaken to understand the effects of the left turn lane change (from slip to controlled). The traffic modelling predicts:

Delays and performance

- 4.19.1 In the short term, following the change to the intersection, the movement most affected is the left turn from the Moorhouse Avenue west approach, which will experience an increase in delays of approximately 40 - 45 seconds. This is expected given the nature of the change (i.e. going from a give-way to controlled left turn).
- 4.19.2 Currently the intersection runs a split (lead-lag) right turn phasing. The right turn is tied to the through movement on both approaches on Moorhouse Avenue. There could be a slight reduction in the green time given to the right turn movement in the morning peak, as more time is needed for the opposing left turn into Madras Street.

- 4.19.3 There is a slight increase in the predicted performance of the right turn movement from Moorhouse Avenue into Madras Street with the option in the morning peak period (average of additional 6 seconds). The predicted delay in the evening peak remains broadly similar.

Queuing

- 4.19.4 The signalisation of the left turn from Moorhouse Avenue to Madras Street is expected to increase the queuing along Moorhouse Avenue (i.e., on the west approach to Moorhouse/Madras/Gasson intersection). The queue length effectively doubles in length, however the additional queuing from the change in design of the left turn can be contained within the available storage space between Madras Street and Manchester Street.
- 4.19.5 The traffic modelling shows that the additional queuing as a result of the change is not expected to affect the through movements significantly. The queue lengths for the through movement on the west approach does not change.
- 4.19.6 There will be some adjustments to the signal timing to accommodate the new controlled movement (i.e., left turn from Moorhouse Avenue to Madras Street). There will be a need to reallocate green time between the movements until an equilibrium (i.e. people choosing to change their travel times, choosing alternative routes, and optimisation of the signal timings), is reached, an equilibrium that aims to reduce overall delay. The modelling shows that this process of reaching a new equilibrium can result in more delay to other existing controlled movements.
- 4.19.7 For six months post-implementation, the CCC Real Time Operations team continue to review the best traffic flow optimisation and make adjustments dependent on traffic volumes and time of day (peak am/pm or off-peak) where needed.

Summary

- 4.19.8 In summary, the change is within the intersection's capacity to accommodate without significant delays. The long terms effects of this change to commuter travel times are predicted to be negligible.
- 4.20 As a comparison, the left turn demands from Moorhouse Avenue into Madras Street (2023 count) in the morning (265 left turners) and evening peak (341 left turners) are less those turning into Montreal Street (2021 count) in the morning (451 left turners) and evening (403 left turners) peak period. There is no slip lane for the equivalent left turn movement at Montreal/Moorhouse intersection.
- 4.21 The following related memos/information were circulated to the meeting members:

Date	Subject
31/03/2025	Moorhouse Avenue Pedestrian Safety Improvements (Attachment C)

Options Considered Ngā Kōwhiringa Whaiwhakaaro Barbadoes/Moorhouse/Waltham

- 4.22 The following reasonably practicable options were considered and are assessed in this report:
- 4.22.1 **Option A:** Install a crossing and improve the slip lane crossing (as per previously approved plan).
- 4.22.2 **Option B:** Do Nothing.

Options Descriptions Ngā Kōwhiringa

- 4.23 **Preferred Option:** Option A - Install a crossing and improve the slip lane crossing (as per previously approved plan).

4.23.1 **Option Description:** Introduce a staggered pedestrian crossing on the east side of the intersection, in addition to a priority crossing on the slip lane.

4.23.2 **Option Advantages**

- Provides an additional crossing point for people walking.
- The staggered crossing on the east side of the intersection improves accessibility and safety, particularly for people who are low/blind vision or people who need more time to cross the road.
- Provides priority for people crossing the slip lanes on the south side.

4.23.3 **Option Disadvantages**

- Additional cost to Council.

4.24 **Option B: Do Nothing**

4.24.1 **Option Description:** Make no improvements for people using this intersection.

4.24.2 **Option Advantages**

- No additional costs to Council.

4.24.3 **Option Disadvantages**

- Does not achieve any benefits or improve accessibility for people walking and crossing the road.

Gasson/Madras/Moorhouse

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

4.25.1 **Option A:** Install a crossing on the east side of the intersection, improve the slip lane crossings and remove the slip lane from Moorhouse Avenue into Madras Street.

4.25.2 **Option B:** Install a crossing on the east side of the intersection, improve the slip lane crossings, retain the slip lane from Moorhouse Avenue into Madras Street and provide no additional space for the storage of pedestrians to cope with anticipated demand.

	Option A	Option B
Slip lane into Madras Street from Moorhouse Avenue	Slip lane removed	Slip lane retained
Increases waiting area for groups of people travelling at this intersection together on foot	Increases waiting area	Makes no improvements for the storage of pedestrians to cope with anticipated demand

Options Descriptions Ngā Kōwhiringa

4.26 **Preferred Option:** Introduce a staggered crossing on the east side of the intersection, priority crossings for people at the slip lanes, removal of the left turn slip lane from Moorhouse Avenue into Madras Street.

4.26.1 **Option Description:** Introduce a staggered crossing on the east side of the intersection, priority crossings for people at the slip lanes, removal of the left turn slip lane from Moorhouse Avenue into Madras Street.

4.26.2 **Option Advantages**

- Provides an additional crossing point for people walking.

- The staggered crossing on the east side of the intersection improves accessibility and safety, particularly for people who are low/blind vision or people who need more time to cross the road.
- Changing the design of the northwest corner provides more space for the storage of pedestrians to cope with anticipated demand.
- Provides priority for people crossing the slip lanes on the south side.
- Improves safety for people travelling north by bicycle as the left turn is now a controlled movement.

4.26.3 Option Disadvantages

- Introduces a minor delay and additional queuing. However, the modelling shows that the queuing can be accommodated between Madras Street and the intersection with Manchester Street.

4.27 Option 2 – Option B

4.27.1 **Option Description:** Introduce a staggered crossing on the east side of the intersection, provides priority crossings for people crossing the slip lanes to and from Gasson Street.

4.27.2 Rather than remove the slip lane in the northwest corner, this option would provide a zebra crossing with a platform in the left turn slip lane. This would not address the lack of waiting space issue but would provide priority for people crossing the slip lane. NZTA guidance does not recommend to installing priority crossings without the supporting traffic calming, therefore the platform is proposed to manage speeds at this point. There is a manhole in advance of the crossing location, so the platform would also remove any need for changes to the manhole and pipes that service the manhole.

4.27.3 Option Advantages

- Provides an additional crossing point for people walking.
- The staggered crossing on the east side of the intersection improves accessibility and safety, particularly for people who are low/blind vision or people who need more time to cross the road.
- Provides priority for people crossing the slip lanes.

4.27.4 Option Disadvantages

- Does not provide more space for the storage of pedestrians to cope with anticipated demand. The risk remains that demand exceeds capacity at busy times, increasing the risk of a crash for people crossing.
- Improves safety for people travelling north by bicycle as the left turn is now a controlled movement.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

Barbadoes/Moorhouse/Waltham	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$288k	\$0
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	N/A

Funding Source	Traffic Operations Minor Road Safety Budget.	N/A
Funding Availability	Funding available in the above-named budget.	N/A
Impact on Rates	None	N/A

Gasson/Madras/Moorhouse	Recommended Option	Option 2 – Option B
Cost to Implement	\$990,530	\$899,530
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.
Funding Source	Traffic Operations Minor Road Safety Budget.	Traffic Operations Minor Road Safety Budget.
Funding Availability	Funding available in the above-named budget.	Funding available in the above-named budget.
Impact on Rates	None	None

5.1 The costs are high-level estimates and are not tendered prices.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Accessibility and safety issues have been identified at two large intersections on Moorhouse Avenue. This could be exacerbated when events are held at the Stadium and there are large platoons of people exiting and heading south beyond Moorhouse Avenue. It is proposed to increase the space available for people waiting and crossing the road at the Gasson/Madras/Moorhouse intersection by removing the left turn slip lane.
- 6.2 It is proposed to improve accessibility and safety at other slip lanes by introducing pedestrian priority and traffic calming.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:

Christchurch City Council Traffic and Parking Bylaw 2017

- 6.3.1 Clauses 7 and 8 provides the authority to install parking restrictions by resolution.

Local Government Act 1974

- 6.3.2 Section 319 provides general powers of councils in respects of roads, including the authority to:

- divert or alter the course of any road
- increase or diminish the width of any road subject to and in accordance with the provisions of the district plan, if any, and to the Local Government Act 1974 and any other Act
- determine what part of a road shall be carriageway, and what part a footpath or cycle track only

- 6.3.3 Section 331 provides authority to approve concept plans for forming or upgrading footpath, kerbs and channels.

- 6.3.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

- 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework and Community Outcomes](#). Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing safe crossing points for people who walk and cycle will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.
- 6.4.2 This project is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. Although this project could affect a high number of commuters including pedestrians, vehicles and cyclists, the significance was determined by the nature of the project – being minor safety improvements - with little to no impact on strategic outcomes or Council operations.
- 6.4.3 The recommended option is consistent with the Council's Plans and Policies, in particular:
- LTP Activity Plan - Level of Service target to reduce the number of deaths or serious injuries (DSI) from all crashes by 40% in 2030.
 - The changes made align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
 - The changes made align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.
 - Improving safety on local roads is a priority for the Council.
- 6.4.4 Central City is poised to be one of the bigger growth areas in the city in coming years). The area has been identified as an area of intensification to allow high density residential development within a walkable catchment of Central City. This would lead to an increase in the number of people wanting to walk and cross the road to access local services.

6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY
- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <100 crashes per year
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 625 kilometres (total combined length)
- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction
- Level of Service: 10.5.41 Increase access within 15 minutes to key destination types by walking (to at least four of the five basic services: food shopping, education,

employment, health, and open spaces) - >=49% of residential units with a 15-minute walking access

- Level of Service: 10.5.39 Increase the numbers of people cycling in the central city - >=2,000 cyclists

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Consultation started on 3 April and ran until 21 April 2025.
- 6.8 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk webpage](#) were advertised via:
- An email was sent to 49 key stakeholders, including Environment Canterbury, bus operators, emergency services, neighbouring education facilities – Ara Institute of Canterbury and Catholic Cathedral College, neighbouring businesses and organisations and community advocacy groups.
 - Social media posts on the Council Facebook page and information on Newline.
 - Social media posts targeting Ara's students and staff.
 - Signs on the intersection crossings to target pedestrians.
 - An online news article on Chris Lynch Media.
- 6.9 The [Kōrero mai | Let's Talk webpage](#) had 4027 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.10 Submissions were made by seven recognised organisations, one business and 183 individuals. [All submissions are available on our Kōrero mai webpage.](#)
- Six out of seven organisations were supportive of the changes. These were Waipapa Papanui-Innes-Central and Waihoru Spreydon-Cashmere-Heathcote Community Boards, Ara Institute of Canterbury, Living Streets Aotearoa, Spokes Canterbury and Greater Ōtautahi.
 - Canterbury/West Coast AA District Council were not supportive of the changes.
 - Crester Foundation Limited (business) were not supportive of the changes.

Submitters were asked whether they supported the proposed changes on Gasson/Madras/Moorhouse intersection and Barbadoes/Moorhouse/Waltham intersection.

Barbadoes/Moorhouse/Waltham intersection

- 96 submitters were supportive of the changes, 26 were somewhat supportive of the changes, 65 were not supportive of the changes and 4 didn't know.

Gasson/Madras/Moorhouse intersection

- 90 submitters were supportive of the changes, 28 were somewhat supportive of the changes, 69 were not supportive of the changes and 4 didn't know.

- 6.8 Submitters were asked how often they travelled through the intersections and what their most common method of travel was. Of the 191 submitters, 13 did not provide information that could be analysed. Their preference is shown below:

Barbadoes/Moorhouse/Waltham intersection

- 6.8.1 Submitters who cycle, walk and take the bus were more likely to support the proposal at Barbadoes/Moorhouse/Waltham intersection, regardless of how often they travelled (78%). Slightly more car drivers opposed the proposal (51%). However, this slight

majority was limited to those that drove through the intersection more than once a week.

Do you support the plan for the Moorhouse / Barbadoes / Waltham intersection?				
Frequency and travel type	Yes	No	Somewhat	Don't know
Bicycle	28	2	3	
At least once a day	7	2		
At least once a week	12		3	
At least once a month	8			
Less than once a month	1			
Bus	6	1	1	
At least once a day	3			
At least once a week	2			
At least once a month			1	
Less than once a month	1	1		
Car	33	55	17	2
At least once a day	10	29	7	2
At least once a week	14	23	8	
At least once a month	6	3	2	
Less than once a month	3			
Walking	20	3	4	1
At least once a day	9	1	2	1
At least once a week	8	1	2	
At least once a month		1		
Less than once a month	3			
Scooter	1	1		
At least once a day	1			
At least once a week		1		
Total	88	62	25	3

Gasson/Madras/Moorhouse intersection

6.8.2 Submitters who cycle, walk and take the bus were more likely to support the proposal for the Gasson/Madras/Moorhouse intersection, regardless of how often they travelled (83%). Slightly more car drivers opposed the proposal (54%). However, this majority was limited to those that drove through the intersection more than once a week.

Do you support the plan for the Moorhouse / Madras / Gasson intersection?				
Frequency and travel type	Yes	No	Somewhat	Don't know
Bicycle	28	2	3	
At least once a day	7	2		
At least once a week	12		3	
At least once a month	8			
Less than once a month	1			
Bus	6	1	1	
At least once a day	3			
At least once a week	2			
At least once a month			1	
Less than once a month	1	1		
Car	25	58	21	3
At least once a day	7	30	8	3
At least once a week	10	24	11	
At least once a month	5	4	2	
Less than once a month	3			
Walking	23	3	2	
At least once a day	11	1	1	
At least once a week	9	1	1	
At least once a month		1		
Less than once a month	3			
Scooter		1	1	
At least once a day			1	
At least once a week		1		
Total	82	65	28	3

- 6.9 Age was collected from submitters during the consultation. Answering this question was optional which means the age group totals do not match the total number of submissions. The preference of those who answered is shown below:

Barbadoes/Moorhouse/Waltham intersection

- 6.9.1 Full or partial support for the proposals was generally strongest from submitters aged under 50, and split for those aged over 35.

Do you support the plan for the Moorhouse / Barbadoes / Waltham intersection?				
Age range	Yes	Somewhat	No	Don't know
Under 18 years			2	
18 - 24 years	16	4		
25 - 34 years	28	4	14	1
35 - 49 years	32	8	24	2
50 - 64 years	9	8	17	
65 - 79 years	3	1	4	

Gasson/Madras/Moorhouse intersection

- 6.9.2 Full or partial support for the proposals was generally strongest from submitters aged under 50 years of age and split for those aged over 35.

Do you support the plan for the Moorhouse / Madras / Gasson intersection?				
Age range	Yes	Somewhat	No	Don't know
Under 18 years			2	
18 - 24 years	16	3	1	
25 - 34 years	27	6	13	1
35 - 49 years	29	11	25	1
50 - 64 years	8	7	18	1
65 - 79 years	2	1	5	

6.10 Submitters were asked to elaborate on their preferences. The following themes were identified:

Barbadoes/Moorhouse/Waltham intersection

Supportive

- Specifically supportive of staggered signalised crossing (33)
- Specifically supportive of the speed humps (14)
- Felt the proposal made the intersection safer (12)

Opposed

- Specifically opposed to the speed humps (45)
- Concern that this proposal would be a waste of money (17)

Requests

- Add additional protection for cyclists (10)
- Ensure light phasing allows pedestrians to cross in a single phase (10)

Gasson/Madras/Moorhouse intersection

Supportive

- Specifically supportive of staggered signalised crossing (35)
- Felt the proposal made the intersection safer (26)
- Specifically supportive of the installation of a signalised left turn and removal of slip lane (16)
- Felt the proposal would improve accessibility for vulnerable users (15)
- Specifically supportive of the speed humps (12)

Opposed

- Specifically opposed to the speed humps (55)
- Concern that congestion will increase on Moorhouse Avenue because of the proposal (26)
- Specifically opposed to the installation of the signalised left turn and removal of slip lane (24)
- Concern that this proposal would be a waste of money (23)

Requests

- Add additional protection for cyclists (13)
- Ensure light phasing allows pedestrians to cross in a single phase (11)
- Change all slip lanes to signalised turns (9)

Supplementary information

6.11 Ara Institute of Canterbury ran their own quick poll and provided the results to staff. They received 350 views on their poll and received the following ratings:

- **Barbadoes/Moorhouse/Waltham intersection** – 83% in support, 17% opposed
- **Gasson/Madras/Moorhouse intersection** – 86% in support, 14% opposed

6.11.2 Ara students expressed their appreciation for the improvements to make the area more pedestrian-friendly and were particularly supportive of the new eastern crossings. However, students who cycle, highlighted safety concerns at these intersections and requested more attention to cycle safety improvements.

6.12 A quick poll that was conducted on the Let's Talk webpage to reduce barriers to participate. Participants were asked "Rate our plans to improve pedestrian crossings at these two intersections – 5 stars: I love the plans, 1 star: I don't like the plans". Out of 375 responses, the following ratings were received:

- 5-star ratings - 142
- 4-star ratings - 28
- 3-star ratings - 8
- 2-star ratings - 5
- 1-star ratings - 192

6.13 The decision affects the following wards/Community Board areas:

6.13.1 Waihoru Spreydon-Cashmere-Heathcote.

6.13.2 Waipapa Papanui-Innes-Central.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.14 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.

6.15 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

6.16 The decisions in this report are likely to:

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

6.16.2 Contribute positively to emissions reductions.

6.17 The emission reductions associated with this project have not been estimated.









6.18 Improving the ability for people to walk, cycle, scoot and catch the bus are a key part of the Council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

6.19 Improving safety and making the intersection feel safer would address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

7. Next Steps Ngā Mahinga ā-muri

7.1 If the Council agrees to the recommendations in this report, the next step will be to tender the work and undertake construction.

Attachments Ngā Tāpirihanga

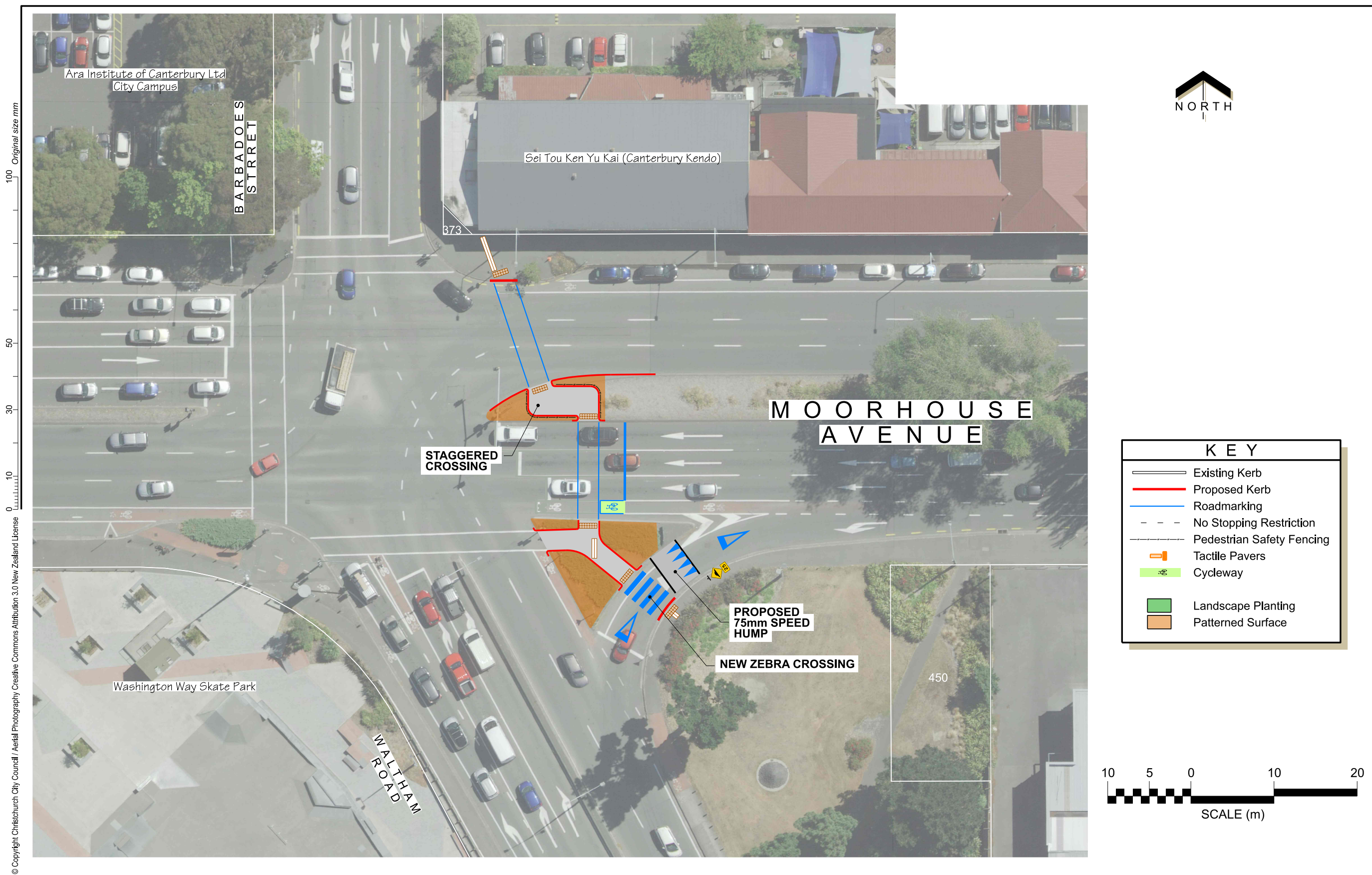
No.	Title	Reference	Page
A  	Barbadoes/Moorhouse/Waltham Intersection - For Approval Plan	25/1044245	22
B  	Gasson/Madras/Moorhouse Intersection - For Approval Plan	25/1044259	23
C  	Memo to Mayor & Councillors - Moorhouse Ave Pedestrian Improvements	25/1082828	24
D  	Gasson/Madras/Moorhouse Intersection - Option B	25/1091400	29

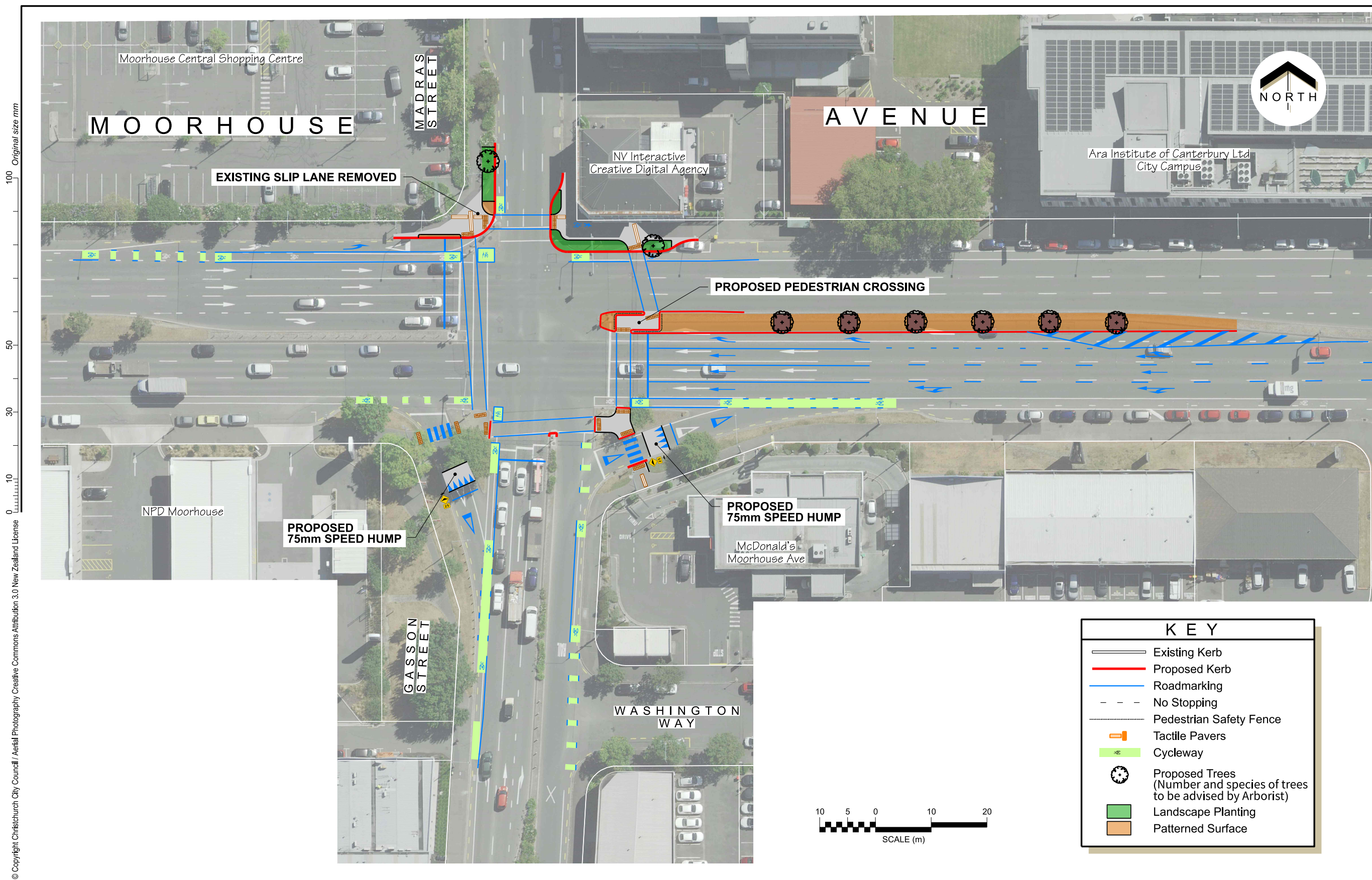
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Kiran Skelton - Engagement Advisor Lachlan Beban - Principal Advisor Transportation Signals
Approved By	Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure





Memo

Date: 31 March 2025
 From: Gemma Dioni – Principal Advisor Transportation
 Kiran Skelton – Engagement Advisor
 To: The Mayor and Councillors
 Waipapa Papanui-Innes-Central Community Board
 Waihoru Spreydon-Cashmere-Heathcote Community Board
 Cc: Executive Leadership Team
 Lynette Ellis – Head of Transport and Waste Management
 Reference: 25/429705

Moorhouse Avenue Pedestrian Safety Improvements

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 To provide the Mayor and Councillors and the Waihoru and Waipapa Community Boards with information around upcoming engagement on two projects on Moorhouse Avenue at the intersections of Madras/Gasson and Barbadoes/Waltham.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 The primary objective of these projects is to improve pedestrian facilities (safety and accessibility) at two intersections on Moorhouse Avenue, particularly due to increased people crossing in these locations due to pedestrian movements generated by Ara and the surrounding businesses, Te Kaha One NZ Stadium and the likelihood of people parking south of Moorhouse Avenue for events and Project 8011 (South-east Neighbourhood).

Moorhouse/Barbadoes/Waltham intersection

- 2.2 To improve pedestrian facilities at Moorhouse/Barbadoes it is proposed to:
 - 2.2.1 Install a staggered crossing on the east side of Moorhouse Avenue. This provides an improved level of service and accessibility for pedestrians wanting to cross Moorhouse Ave on the eastern side of the intersection, where there is currently no facility. The staggered treatment is consistent with improvements that have been made at other intersections on the Four Avenues in recent years. The staggered crossing was originally proposed as part of the AMI Stadium Walkway project in 2010. Consultation was [undertaken](#) and presented to Council in [August 2010](#), the project was approved ([minutes](#)). However, with the 2010/2011 earthquake sequence the remainder of the AMI Stadium Walkway project was put on hold so the crossing was never installed. The intersection was recently had all its traffic signal cabling renewed and was futureproofed for these works.
 - 2.2.2 Install a zebra crossing and speed hump on the slip lane from Moorhouse Avenue into Waltham Road to provide priority to people crossing. A speed hump would be added in advance of the priority crossings on the slip lanes to slow vehicle speeds on the

approach to the conflict point to reduce the likelihood and severity of a crash. There are no further vertical traffic calming devices proposed as part of the works.

Moorhouse/Madras/Gasson intersection

2.3 To improve pedestrian facilities at Moorhouse/Madras/Gasson it is proposed to:

- The current island in the intersection, between the left lane and through lane is too small to hold more than one or two pedestrians wanting to cross the road. Therefore, when events are held locally, there is a safety issue with too many people trying to wait on the island. With the stadium soon to open, pedestrian demand will well exceed available space during events. There is insufficient room in the intersection to create a larger island. Bringing the left turn lane into the intersection and controlling this through signals, will improve pedestrian safety primarily, and provides a secondary benefit of improving cycle safety for people travelling northbound by bicycle.
- Install a staggered crossing on the east side of Moorhouse Avenue. This provides an improved level of service and accessibility for pedestrians wanting to cross Moorhouse Ave on the eastern side of the intersection, where there is currently no facility. The staggered treatment is consistent with improvements that have made at other intersections on the Four Avenues in recent years.
- Installing zebra crossings on the slip lanes on the south side of the intersection. Speed humps would be added in advance of the priority crossings on the slip lanes to slow vehicle speeds on the approach to the conflict point to reduce the likelihood and severity of a crash. There are no further vertical traffic calming devices proposed as part of the works.
- Aside from the two speed humps on the slip lanes, there are no other vertical traffic calming measures proposed as part of this project.

Left turn slip lane removal impact

- 2.4 The change is unlikely to have a significant effect to the intersection's overall performance by changing the left turn slip lane to a left turn controlled movement through the signals. The initial traffic modelling shows the intersection operating within its capacity following the change. In the short term, following the change to the intersection, the movement most effected (i.e., left turn from the west approach) will experience an increase in delays (approximately 40 - 45 seconds for this movement). This is expected given the nature of the change (i.e. going from a give-way to controlled left turn).
- 2.5 However, in time, the traffic flow will reach a new equilibrium (i.e. people choosing to change their travel times, choosing alternative routes, and optimisation of the signal timings), where the initial delays following the change are likely to reduce.
- 2.6 In summary, the change is within the intersection's capacity to accommodate without significant delays. The long terms effects of this change to commuter travel times will be negligible.
- 2.7 Further detailed modelling will be undertaken prior to presenting any decision reports.
- 2.8 Discussions have been held with the Te Kaha Project Team, who have confirmed that all works on Madras Street, that require Traffic Management on Moorhouse Avenue, will be completed by April/May and therefore there will be no overlap with the works.

Proposed engagement approach

- 2.9 Public engagement will commence on 3 April and conclude on 21 April 2025.

- 2.10 Staff will use a range of physical and online engagement tactics to target adjoining businesses, organisations and pedestrians. Commuters and the wider public will be informed using a Newsline article and associated social media.

Approvals

- 2.11 As the intersections are within the Plan A area, the staff report will go direct to Council.

3. Conclusion Whakakapinga

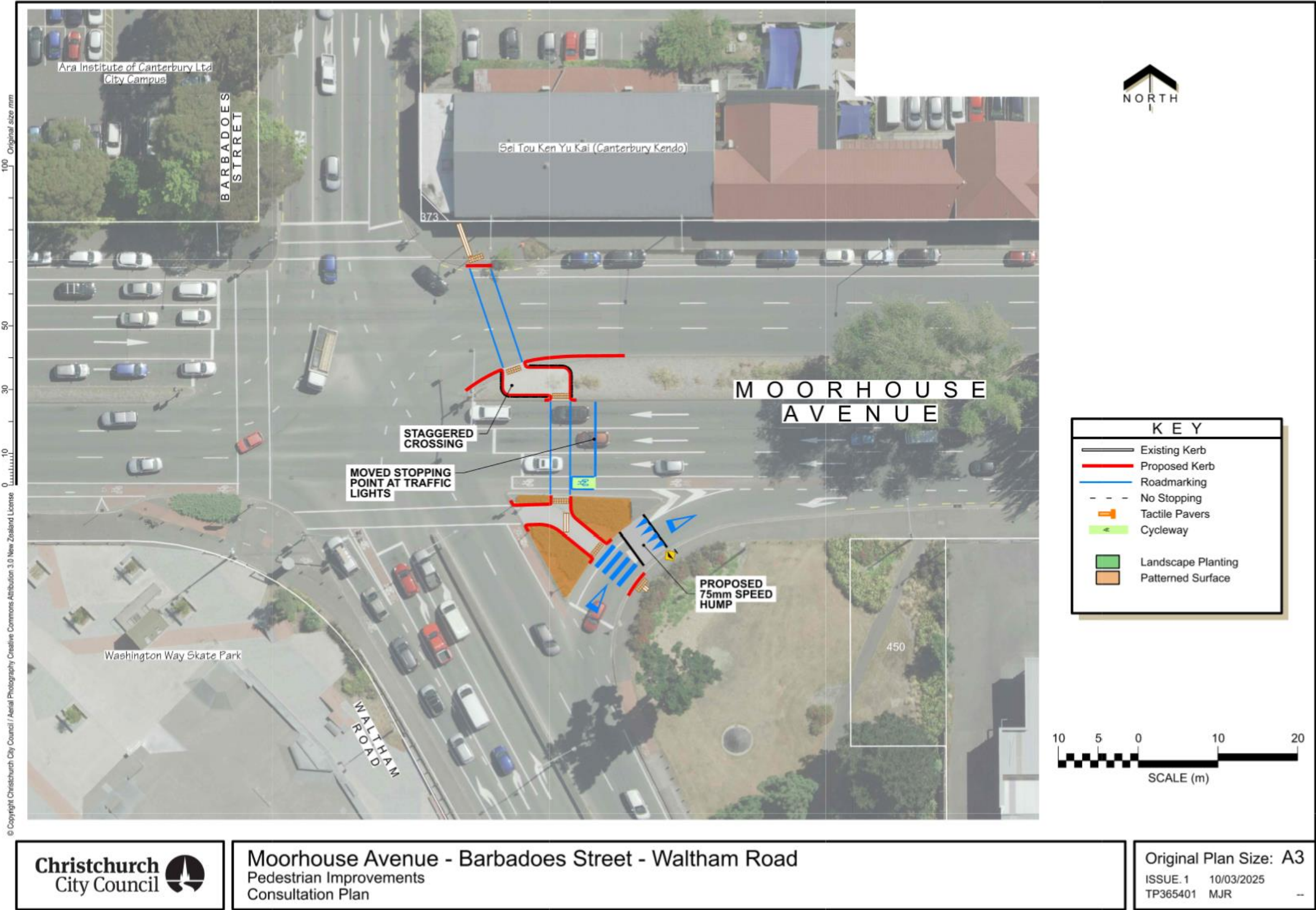
- 3.1 It is proposed to undertake improvements at two intersections on Moorhouse Avenue for people walking and crossing at these locations.

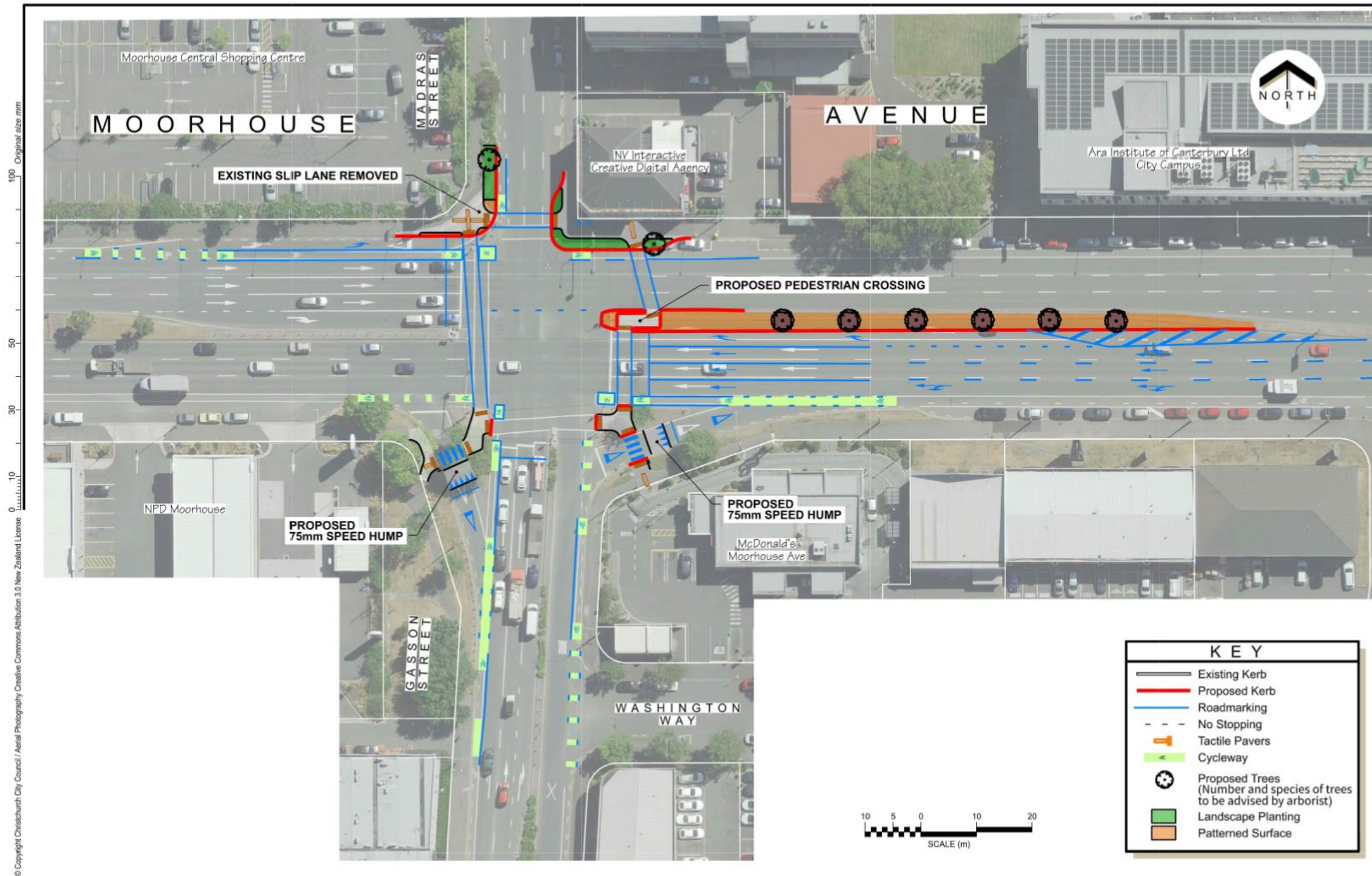
Attachments Ngā Tāpirihanga

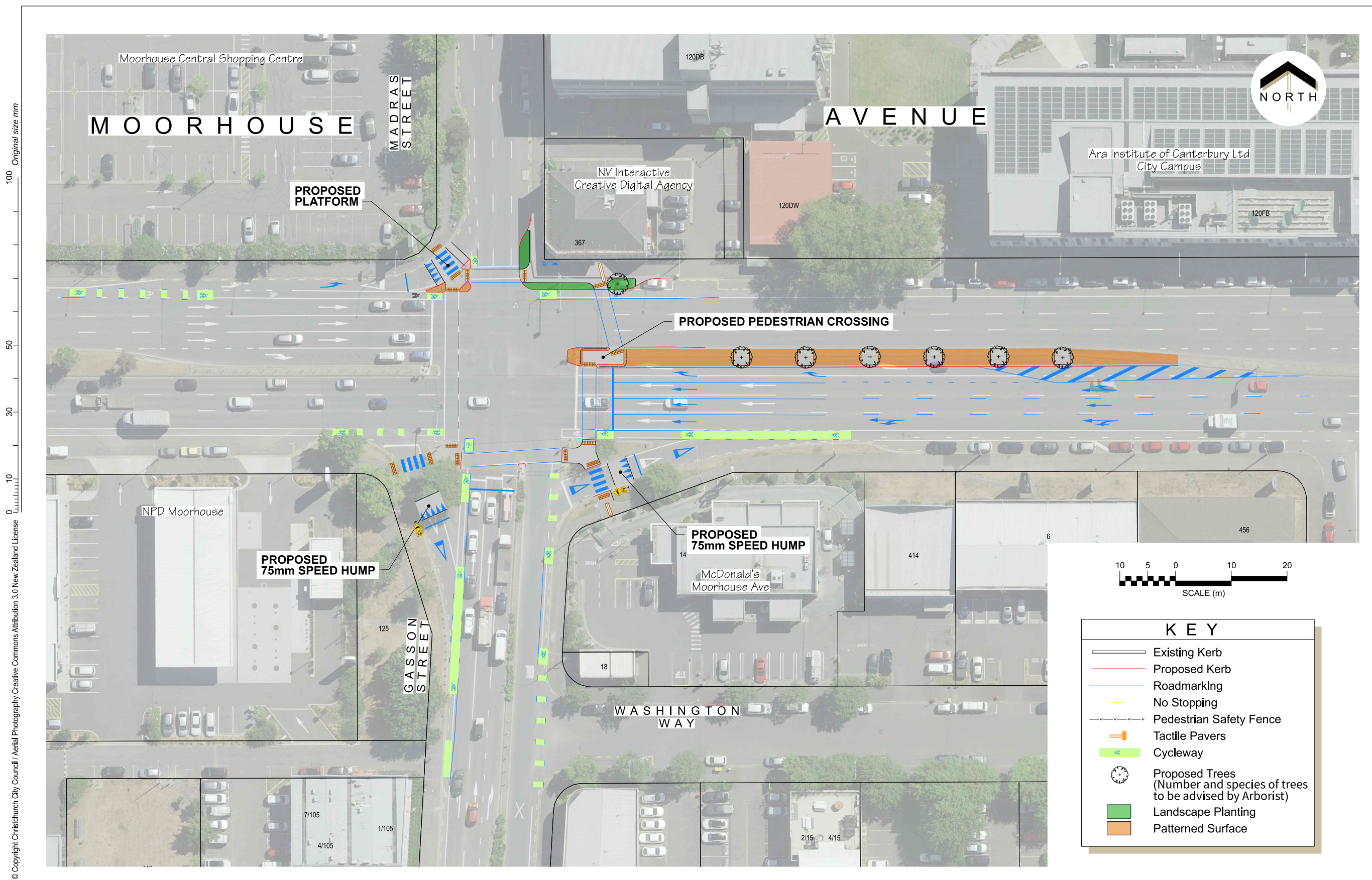
No.	Title	Reference
A	Consultation Plan - Moorhouse/Barbadoes/Waltham	25/464910
B	Consultation Plan - Moorhouse/Madras/Gasson	25/464899

Signatories Ngā Kaiwaitohu

Authors	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Kiran Skelton - Engagement Advisor Emma Hyde - Senior Communications Advisor
Approved By	Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management Brent Smith - Acting General Manager City Infrastructure







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Moorhouse Ave - Gasson St - Madras Street
Option B - Retain slip lane

Original Plan Size: A3
 Drawn: MJR Issue 1 03/06/2025
 Drawing: RD3627S13
 Project:

6. Setting of Speed Limits - Speed limits around schools

Reference Te Tohutoro: 25/667133

Responsible Officer(s) Te Pou Matua: Gemma Dioni – Principal Advisor Transportation
David McCormick – Senior Traffic Engineer
Hannah Ballantyne – Senior Engagement Advisor

Accountable ELT Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to approve variable speed limits outside of all Ōtautahi Christchurch and Te Pātaka o Rākaihautū Banks Peninsula schools, as required by the new Land Transport Rule: Setting of Speed Limits 2024 (Rule).
- 1.2 The report has been written in response to the new Rule, which has changed the requirement for speed limits outside of school gates. To meet the requirements set out under Section 5 of the Rule, the Council is required to set a variable speed limit of 30 km/h outside a school gate for all schools which do not currently have either a permanent speed, or variable speed limit of 30 km/h during School Travel Periods. The proposed extents of variable speed limits are provided in **Attachment A**.
- 1.3 As per Section 5.4 of the Rule, a Road Controlling Authority (RCA) must use reasonable efforts to ensure that all roads under its control have speed limits that comply with Section 5 set by 1 July 2026.
- 1.4 Due to the prescriptive nature of the Rule, there was little opportunity for the community to meaningfully influence the formal decision. However, staff informed all schools of the proposals and invited them to provide any feedback or comment, particularly if the information provided was out-of-date or incorrect.
- 1.5 School Travel Periods can vary across schools. The proposed times have been discussed with all schools, and the times proposed are provided in **Attachment B**. It is recommended that the delegation to approve future changes to the School Travel Periods is provided to the Head of Transport. The alternative is that separate reports will need to be provided to the Council for changes to School Travel Period times which could result in delays to changing the School Travel Period for the school.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Setting of Speed Limits - Speed limits around schools report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. In accordance with the *Land Transport Rule: Setting of Speed Limits 2024*, adopts the Speed Limits around School's Plan, which includes the extents of the speed limit as recommended on the maps in **Attachment A** to this report.
4. Notes that staff will enter the agreed speed limits into the National Speed Limit Register to create land transport records to formally set each speed limit.

5. Approves that these resolutions take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

School Travel Periods

6. Approves the School Travel Periods as provided in **Attachment B** to this report.
7. Delegates to the Head of Transport the authority to approve any future changes to School Travel Periods for schools with a variable speed limit.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The new Land Transport Rule: Setting of Speed Limits 2024 (Rule) has changed the way speed limits are set.
- 3.2 The Rule, which came into force in October 2024, revokes the Land Transport Rule: Setting of Speed Limit 2022 (the 2022 Rule) and introduces a requirement for Road Controlling Authorities (RCAs, such as the Council) to implement variable speed limits of 30 km/h during school travel periods outside all schools. RCA's must use reasonable efforts to complete this by 1 July 2026.
- 3.3 Staff have undertaken site visits and have assessed each school that requires a variable limit. Direct engagement has been undertaken with each school that requires a new variable speed limit to understand their gate locations. All 144 schools were contacted, and the information has informed the plan being recommended.

4. Background/Context Te Horopaki

- 4.1 The Christchurch City Council previously set speed limits using the [Interim Speed Management Plan](#), which was developed in line with clause 12.10 of the 2022 Rule. The Interim Speed Management Plan was approved by Council in July 2023 ([Agenda, Item 17](#)).
- 4.2 Under the 2022 Rule clause 3.6(1), the Council was required to prepare a full Speed Management Plan. The Council was working towards these timeframes and completed engagement with the community on the [Draft Safer Speed Plan](#) in late 2023. The Council resolved in [April 2024](#) to pause the Hearings Panel process as part of the decision making on adopting the Safer Speed Plan, until further guidance on any new Land Transport Rule relating to setting of speed limits was received following the change in Government.
- 4.3 A notice of the draft Land Transport Rule: Setting of Speed Limits 2024 (the draft Rule) was published and circulated to RCAs by the Ministry of Transport Te Manatū Waka on 13 June 2024. Public consultation was completed on the draft Rule, and the Council made a submission on the draft Rule in July 2024. The Rule was published on 28 September 2024 and became operational on 29 October 2024, revoking the 2022 Rule.
- 4.4 The Council were provided initial information regarding the new Rule during an [Information Session/Workshop](#) on 29 October 2024.
- 4.5 The [Interim Speed Management Plan](#) included a proposal for changes to speed limits outside each school in Christchurch that did not have a 30km/h speed limit (either permanent or variable) at the time. New Zealand Transport Agency Waka Kotahi guidance states that speed limit changes in speed management plans (like the Council's Interim Speed Management Plan) which were approved and uploaded to the register, but not in force as of 30 October 2024, can no longer be implemented. To be 'in force' the speed limits must be 'live' with road signs and traffic control devices in place. Where this is not the case, a new speed management

plan or alternative method proposal must be prepared to meet the requirements of the new Rule. This means the Draft Safer Speed Plan can no longer proceed, and the new approach for the Council to set speed limits will be developed in due course.

- 4.6 The Rule requires RCAs to use reasonable efforts to meet deadlines for setting speed limits outside the school gate (by 1 July 2026). All schools in Christchurch are categorised as Category 1 schools and will have 30km/h speed limits as per the Rule.
- 4.7 RCAs must set the variable speed limit of 30 km/h on all roads outside a school gate during school travel periods (both the school gate and travel periods are further defined below).
- 4.8 The Rule defines **outside the school gate**, *in relation to a road, means a section of road immediately adjacent to a gate or other access used by students to enter or leave the school, usually measuring (with any reasonably practicable modifications): 300 metres for a category 1 school. The 300 metres is the total road length, so if a school gate is in the middle, it would cover 150 metres either side of the school gate.*
- 4.9 The Rule defines **School travel periods** with the following parameters (Clause 5.3(2)):
 - There must be a school travel period for the start of the school day and another school travel period for the end of the school day.
 - School travel periods must occur only on days on which the school is open for instruction.
 - School travel periods for the start of the school day:
 - Must not begin any earlier than 45 minutes before the start of the school day; and
 - Must end no later than 45 minutes after the start of the school day.
 - School travel periods for the end of the school day:
 - Must not begin any earlier than 45 minutes before the end of the school day; and
 - Must end no later than 45 minutes after the end of the school day.
- 4.10 It is recommended that the delegation to approve future changes to the School Travel Periods is provided to the Head of Transport. The alternative is that separate reports will need to be provided to Council for changes to School Travel Period times which could result in delays to changing the School Travel Period for the school.

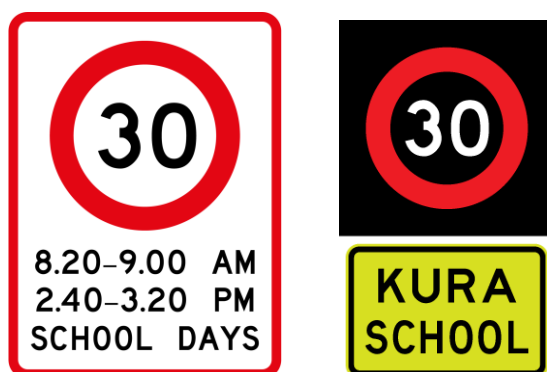
Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.11 The following reasonably practicable options were considered and are assessed in this report:
 - 4.11.1 **30 km/h school variable speed limits** – Installing variable 30 km/h speed limits outside of school gates for schools which do not currently have one, in accordance with Section 5 of the Rule.
- 4.12 The following options were considered but ruled out:
 - 4.12.1 **Do nothing.** As set out above, the national process for setting speed limits has changed, and the Council is required to address school speed limits as per the Rule. If a RCA does not comply with the requirements within the Rule, the Agency has the authority to act as the local RCA in setting the speed on local roads to comply with the rule.

Options Descriptions Ngā Kōwhiringa

- 4.13 **Preferred Option:** 30 km/h school variable speed limits
 - 4.13.1 **Option Description:** As per Section 5 of the Rule, implement a variable speed limit of 30 km/h during school travel periods before 1 July 2026 at schools, which do not currently have a 30km/h permanent or variable limit.
 - 4.13.2 The schools that are the focus of this programme have:

- A permanent speed of 50 km/h or higher outside the school gate; or
 - A current permanent or variable 40 km/h speed limit outside the school gate requiring a variable 30 km/h to comply with the Rule.
- 4.14 The Rule is prescriptive about the length permitted for the variable speed limit, being 300 metres outside of a school gate. This can be altered with engineering judgement, regarding visibility, driveways and other conflicts.
- 4.15 Staff have completed site visits of all schools that are proposed to review a variable speed limit of 30 km/h to confirm the locations of school gates and assess the length of the variable speed limits for each individual School.
- 4.16 As part of the programme, it is proposed to use the following approach in relation to signage:
- On local neighbourhood streets, static variable signs are to be used.
 - On main connector roads, electronic variable signs are to be used. This is because there are typically higher vehicle volumes and speeds on these roads.



Examples of signage to be used (static signage on the left, electronic signage on the right)

Analysis Criteria Ngā Paearu Wetekina

- 4.17 The options have been developed to address the legislative changes introduced in the 2024 Rule. Staff have assessed all the schools requiring variable speed limits against the requirements in the Rule.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Do Nothing
Cost to Implement	\$5.8M	N/A
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	N/A
Funding Source	#80775 Delivery Package - School Speed Zones #80776 Speed Limit Changes #75054 Programme – Speed Management Plan	N/A
Funding Availability	Funding available in the above-named budgets.	N/A
Impact on Rates	None	N/A

- 5.1 The costs are high-level estimates and are not tendered prices.
- 5.2 It costs approximately \$4,000 to install a set of static signs and approximately \$40,000 for a set of electronic signs. Each school gate requires a minimum of two signs, in addition to the signs to advise drivers exiting the school speed limit.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Delays to approvals for speed limits around schools could result in Council not meeting the timeframe requirements that are set out in the Rule. The Land Transport Rule: Setting of Speed Limits 2024 requires the completion of speed limit changes outside schools by 1 July 2026. Approval of this report will enable the Council to meet this requirement.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 The Land Transport Rule: Setting of Speed Limits 2024 requires RCA's (such as the Council) to set speed limits for roads under their control and sets out requirements that must be complied with when setting speed limits.
 - 6.2.2 The Rule requires RCA's to use reasonable efforts to ensure that all roads under its control have speed limits that comply with Section 5 set by 1 July 2026. This report has been produced to allow Council to meet these timeframes.
 - 6.2.3 The decision-making authority for speed limit changes sits with the Council and cannot be delegated to a Committee of Council or other body.
 - 6.2.4 The Rule requires speed limits to be set by creating land transport records and entering those records into the National Speed Limit Register. Once the speed limit is migrated into the Register, the land transport record will become the legal instrument for the speed limits.
 - 6.2.5 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.3 Other Legal Implications:
- 6.3.1 The report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decisions:
- 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework and Community Outcomes](#). Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing safer journeys to school will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.
 - 6.4.2 The decision within this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by every school community in the city being affected, balanced by the local area of changes.
 - 6.4.3 The recommended option is consistent with the Council's Plans and Policies, in particular:
 - LTP Activity Plan - Level of Service target to reduce the number of deaths or serious injuries (DSI) from all crashes by 40% in 2030.
 - Improving safety on local roads is a priority for the Council.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY
- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <100 crashes per year
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=37% of trips undertaken by non-car modes

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Between 1 April and 2 May 2025, staff contacted all 144 schools in Christchurch and Banks Peninsula to get an understanding of their gate locations to assist in the implementation of this Rule. This has informed the plan being recommended.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.8 The decisions do not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.9 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

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the Council agrees to the recommendations in this report, staff will commence with implementation of the required 30 km/h variable speed limits outside of Schools.

Attachments Ngā Tāpirihanga

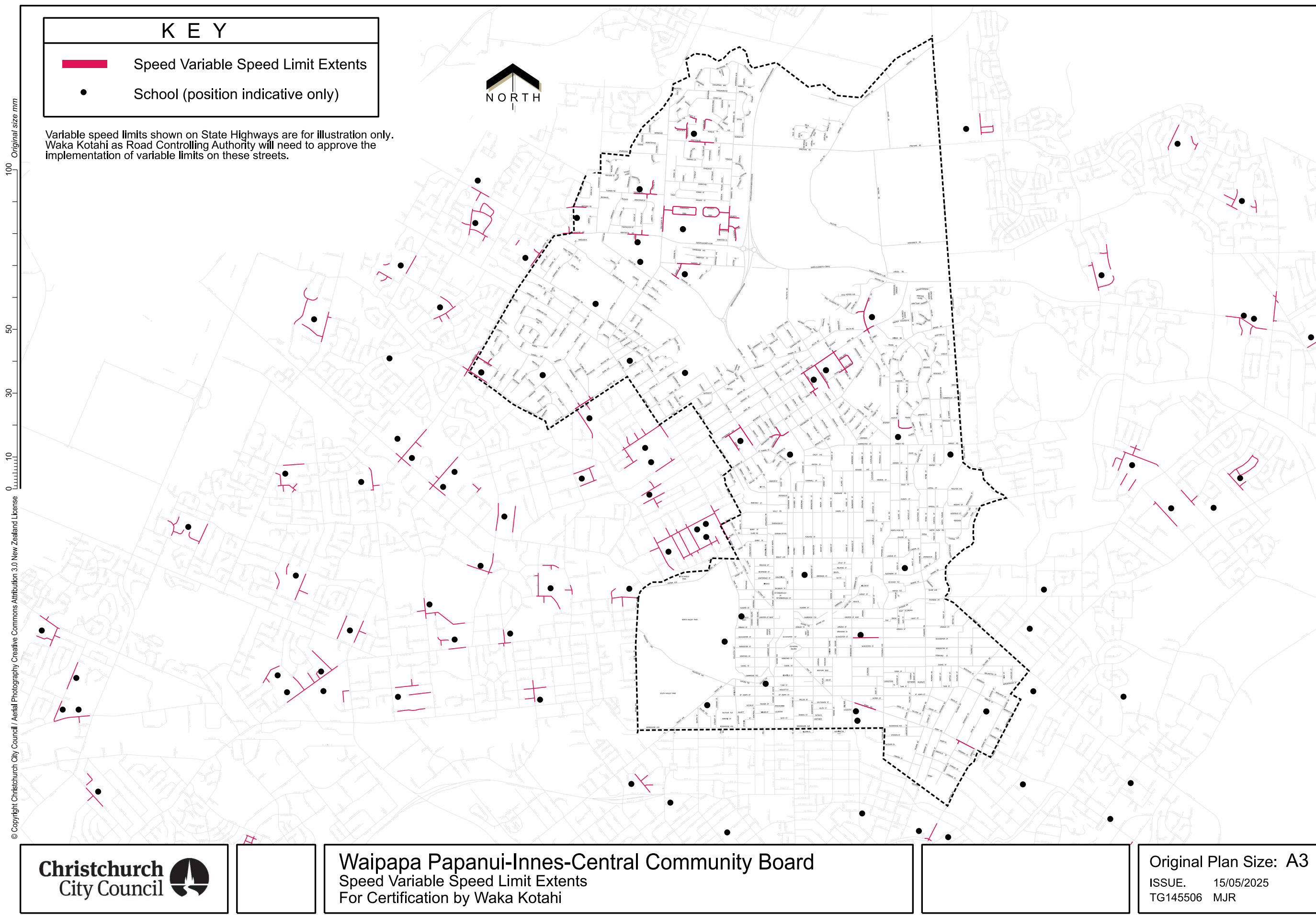
No.	Title	Reference	Page
A 	School Variable Speed Limits by Community Board Area	25/971758	38
B 	School Variable Speed Limits - Operational Times	25/839122	44

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor David McCormick - Senior Traffic Engineer Hannah Ballantyne - Senior Engagement Advisor
Approved By	Stephen Wright - Manager Operations (Transport) Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure



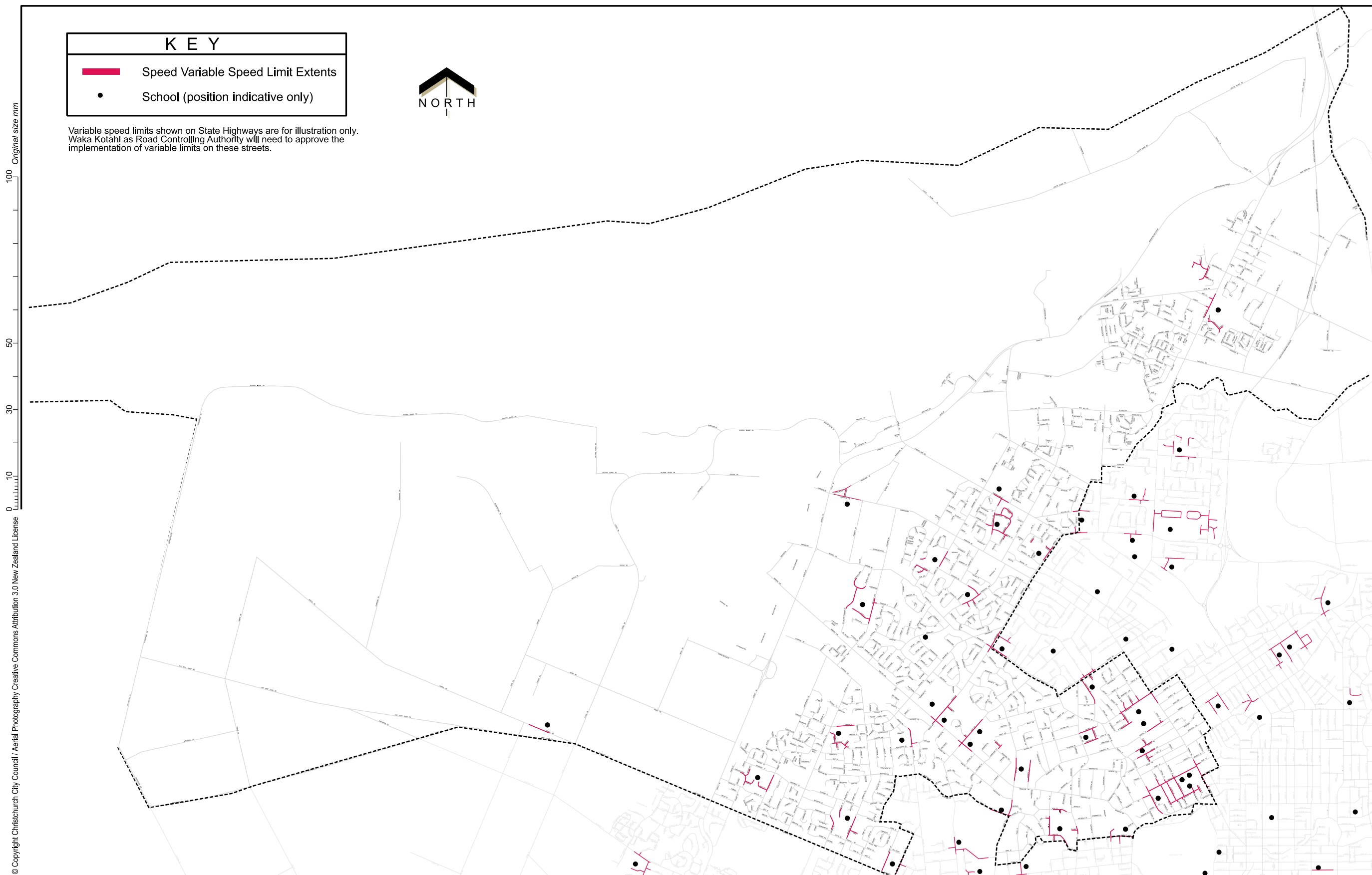
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KEY	
	Speed Variable Speed Limit Extents
	School (position indicative only)

Variable speed limits shown on State Highways are for illustration only. Waka Kotahi as Road Controlling Authority will need to approve the implementation of variable limits on these streets.

		Waitai Coastal-Burwood-Linwood Community Board Speed Variable Speed Limit Extents For Certification by Waka Kotahi		Original Plan Size: A3 ISSUE. 15/05/2025 TG145506 MJR
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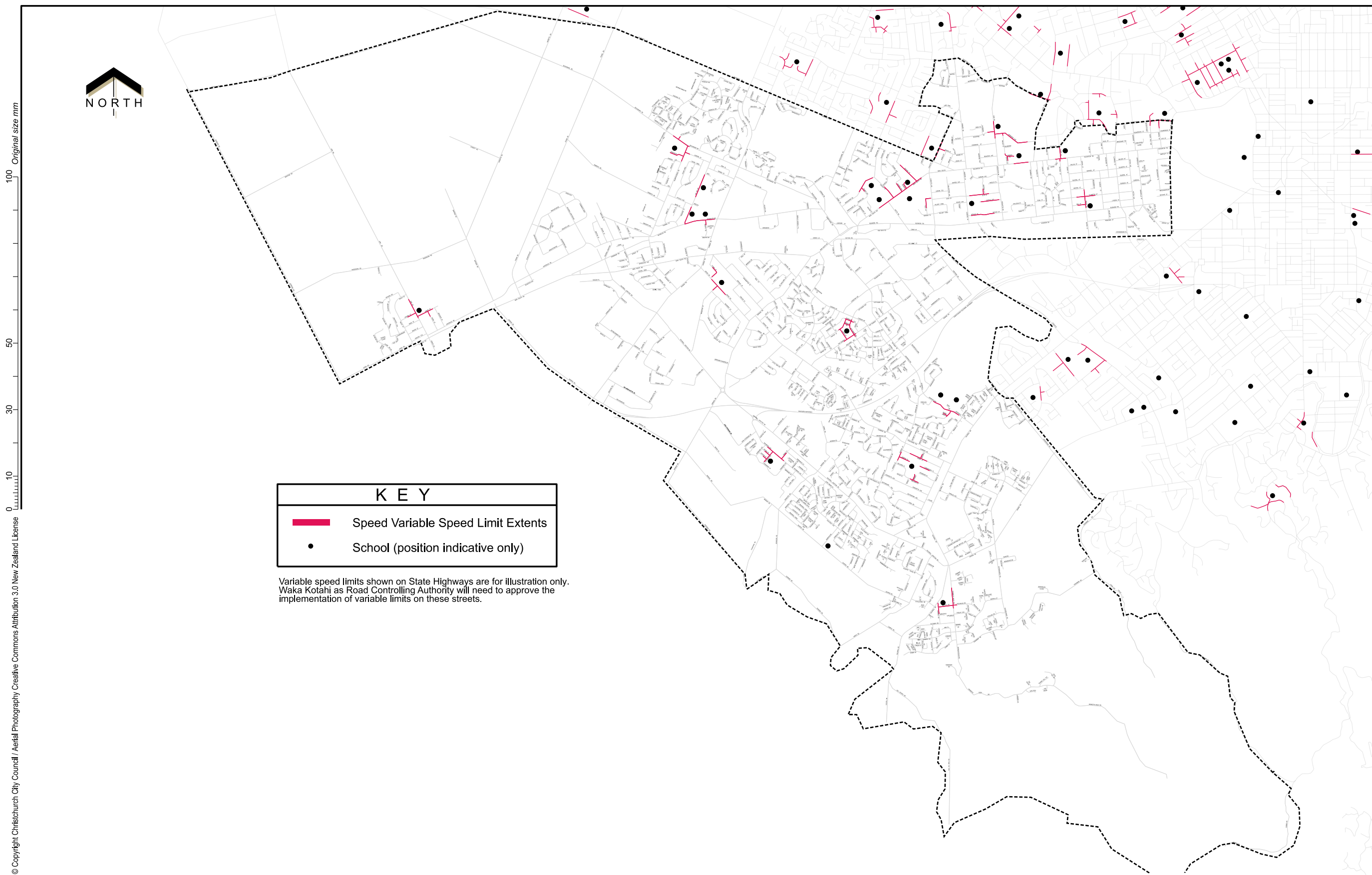
KEY	
—	Speed Variable Speed Limit Extents
•	School (position indicative only)

Variable speed limits shown on State Highways are for illustration only. Waka Kotahi as Road Controlling Authority will need to approve the implementation of variable limits on these streets.



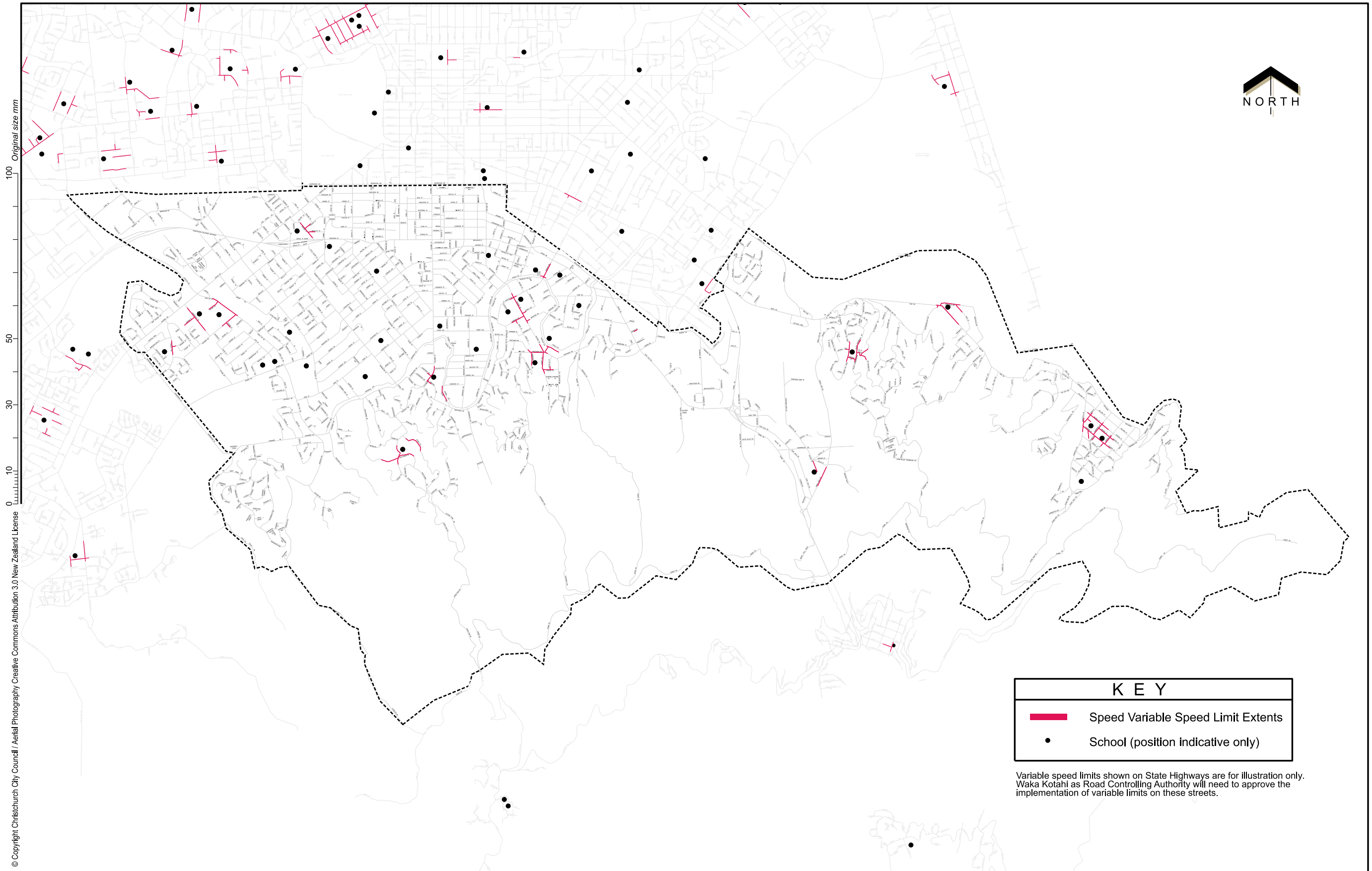
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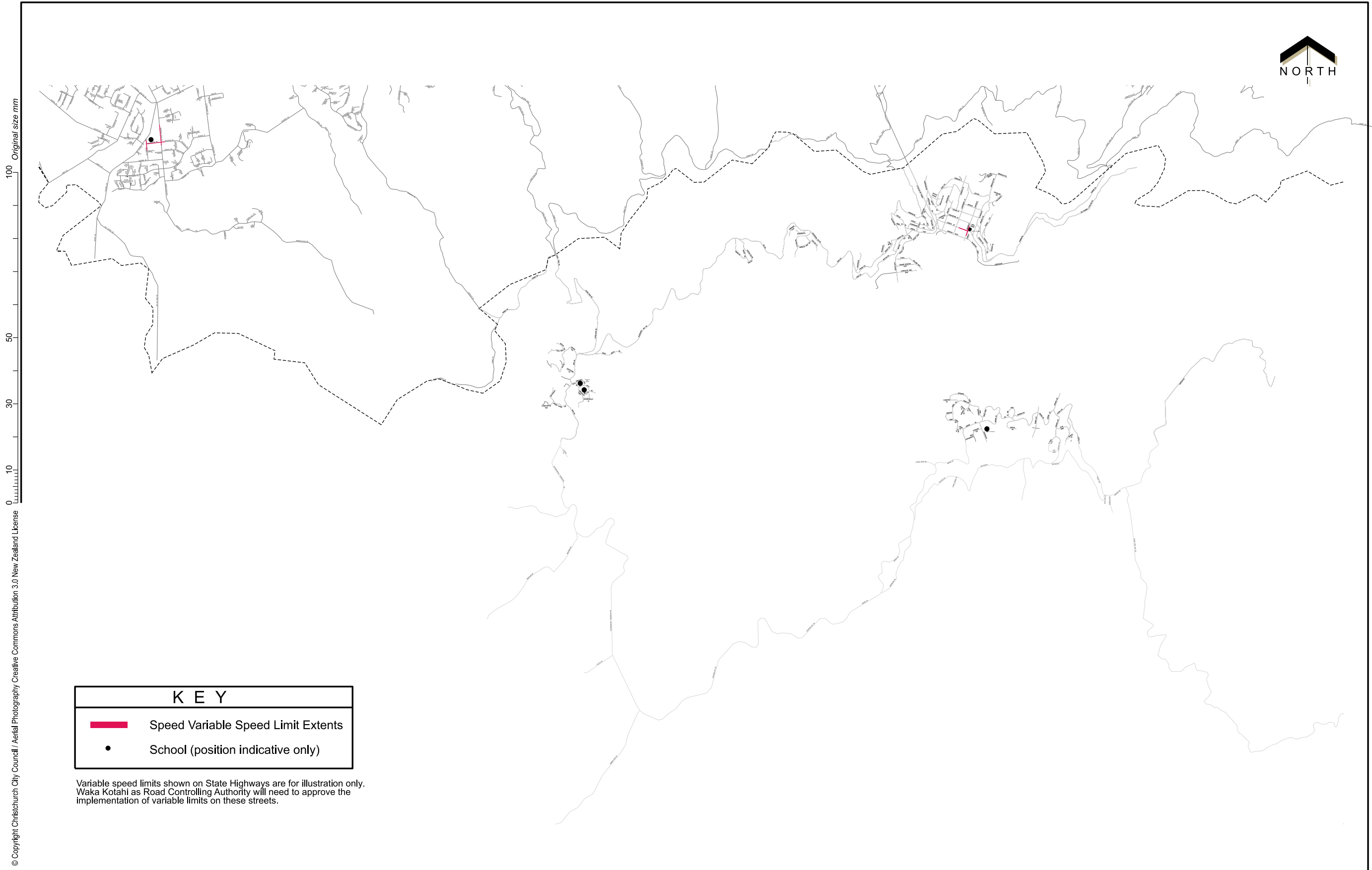
		<p>Waimāero Fendalton-Waimairi-Harewood Community Board Speed Variable Speed Limit Extents For Certification by Waka Kotahi</p>		<p>Original Plan Size: A3 ISSUE. 15/05/2025 TG145506 MJR</p>
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		<p>Waipuna Halswell-Hornby-Riccarton Community Board Speed Variable Speed Limit Extents For Certification by Waka Kotahi</p>		<p>Original Plan Size: A3 ISSUE. 15/05/2025 TG145506 MJR</p>
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Te Pātaka o Rākaihautū Banks Peninsula Community Board
 Speed Variable Speed Limit Extents
 For Certification by Waka Kotahi



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 TG145506 MJR

School Variable Speed Limits – Operational Times

School Name	Operational times of variable signs			
	Start	Finish	Start	Finish
Aidanfield Christian School	8.10am	9.00am	2.50pm	3.20pm
Avonhead School	8.30am	9.10am	2.50pm	3.20pm
Avonside Girls' High School	8.10am	9.10am	2.20pm	3.20pm
Bishopdale School	8.00am	9.15am	2.30pm	3.20pm
Breens Intermediate	8.30am	9.10am	2.50pm	3.20pm
Burnside High School	8.00am	9.00am	2.30pm	3.30pm
Burnside Primary School	8.00am	9.00am	2.30pm	3.30pm
Casebrook Intermediate	8.00am	9.15am	2.30pm	3.20pm
Chisnallwood Intermediate	8.20am	9.00am	2.30pm	3.20pm
Christ the King School	8.00am	9.00am	2.30pm	3.30pm
Christchurch Boys' High School	8.10am	9.30am	2.30pm	3.20pm
Christchurch East School	8.30am	9.10am	2.50pm	3.20pm
Christchurch Girls' High School -Te Kura o Hine Waiora	8.10am	9.00am	2.30pm	3:00pm
Christchurch North College	8.30am	9.10am	2.50pm	3.20pm
Christchurch Rudolf Steiner School	8.30am	9.10am	2.50pm	3.20pm
Cotswold School	8.30am	9.10am	2.50pm	3.20pm
Elmwood Normal School	8.00am	9.00am	2.30pm	3.50pm
Kingslea School - Arahina ki Otautahi	8.30am	9.10am	2.50pm	3.20pm
Emmanuel Christian School	8.30am	9.10am	2.40pm	3:00pm
Fendalton Open Air School	8.30am	9.10am	2.50pm	3.20pm
Ferndale Te Ahu	8.30am	9.10am	2.50pm	3.20pm
Gilberthorpe School	8.30am	9.10am	2.50pm	3.20pm
Haeata Community Campus	8.20am	9.00am	2.30pm	3.20pm
Halswell School	8.10am	9.00am	2.50pm	3.20pm

Harewood School	8.30am	9.10am	2.50pm	3.20pm
Heathcote Valley School	8.10am	9.00am	2.50pm	3.20pm
Heaton Normal Intermediate	8.10am	9.00am	2.50pm	3.20pm
Hillmorton High School	8.40am	9.20am	2.30pm	3.20pm
Hillview Christian School	8.10am	9.00am	3.00pm	3.30pm
Hornby High School	8.10am	9.00am	2.30pm	3.20pm
Hornby Primary School	8.10am	9.00am	2.30pm	3.20pm
Ilam School	8.30am	9.10am	2.50pm	3.20pm
Isleworth School	8.30am	9.10am	2.50pm	3.20pm
Kirkwood Intermediate	8.20am	9.00am	2.50pm	3.20pm
Knight Stream School	8.30am	9.10am	2.40pm	3.20pm
Linwood Avenue School	8.30am	9.10am	2.50pm	3.20pm
Lyttelton Primary School	8.30am	9.10am	2.50pm	3.20pm
Mairehau High School	8.10am	9.00am	2.20pm	3.20pm
Mairehau Primary School	8.10am	9.00am	2.20pm	3.20pm
Marian College	8.00am	9.15am	2.30pm	3.20pm
Marshland School	8.30am	9.10am	2.50pm	3.20pm
Mastery Schools New Zealand – Arapaki	8.10am	9.00am	3.10pm	4.00pm
Medbury Preparatory School	8.30am	9.10am	2.50pm	3.40pm
Merrin School	8.30am	9.10am	2.50pm	3.20pm
Middleton Grange School	8.10am	9.20am	3.00pm	3.40pm
Mt Pleasant School	8.30am	9.10am	2.50pm	3.20pm
New Brighton Catholic School	8.10am	9.00am	2.40pm	3:00pm
Ngutuawa School	8.30am	9.10am	2.40pm	3:00pm
Nova Montessori School	8.10am	9.00am	2.50pm	3.20pm
Oaklands Te Kura o Ōwaka	8.30am	9.10am	2.50pm	3.20pm
Our Lady of Victories	8.10am	9.00am	2.20pm	3.20pm
Our Lady Star of the Sea School	8.30am	9.10am	2.50pm	3.20pm

Ouruhia Model School	8.30am	9:10am	2.50pm	3.20pm
Papanui Primary School	8.00am	9.15am	2.30pm	3.20pm
Parkview Pārua	8.30am	9:10am	2.40pm	3:00pm
Pitau-Allenvale	8.10am	9.00am	2.30pm	3:00pm
Pūtahi - Belfast School	8.30am	9:10am	2.50pm	3.20pm
Pūtahi Uru - Belfast West School	8.30am	9:10am	2.50pm	3.20pm
Queenspark Te Hua Mānuka	8.30am	9:10am	2.50pm	3.20pm
Rangi Ruru Girls' School	8.00am	9.00am	2.30pm	3.50pm
Rāwhiti School	8.10am	9.10am	2.20pm	3.20pm
Redwood School	8.30am	9:10am	2.50pm	3.20pm
Riccarton High School	8.10am	9.00am	2.20pm	3.20pm
Russley School	8.30am	9:10am	2.50pm	3.20pm
Sacred Heart School	8.30am	9.10am	2.50pm	3.20pm
Saint Thomas of Canterbury College	8.10am	9.00am	2.20pm	3.20pm
Selwyn House School	8.00am	9.00am	2.30pm	3.50pm
Shirley Boys' High School - Ngā Tama o Ōruapaeroa	8.10am	9.10am	2.20pm	3.20pm
Shirley Primary School	8.30am	9.10am	2.40pm	3.20pm
South Hornby School	8.30am	9.10am	2.40pm	3.20pm
South New Brighton School	8.30am	9:10am	2.50pm	3.20pm
Spreydon School	8.40am	9.20am	2.30pm	3.20pm
St Albans Catholic School	8.30am	9.10am	2.50pm	3.20pm
St Albans School	8.30am	9.10am	2.50pm	3.20pm
St Andrews College	8.00am	9.00am	2.30pm	3.40pm
St Bedes College	8.00am	9.15am	2.30pm	3.20pm
St Bernadette's School	8.30am	9:10am	2.50pm	3.20pm
St Francis of Assisi School	8.10am	9.00am	2.20pm	3.20pm
St James School	8.30am	9.10am	2.50pm	3.20pm

St Margaret's College	8.00am	9.00am	2.30pm	3.50pm
St Martins School	8.30am	9:10am	2.50pm	3.20pm
St Mary's School	8.30am	9.10am	2.50pm	3.20pm
St Patrick's School	8.30am	9:10am	2.50pm	3.20pm
St Teresa's School	8.20am	9.00am	2.50pm	3.20pm
Sumner School	8.30am	9.10am	2.50pm	3.20pm
Te Ara Maurea Roydvale School	8.30am	9:10am	2.50pm	3.20pm
Te Aratai College	8.10am	9.00am	2.30pm	3.20pm
Te Kāpehu Riccarton School	8.10am	9.00am	2.20pm	3.20pm
Te Kōmanawa Rowley School	8.30am	9:10am	2.50pm	3.20pm
Te Kura o Huriawa Thorrington	8.30am	9:10am	2.50pm	3.20pm
Te Kura o Matarangi - Northcote School	8.30am	9:10am	2.40pm	3.20pm
Te Raekura Redcliffs School	8.30am	9.10am	2.50pm	3.20pm
Templeton School	8.30am	9:10am	2.50pm	3.20pm
Villa Maria College	8.10am	9.00am	2.20pm	3.20pm
Waimairi School	8.30am	9:10am	2.50pm	3.20pm
Wairakei School	8.30am	9:10am	2.50pm	3.20pm
Wairapa Cobham Intermediate School	8.00am	9.00am	2.30pm	3.30pm
Waitakiri Primary School	8.30am	9.10am	2.50pm	3.20pm
Westburn School	8.30am	9:10am	2.50pm	3.20pm
Wharenui School	8.30am	9:10am	2.50pm	3.20pm
Wigram School	8.30am	9:10am	2.50pm	3.20pm
Yaldhurst School – Tōtara Tūkaha	8.30am	9.10am	2.50pm	3.20pm

7. Tsunami Alerting System Review

Reference Te Tohutoro: 24/494502

Responsible Officer(s) Te Rachel Hunt, Community Resilience Coordinator

Pou Matua: Brenden Winder, Manager Civil Defence & Emergency Management

Accountable ELT

Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider the recommendations from a review of the Council's tsunami alerting system and to agree to changes to the tsunami siren network.
- 1.2 The report is staff generated following a review into the Council's tsunami warning system and resulting recommendations that reflect best practice (**Attachment A**).

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Tsunami Alerting System Review Report.
2. Notes that the decision in this report is assessed as low-medium level significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Notes that, on 5 May 2025, the Director of the National Emergency Management Agency (NEMA) provided guidelines on a changed tsunami evacuation zone which must be conformed to by 1 July 2031.
4. Notes that a multi-modal approach with Emergency Mobile Alerts (EMAs) as the primary tsunami alerting method is consistent with New Zealand and international best practice.
5. Agrees to rationalising and updating the tsunami warning siren network for use as a secondary tsunami alerting system by:
 - a. Installing new and updated sirens in vulnerable areas within the updated tsunami evacuation zone, where there is limited cell phone coverage and/or there are likely to be larger numbers of people with limited access to cell phones at the time of an alert.
 - b. Removing the existing 45 sirens which are installed from Brooklands to Taylors Mistake.
6. Revokes the decision made at its meeting on 12 August 2021 (Item 20, *Tsunami Warning System as an alerting tool*, Resolution 1) as it does not align with the recommended option:

Agrees, in principle, to extend the Tsunami Warning System to reflect the updated tsunami evacuation zones (updated 2019/2020) noting that funding has been approved as part of the adopted 2021/31 Long Term Plan.
7. Notes that these changes to the tsunami alerting system will be integrated into the project implementing new tsunami evacuation zones, accompanied by the installation of signage and increased community education and resilience building programmes.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Multi-modal emergency alerting systems use primary notification methods that are reinforced by a number of secondary notification methods. Primary and secondary alerting methods are continually reinforced by proactive public education, signage, evacuation planning and community preparedness and resilience initiatives. Utilising numerous methods provides more thorough warning communication, giving a clear message to on the actions to take, allowing communities to respond earlier and prevent loss of life.
- 3.2 The Council currently uses Emergency Mobile Alerts (EMAs - alerts sent directly to compatible mobile phones, using the National Warning System protocols) and sirens as its primary methods; and television, radio, websites and social media as secondary methods.
- 3.3 A Council decision on 12 August 2021, based on information available at the time, required additional tsunami warning sirens be installed in Christchurch and Banks Peninsula to align with the tsunami evacuation zones (which have subsequently been updated again). The initiation of this project prompted a review of the Council's approach to tsunami alerting systems as it was identified that the Council's current tsunami siren network was potentially not fit-for-purpose.
- 3.4 The review concluded that the current alerting system would benefit from simplification. The Council's current use of sirens as a primary alerting method is inconsistent with best practice standards, particularly for local source tsunamis, which, due to the short time from generation to impact are a highly consequential threat.
- 3.5 The recommendation of the review and the preferred option in this report is that:
 - The Council focus on the primary aim of preventing loss of life from the highly consequential threat of tsunami
 - The Council move from a fragile, unreliable, over-complicated and inconsistent alerting system to a straightforward and effective alerting system with EMAs as the primary alerting method
 - Emergency services, television, radio, websites, social media and a number of strategically positioned sirens, be used as secondary tsunami alerting methods
 - All of the recommended changes to tsunami alerting systems be supported by increased community education and resilience building programmes and signage.

4. Background/Context Te Horopaki

- 4.1 Tsunami, whilst unlikely to occur, is potentially Christchurch and Banks Peninsula's most consequential emergency management risk. Particularly local source tsunami which could inundate the evacuation zones of Christchurch and Banks Peninsula in less than 60 minutes.
- 4.2 In the instance of a tsunami, the Council's top priority is preventing loss of life. Critical to this outcome is a straightforward and effective alerting system giving a clear message to evacuate.

Tsunami evacuation zones

- 4.3 Tsunami evacuation zones are areas that may need to be evacuated if there is a long or strong earthquake or if there is an official tsunami warning. The Council's website provides [information and an interactive map](#).
- 4.4 On 12 August 2021, based on information available at the time, the Council agreed, in principle, to extend the Tsunami Warning System to reflect the 2019/2020 tsunami evacuation zones, which extended 20% more inland compared to the previous update in 2017. This

proposed expanding the extent of the siren network into Banks Peninsula and to other at-risk areas.

- 4.5 On 5 May 2025, the Director of the National Emergency Management Agency (NEMA) provided guidelines on a changed tsunami evacuation zone which must be conformed to by 1 July 2031. The Council, working with the Canterbury Civil Defence and Emergency Management Group are currently planning to implement this from July 2026. This was detailed in a memo to Councillors dated 6 May 2025 and is attached to this report as **Attachment B**.
- 4.6 The implementation of new tsunami evacuation zones will be accompanied by extensive public information, the installation of signage and community resilience building initiatives, an increasing number of which, will be community-led.
- 4.7 Tsunami messaging will form part of a wider messaging framework that includes risks, changes and challenges arising from identifying inundation zones in the District Plan and the Coastal Hazards Adaptation Programme; many of which will affect the same coastal communities. This is necessary to ensure messaging is effective and minimises distress particularly in coastal communities who are still managing several other risks and issues.
- 4.8 No decision has yet been made regarding the geographic area of focus for the next round of Coastal Hazards Adaptation Planning. However, options are currently being tested with elected members through workshops with the Coastal Hazards Working Group, and scheduled discussions with the Community Boards with coastal wards before a Council decision in late 2025/early 2026.

Multi-modal tsunami alerting system

- 4.9 The purpose of the tsunami alerting system is to provide an early warning to residents living, working or using the beaches for recreation purposes along coastal Christchurch to evacuate safely from the area due to a national tsunami warning being issued.
- 4.10 When receiving and reacting to warnings, communities experience a seven-step process, which is influenced by the agencies issuing the warning and the methods used to communicate.¹ These steps are: hearing; understanding; believing; personalising; deciding; responding; and confirming.
- 4.11 Multi-modal emergency alerting systems use primary notification methods that are reinforced by a number of secondary notification methods. Primary and secondary alerting methods are continually reenforced by proactive public education, signage, evacuation planning and community preparedness and resilience initiatives. Utilising numerous methods provides more thorough warning communication, giving a clear message on the actions to take, allowing communities to respond earlier and prevent loss of life.
- 4.12 Emergency Mobile Alerts (EMAs - alerts sent directly to compatible mobile phones, using the National Warning System protocols) are used across New Zealand as the primary alerting method as there is sufficient network coverage and confidence in the EMA system, for example:
 - Approximately 97% of inhabited areas in New Zealand have sufficient network coverage to receive EMAs. More specifically, Spark claims 98%, One NZ claims 99% and 2 degrees claims 98.5% of the network coverage.
 - Each year approximately 90% of New Zealanders successfully receive the test EMA alert or are near someone else who receives the alert.
 - 75% of New Zealanders believe EMAs to be an effective alerting method in emergencies.

¹ Mileti and Sorensen, 1990

- Development of the capability of Low Earth Orbit (LEO) satellite connectivity for issuing EMAs will allow for the alerts to be received through mobile or satellite coverage.

4.13 The Council currently runs a multi-modal approach based on:

4.13.1 Primary alerting methods:

- Emergency Mobile Alerts (EMAs) - full risk area coverage
- Sirens - partial risk area coverage - 45 sirens installed from Brooklands to Taylors Mistake (there are currently no sirens in Banks Peninsula). The sirens are tested each year at 11am on the Sundays when Daylight Saving starts and ends.

4.13.2 Secondary alerting methods:

- Television - full risk area coverage
- Radio - full risk area coverage
- Websites - full risk area coverage
- Social media - full risk area coverage

Proposal to rationalise the tsunami siren network

- 4.14 After initiating the project in 2021 to expand the tsunami siren network, it quickly and conclusively became apparent that the reliance on sirens as a primary alerting method was not optimal and did not reflect current best practice. The project was put on hold and a wider piece of research was undertaken to identify options for the future of tsunami alerting in Christchurch and Banks Peninsula (**Attachment A**).
- 4.15 For this review of the Council's tsunami alerting system, staff engaged with industry experts, partner agencies and government to assess the current alerting methods as well as looking at future methods and making recommendations.
- 4.16 The review recommends that:
- 4.16.1 The project to update the siren network does not proceed
- 4.16.2 The Council changes its approach to tsunami alerts as the Council's current use of sirens as a primary alerting method is inconsistent with New Zealand and international best practice, particularly for local source tsunamis, which, due to the short time from generation to impact are a highly consequential threat
- 4.16.3 The Council engages in a substantial community education and resilience-building initiative to inform communities and build resilience by developing capacity in at-risk communities to act quickly in the event of tsunami threat.
- 4.17 The current siren array in Christchurch is only suited to be utilised in a distant source tsunami that will take longer than three hours to arrive. The sirens will reach the end of their lifecycle between 2027/30. Additionally, resupply and maintenance services are no longer available from the current contractor, an alternative contractor would therefore be required.
- 4.18 Under this proposal, the Council will continue with a multi-modal approach, with EMAs as the primary alerting method, with a small number of strategically positioned sirens being used as secondary alerting methods. Emergency services, television, radio, websites, and social media will continue to be used as secondary alerting methods.
- 4.19 As a secondary alerting method, it is proposed that the Council removes the existing array of sirens and installs new and updated sirens in vulnerable areas positioned within the updated evacuation zone where there is limited cell phone coverage and/or there are likely to be larger numbers of people with limited access to cell phones at the time of an alert. If the Council

agrees to the proposal, it will need to revoke the previous decision from 2021 that resolved to extend the siren network.

- 4.20 The expected locations and number of sirens will be confirmed by detailed modelling and an expert risk analysis but is expected to be in the range of four to six. The locations will be consulted on at an appropriate time.
- 4.21 Sirens are no longer considered to be suitable as a primary tsunami alerting method as they can cause confusion and delay communities responding effectively. This is because:
- Warnings from sirens can be mistaken for different hazards due to the use of multi-purpose sirens (e.g. rural fire sirens)
 - Sirens can create a false sense of security, with communities waiting for official warnings that may not be issued in time during local and some regional source tsunami events
 - Sirens can distract from public education messages around responding to natural tsunami warning signs, with the public instead waiting for official warnings to be issued
 - Limited information on the tsunami hazard is provided in siren warnings, requiring the public to seek further information before evacuating
 - Damage can be sustained, or power can be cut to sirens during locally generated earthquakes, making sirens inoperable
 - Sirens may be inaudible in windy conditions, especially prevailing easterly winds
 - NEMA, GNS Science, and New Zealand's Tsunami Working Group do not support the use of sirens for local source tsunami hazards, a highly consequential tsunami threat for Christchurch and Banks Peninsula.
 - Sirens are established on aging technology and infrastructure known as the Supervisory Control and Data Acquisition (SCADA) network. The SCADA network trigger for the tsunami siren array cannot be operated locally and relies on a contractor in Auckland to operate (human error was the cause of the [failure of the siren test](#) on 6 April 2025).
- 4.22 The following related memos/information were circulated to the members of the meeting:

Date	Subject
6 July 2023	Memo - Tsunami Warning System Update, July 2023 (Attachment C)
6 May 2025	Memo – Tsunami evacuation zone changes (Attachment B)
27 June 2024	Waitai Board Briefing June 2024
1 April 2024	Council Briefing April 2025
Apr- May 2025	Waitai, Banks Peninsula and Waihoru Board Briefings April – May 2025

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.23 The following reasonably practicable options were considered and assessed:
- **Option 1: Rationalise and update the siren network (preferred option)**
 - **Option 2: Decommission the siren network**
 - **Option 3: Replace the current network with new sirens and expand the network to cover tsunami evacuation zones in Christchurch and Banks Peninsula.**
- 4.24 All options will be supported with community education and resilience-building programmes and signage.
- 4.25 The option of replacing the existing siren network only was considered but not progressed – The existing sirens need to be upgraded because of the ageing technology, but replacing the existing sirens only would be expensive and not be a fit-for-purpose alerting method. The

locations of the current network of 45 sirens from Brooklands to Taylors Mistake does not effectively cover the updated tsunami evacuation zone, and there are areas of Christchurch City and Banks Peninsula within the evacuation zone that have no siren network at all.

Options Descriptions Ngā Kōwhiringa

4.26 Preferred Option: Option 1: Rationalise and update the siren network

4.26.1 Option Description: under this option, the Council would shift away from using sirens as a primary alerting method (but retaining a multi-modal approach with EMAs as the primary method). The Council would continue to use sirens as a secondary alerting method but would remove the existing network and install new sirens with updated technology in vulnerable areas where there is limited cell phone coverage and/or there are likely to be larger numbers of people with limited access to cell phones at the time of an alert. The locations will be determined following a risk analysis within the new tsunami evacuation zone, public consultation and a future decision by the Council.

4.26.2 Option Advantages

- The use of EMAs as the primary alerting method is in line with national consistency and international best practice for tsunami alerting.
- The community will get clear messages through the EMAs as well as through the secondary alerting methods to process and act on, sooner and more effectively therefore preventing loss of life in the event of a tsunami
- Does not rely on sirens as a primary alerting method, which are prone to damage and failure in earthquakes, which are the main cause of local source tsunami
- A smaller number of strategically placed sirens will ensure that vulnerable communities where there is limited cell phone coverage, and/or there are likely to be larger numbers of people with limited access to cell phones at the time of an alert, will still have sirens as a method of tsunami alerting
- Lower costs to the Council as EMAs have no cost and a reduced number of sirens would be cheaper to maintain and replace at end-of-life
- Work can begin immediately and be included in the implementation of new tsunami evacuation zones and the Council's wider coastal hazards messaging framework.

4.26.3 Option Disadvantages

- Communities near to existing sirens or anticipating new sirens may feel a layer of perceived protection has been removed and/or they have lost something they would have otherwise received.

4.27 Option 2: Decommission the siren network

4.27.1 Option Description: under this option, the Council would remove the existing siren network and have no tsunami sirens in Christchurch. The tsunami alerting system would use EMAs as the primary alerting method, and the secondary alerting methods would include television, radio, websites, and social media.

4.27.2 Option Advantages

- The use of EMAs as the primary alerting method is in line with national consistency and international best practice for tsunami alerting.
- The community will get clear messages through the EMAs as well as through the secondary alerting methods to process and act on, sooner and more effectively therefore preventing loss of life in the event of a tsunami

- Does not rely on sirens as a primary alerting method, which are prone to damage and failure in earthquakes, which are the main cause of local source tsunami

4.27.3 Option Disadvantages

- There are a small number of areas within Christchurch and Banks Peninsula with limited cell phone coverage and/or there are likely to be larger numbers of people with limited access to cell phones at the time of an alert.
- Communities near to existing sirens or anticipating new sirens may feel a layer of perceived protection has been removed and/or they have lost something they would have otherwise received.

4.28 Option 3: Replace the current network with new sirens and expand the network to cover tsunami evacuation zones in Christchurch and Banks Peninsula

4.28.1 Option Description: Under this option, the Council would retain an extensive network of sirens. The existing 45 sirens from Brooklands to Taylors Mistake would need to be replaced with upgraded sirens (a number would need to be moved to rectify gaps in coverage in those areas). The network would also need to be expanded to cover the area in the new tsunami evacuation zone, this would mean approximately an additional 41 sirens added to the network. Detailed modelling would be required to determine the exact number needed to cover the new tsunami evacuation zone.

4.28.2 Option Advantages

- There will be consistency in tsunami alerting methods across Christchurch and Banks Peninsula.
- Vulnerable communities may feel safer.

4.28.3 Option Disadvantages

- Relies on sirens as a primary alerting method, which are prone to damage and failure in earthquakes, which are the main cause of local source tsunami
- NEMA, GNS Science, and New Zealand's Tsunami Working Group do not support the use of sirens for local source tsunami hazards, a highly consequential tsunami threat for Christchurch and Banks Peninsula
- Poses risks to affected communities as the reliance on sirens can cause confusion, create a false sense of security, and distract from public education messaging
- Further work is needed to model and plan the number and location of sirens to ensure adequate coverage. This will not automatically integrate with the implementation of new evacuation zones and Council's wider coastal messaging framework and will result in a longer and more complex process
- Does not progress national consistency for tsunami alerting in New Zealand
- There will be a substantial cost to the Council to upgrade the existing 45 sirens and add approximately 41 new sirens for adequate coverage across the new tsunami evacuation zone.

Analysis Criteria Ngā Paearu Wetekina

- 4.29 Since the Council decision in 2021, advances in early warning technology and best practice have made other alerting options more viable. Best practice indicates that a multi-modal approach provides the optimum mix of warning coverage and cost. These systems use a primary source of notification, in New Zealand this is the Emergency Mobile Alert (EMA), and secondary sources of notification such as mainstream media, social media, local radio, television, and sirens.

- 4.30 The Council's existing system that includes sirens as a primary alerting method is subject to degradation in high winds; is not an official warning system or directly connected to the National Warning System; and is at risk of partial or complete failure in an earthquake.
- 4.31 The sirens need replacing as they have a design life of 15 years (the existing sirens were installed in 2012 and 2015) and are not located to cover the entirety of the tsunami evacuation zone.
- 4.32 Most of the district has good cell phone coverage which makes EMAs an accessible method to the majority of communities and visitors. There are a small number of areas in the tsunami evacuation zone where coverage is limited and the staff proposal for sirens to be located in these areas will provide a secondary alerting method.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option - Rationalise and update	Option 2 - Decommission	Option 3 - Replace & Expand
Cost to Implement	\$2,667,247 - CAPEX	\$408,480 - OPEX	\$9,274,775 - CAPEX
Ongoing Costs	\$70,000 p.a. - OPEX	\$0	\$536,000 p.a. - OPEX
Current Funding Availability	2024/34 LTP: \$3,000,000 – CAPEX \$25,000 p.a. – OPEX	2024/34 LTP: \$3,000,000 – CAPEX \$25,000 p.a. – OPEX	2024/34 LTP: \$3,000,000 – CAPEX \$25,000 p.a. – OPEX
	Immediate	2026/27 Annual Plan	2026/27 Annual Plan
Shortfall	\$45,000 p.a. – OPEX from FY27	\$383,480 – OPEX In FY26	\$6,274,775 – CAPEX \$511,000 p.a. - OPEX
Cost Certainty	High	High	Medium - Low
Impact on Rates	Negligible	0.05%	0.09%FY26 0.06%FY27

- 5.1 The paramount priority to the Council when assessing the risks of tsunami and alerting methods is preventing loss of life. EMAs have no cost to the Council or the communities receiving these alerts.
- 5.2 The widespread use of sirens incurs a substantial CAPEX and OPEX cost to the Council which is not currently budgeted. Depending on the Council's decision, any financial shortfall will be addressed through the 2026/27 Annual Plan process if it cannot be absorbed.
- 5.3 The estimated costs for Option 1 include the decommissioning of the existing siren array and the modelling required to determine the locations of a smaller number of new sirens to be installed in vulnerable locations.
- 5.4 The estimated cost for Option 3 includes a number of assumptions including the number of sirens, their location and the cost impact of remote sites. Siren numbers and their location are approximate as they were modelled using the current tsunami evacuation zones, existing siren mapping, and tsunami inundation modelling. The number of sirens and the cost of remote locations may increase following detailed modelling. If Option 3 is the Council's preferred option, staff will undertake further work to model, plan and budget for the number and location of sirens to ensure adequate coverage to be presented to the Council through the 2026/27 Annual Plan process.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that some individuals or groups/communities near to existing sirens, or in locations anticipating new sirens, may feel a layer of protection has been removed. This risk can be mitigated by increased community education and resilience building programmes to improve public awareness and understanding of the tsunami alerting methods and evacuation zones.
- 6.2 There is a risk that local communities may be concerned at the location of new sirens in their community in vulnerable areas where there is limited cell phone coverage and/or there are likely to be larger numbers of people with limited access to cell phones at the time of an alert. This risk can be minimised by engaging with the local community and Community Board when the tsunami modelling identifies the broad location of a siren. This will ensure its actual location meets functional requirements and the preferences of the local community.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 Council has statutory authority to undertake proposals in the report.
 - 6.3.1 The Civil Defence Emergency Act 2002 (CDEM Act) includes general powers for CDEM Groups and their members, which include they “*may* provide, maintain, control and operate warning systems” (s18(2)(d)).
- 6.4 Other Legal Implications:
 - 6.4.1 The Council uses EMAs as the primary alerting method as well as other secondary tsunami alerting methods. There is no legal requirement under the CDEM Act to have tsunami alerting sirens, therefore there are no major legal implications for either rationalising, decommissioning, or expanding the siren network.
 - 6.4.2 If the Council does use tsunami alerting sirens as part of its multi-modal alerting system, these sirens must comply with the Tsunami Warning Sirens Technical Standard [TS03/14].
 - 6.4.3 Any new sirens will need to comply with noise provisions under the Resource Management Act 1991.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.5 The required decision:
 - 6.5.1 Aligns with the [Christchurch City Council's Strategic Framework](#). This decision links to Council's Strengthening Communities Together Strategy, in particular, Pillar 4: Preparedness.
 - 6.5.2 Is assessed as low-medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by estimating the level of public interest in the option to rationalise and update the current tsunami sirens.
 - 6.5.3 Is consistent with Council's Plans and Policies. The decision is also consistent with the Civil Defence Emergency Management Act 2002 and the Tsunami Warning Sirens Technical Standard [TS03/14].
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Citizens and communities
 - 6.7.1 Activity: Civil Defence Emergency Management

- Level of Service: 2.5.2.4 Council maintains an effective response capability and capacity to manage civil defence emergencies in its area (Designated facilities, equipment and infrastructure for use in an Emergency) - CDEM emergency communications equipment is readily available and maintained for immediate operational use .

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 The decision is a city-wide issue affecting all of Christchurch and Banks Peninsula, particularly the coastal communities.
- 6.9 The decision particularly affects the following wards/Community Board areas:
- Waitai Coastal-Burwood-Linwood.
 - Waihoru Spreydon-Cashmere-Heathcote.
 - Te Pātaka o Rākaihautū Banks Peninsula.
- 6.10 The review of the Council's alerting methods (**Attachment A**), although technical in nature, has been discussed with an extensive range of practitioners, experts and stakeholders. It examines case studies and approaches to tsunami alerting around New Zealand and the world. Statements, facts and conclusions are supported by a diverse evidential basis.
- 6.11 Progress has been shared and discussed with the Council by Memos in 2023 and 2025 and a briefing in April 2025. It has been discussed with Community Board Chairs and Deputy Chairs in October 2024. It has been discussed with the Waitai Community Board in October 2024 and May 2025. Tsunami resilience is a pillar of the Weaving the East Programme. This has also been discussed with the Waihoru and Te Pātaka o Rākaihautū Community Boards in May 2025.
- 6.12 The three affected community boards were supportive of the preferred option. All emphasised the need for increased community resilience, (particularly community led initiatives) and public information. Waitai specifically asked that any savings derived from the preferred option were reinvested in community resilience. Te Pātaka o Rākaihautū emphasised concerns over tsunami warning sirens being confused with rural fire sirens.
- 6.13 If the Council supports the preferred option, staff will engage with the local community and Community Board when the tsunami modelling identifies the broad location of a siren, to ensure its actual location meets functional requirements and the preferences of the local community.
- 6.13.1 The broad location of a siren will involve an informed expert risk analysis. This will be transparent, and details will be available to the public.
- 6.14 Community education and resilience building programmes will be increased to improve public awareness and understanding of the changes to the tsunami siren network and evacuation zones.
- 6.15 Local communities will also be engaged in the placement of signage ensuring local knowledge and preferences inform decisions.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.16 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. The decision concerns the extent to which the Council uses sirens as part of the tsunami alerting system. There is no decision required which will affect any land or water and no decision required on the placement of signage or sirens.
- 6.17 The decision involves a matter of interest to Mana Whenua but will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga. Due to the regional implications and the

technical nature of the subject matter the proposed approach to tsunami alerting was discussed with the then Team Leader Whanau and Emergency Team, at Ngāi Tahu, who sat on the Canterbury CDEM Group Coordinating Executive Group and Joint Committee. No concerns were raised with the recommended approach. Papatipu Rūnanga and Marae will be engaged over the proposed location of any sirens and tsunami warning signage.




Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.18 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions. The recommendations aim to simplify the multi-modal tsunami alerting system by rationalising and updating the outdated and not fit-for-purpose tsunami siren network. Tsunami are not caused by climate change impacts.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the Council agrees to the recommendations in this report, staff will integrate this into the wider project to implement the new tsunami evacuation zones and the Council's wider coastal messaging framework.
- 7.2 Following technical modelling, staff will engage with local communities and the affected Community Boards over the location of sirens and signage. The existing sirens will be decommissioned and removed.
- 7.3 Staff will report progress to the Council through the Community Support & Partnerships Unit six-monthly report to Council. Locally based community teams will report back to Community Boards, as appropriate.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Christchurch & Banks Peninsula Tsunami Alerting System Review Supporting Paper <i>(Under Separate Cover)</i>	24/749373	
B 	Changes to Tsunami Evacuation Zones	25/592938	60
C 	Tsunami Warning System Update July 2023 <i>(Under Separate Cover)</i>	24/1708287	

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Rachel Hunt - Community Resilience Coordinator
Approved By	Brenden Winder - Manager Civil Defence & Emergency Management Andrew Rutledge - General Manager Citizens and Community

Memo

Date: Tuesday 6 May 2025
From: John Filsell, Head of Community Support and Partnerships
To: All elected members
Cc: Executive Leadership Team
Reference: 25/592938

National changes to tsunami evacuation zones

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to update elected members on the new, single national tsunami evacuation zone issued by the National Emergency Management Agency (NEMA).
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 The Director of Civil Defence Emergency Management has issued a [new Directors Guideline](#) (DGL) outlining a single, national 'blue' tsunami evacuation zone. The single zone aims to simplify public understanding of evacuations, particularly in local tsunamis, when there is a high threat to life and not enough time for an official warning.
- 2.2 Currently there is no national consistency in evacuation zones – councils have different numbers of, and colours for, zones. GNS Science reviewed the zones in 2023 and determined a national simplified approach is required.
- 2.3 The (DGL) has a compliance date of December 2030 for all councils to transition from their current tsunami evacuation zones to the single blue evacuation zone.
- 2.4 Christchurch (and Canterbury) currently has three [tsunami evacuation zones](#):
 - Red – beach and marine threat
 - Orange – land inundation threat
 - Yellow – land inundation threat (maximum credible event)

The tsunami evacuation zones don't account for sea level rise, storm surges or coastal changes.

- 2.5 Our tsunami evacuation zones were determined by hazard scientists and emergency managers. They were updated for Christchurch and Banks Peninsula in 2019 and 2020 respectively. A public information campaign was carried out to advise people about the zone changes and remind them about evacuation planning.
- 2.6 Following the release of the new guidelines, Council's Civil Defence staff will be working with the regional Civil Defence Emergency Management Group office to understand and implement what the new single zone will mean for Canterbury and Christchurch.
- 2.7 The Civil Defence Group has decided to transition together as a region to the single zone at the same time. This is likely to occur about mid-2026 to allow time for Civil Defence staff to

understand what the new zone will mean for existing evacuation boundaries. Any funding requirements will also be considered in Councils' 2026/27 annual plans.

- 2.8 When the transition from our current evacuation zones to the single zone happens, communications and marketing will go out to inform the public about the change and help them understand what it means for them (whether to evacuate to or not). Messaging on emergency evacuation planning will also be included. This will be supported by community resilience and public education activities delivered by the CDEM community resilience coordinators and locally based community development staff
- 2.9 Until the transition to the single zone happens, Christchurch's three current tsunami evacuation zones (red, orange and yellow) will remain.

3. Conclusion Whakakapinga

- 3.1 NEMA's new single tsunami evacuation zone has been released by the Director of Civil Defence Emergency Management.
- 3.2 Councils have until December 2030 to transition to the new single zone. Christchurch intends to move from our three current evacuation zones to the single zone about mid-2026.
- 3.3 Public information will go out at the time of the zones changing. Until this time Christchurch's three current tsunami evacuation zones (red, orange and yellow) remain.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Brenden Winder - Manager Civil Defence & Emergency Management
Approved By	John Filsell - Head of Community Support and Partnerships Andrew Rutledge - General Manager Citizens and Community

8. Development Contributions Rebate Schemes

Reference Te Tohutoro: 25/983464

Responsible Officer(s) Te Pou Matua: Ellen Cavanagh, Senior Policy Analyst

Accountable ELT Member Pouwhakarae: John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to agree to commence consultation on proposed development contributions rebate schemes for development in the central city.
- 1.2 The report presents rebate schemes for Council consideration. The first scheme provides a rebate for the expired existing demand credits on central city sites where the existing structure was in place on or after 1 March 2024. The second scheme provides a rebate for central city development, where the residential component comprises at least six storeys.
- 1.3 This report has been written in response to elected members indicating an interest in considering rebate schemes alongside the review of the Development Contributions Policy. The schemes reflect the preferences indicated by elected members in workshops with staff.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Development Contributions Rebate Schemes Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the draft Existing Demand Credits Development Contributions Rebate Scheme (**Attachment A** to this report) for consultation in accordance with section 82 of the Local Government Act 2002.
4. Approves the draft Central City High Density Residential Development Contributions Rebate Scheme (**Attachment B** to this report) for consultation in accordance with section 82 of the Local Government Act 2002.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The [Development Contributions Rebate Policy](#) (rebate policy) enables the Council to implement rebate schemes to help achieve certain strategic development goals.
- 3.2 The Development Contributions Policy (policy) has been under review since mid-2023. During briefings and workshops on the policy review, elected members expressed an interest in considering new development contributions rebate schemes alongside the adoption of the new policy.
- 3.3 Elected members provided guidance to staff as to their rebate preferences on Tuesday 6 May and Monday 19 May. As a result, two draft rebates have been prepared:
 - 3.3.1 The *existing demand credits rebate scheme* provides a rebate for the expired existing demand credits on sites within the Four Avenues of the central city where the existing structure was in place on or after 1 March 2024.

- 3.3.2 The *central city high density residential rebate scheme* provides a rebate for development within the Four Avenues of the central city, where the residential component comprises at least six storeys.
- 3.4 These proposed rebates reflect the Council's strategic goals of a vibrant central city that is attractive to residents, visitors and investors.
- 3.5 If the Council agree, staff will commence public consultation on the proposed rebate schemes with the aim to have the schemes presented to the Council for adoption before the end of the triennium.

4. Background/Context Te Horopaki

- 4.1 The Local Government Act 2002 (LGA) enables councils to charge development contributions to help fund infrastructure to service growth development. Development contribution requirements must be consistent with the provisions of the LGA. This requires a consistent and transparent approach to be taken in setting a development contributions requirement and there is very little scope for adjustments to meet the Council's strategic development goals.
- 4.2 As a result, the Council's rebate policy was established in 2015 to enable the Council to promote its strategic objectives by establishing rebate schemes for strategically desirable development types.
- 4.3 The rebate policy has several key principles to be considered when setting schemes including:
 - 4.3.1 A rebate scheme will only be considered where there is a clearly identified benefit to the wider community. For example, to encourage development to occur faster or on a larger scale than it would without a rebate scheme in place.
 - 4.3.2 Rebate schemes should not be used solely to address issues of affordability for the developer.
 - 4.3.3 Development contributions rebates are to address specific situations for a finite period of time.
 - 4.3.4 Any rebate scheme should be as user-friendly for the developer as possible while being as efficient as possible for the Council to administer.
- 4.4 A rebate is the waiving of development contributions. The LGA does not allow councils to require other developers to pay for infrastructure capacity that has been taken up by a development that has not paid for it. Development contribution rebates therefore must be treated as revenue foregone by the Council and are funded by rates.
- 4.5 The Council currently has two active rebate schemes – social housing and Papakāinga/Kāinga Nohoanga. The Council has previously operated rebate schemes to encourage post-earthquake redevelopment in the central city.

5. Proposed development contributions rebate scheme

- 5.1 During briefings and workshops on the policy review, elected members expressed an interest in considering new rebate schemes alongside the adoption of the new policy. The proposed rebates were workshopped with the Council on 6 and 19 May 2025. The feedback and guidance received in these sessions has informed the drafting of the potential schemes.

Rebate for expired existing demand credits in central city

- 5.2 The purpose of existing demand credits in development contributions policies is to recognise that development may not result in additional demand on infrastructure. Therefore, only net additional demand attracts a development contribution requirement.

- 5.3 There is no explicit requirement under the LGA for councils to provide existing demand credits in their development contributions policies. Consequently, councils take a range of approaches in their policies – from providing no credits to providing credits with a perpetual life.
- 5.4 The Council has chosen to provide existing demand credits to assess for net additional demand, promote equity and encourage timely redevelopment. The Council's position has been to limit the life of existing demand credits to ten years from when the site last exerted demand on Council infrastructure. Many credits have expired on sites of buildings damaged in the 2010/11 earthquakes – particularly in central Christchurch.
- 5.5 This issue was considered as part of the review of the policy and staff proposed to retain the ten-year life of existing demand credits. The rationale behind this policy setting is it strikes a balance between managing infrastructure capacity wisely and being fair to ratepayers in that a liability to provide infrastructure to service these lots is not in place forever and being fair to developers in recognising that development has occurred on a site previously and allowing time for redevelopment to occur.
- 5.6 There are a number of sites in the central city that are still pending redevelopment post-earthquake, and some developers and property owners have asked the Council for their credits to be reinstated.
- 5.7 Staff consider a rebate scheme to be a preferable way to deal with this. This would allow the Council to address a specific issue in a specific part of the city, in a time limited way that ringfences the revenue that will be forgone. It could also potentially encourage faster redevelopment of central city sites where progress has been slow or has stalled.
- 5.8 Given the prominence of some of these sites, and the potential for negative perceptions of the city for visitors and investors, it could be considered encouraging redevelopment of these sites is in the interest of the wider community.

Proposed scheme criteria

- 5.9 The proposed scheme (**Attachment A**) is for any development within the Four Avenues of the central city where the existing structure was in place on the lot on or after 1 March 2024.
- 5.10 The rebate is for the existing demand credits on the site, assessed based on the previous use of the site using the highest level of actual or otherwise verifiable demand between 3 September 2010 and 3 September 2020. Essentially, the scheme provides developers with the credits that were sitting on the development site the day before the first earthquake on 4 September 2010.
- 5.11 It is proposed the total funding limit of the scheme is \$5 million. The scheme will expire on 30 June 2027 or when the total scheme funding is fully allocated.

Rebate for six storey residential development in central city

- 5.12 The Council has set an ambition to have 20,000 central city residents by 2028. The current estimated population is 9,160². The Council has a range of Plans, Strategies and programmes of work intended to facilitate an increase in the number of central city residents.
- 5.13 The Council has also set the goal to create a range of housing choices, including high density housing. This is reflected in Project 8011 and the South-East Central Neighbourhood Plan.

² <https://ccc.govt.nz/culture-and-community/central-city-christchurch/our-progress>

- 5.14 Despite the progress of residential development in the central city, there remains a lack of higher density residential development typologies with developers currently preferring attached townhouse and lower-rise apartment developments.
- 5.15 The proposed scheme is intended to encourage higher density residential development in the central city. Higher density housing could also further boost population growth in this area.

Rebate for high density residential development

- 5.16 The proposed scheme (**Attachment B**) is for any residential development within the Four Avenues of the central city. The residential development, or residential component, must comprise of at least six storeys.
- 5.17 The rebate is for 100 per cent of the development contribution requirement.
- 5.18 Because the purpose of the rebate is to support more permanent residents in the central city, the draft rebate excludes any property used for any purpose other than residential, including short term guest accommodation. The developer will be required to register a covenant on each title to limit the use of residential units within the development to residential use only.
- 5.19 It is proposed the total funding limit of the scheme is \$2 million. The scheme will expire on 30 June 2027 or when the total scheme funding is fully allocated.
- 5.20 The following related memos/information were circulated to the meeting members:

Date	Subject
15 May 2025	Development Contribution Rebates

- 5.21 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
6 May 2025	Development Contributions Rebate Schemes
19 May 2025	Development Contributions Policy - workshop on submissions and post-consultation changes and Development Contributions Rebate Schemes

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 5.22 The following reasonably practicable options were considered and are assessed in this report:
- 5.22.1 Introduce a rebate for the value of expired existing demand credits in the central city.
- 5.22.2 Introduce a rebate for residential develop with six or more stories in the central city.
- 5.22.3 Do not introduce any rebate schemes.

Options Descriptions Ngā Kōwhiringa

- 5.23 **Preferred Option:** Introduce a rebate for the value of expired existing demand credits in the central city.
- 5.23.1 **Option Description:** The proposed scheme is for any development within the Four Avenues of the central city where the existing structure was in place on or after 1 March 2024.
- 5.23.2 Option Advantages
- Could encourage timely redevelopment of final central city sites that are pending redevelopment.
 - Allows the Council to be targeted in the outcomes of the scheme by focussing on unrepaired buildings that may be considered unsightly and impact negatively on the perceptions of the central city.

- 5.23.3 Option Disadvantages
- A rebate would result in some loss of development contribution revenue for the Council and result in some ratepayer subsidisation of growth.
 - This scheme excludes sites that have been demolished already, and some developers may consider that unfair.
- 5.24 **Preferred Option:** Introduce a rebate for residential develop with six or more stories in the central city.
- 5.24.1 **Option Description:** The proposed scheme is for any residential development, comprising at least six storeys, within the Four Avenues of the central city.
- 5.24.2 Option Advantages
- Could encourage greater residential intensification of the central city.
 - Supports the development of a residential typology that has had poor uptake in the city.
 - Supports the Council's goal to increase the number of permanent residents in the central city.
- 5.24.3 Option Disadvantages
- A rebate would result in some loss of development contribution revenue for the Council and result in some ratepayer subsidisation of growth.
 - The requirement of the covenant to restrict short stay accommodation could result in low uptake of the scheme.
- 5.25 Do not consult on any new rebate schemes.
- 5.25.1 **Option Description:** The Council could decide not to consult on any new rebate schemes.
- 5.25.2 Option Advantages
- The Council would not forgo any development contributions revenue.
- 5.25.3 Option Disadvantages
- The Council would miss an opportunity to encourage and support desired development types in the central city.

6. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 6.1 Funding Source – The funding for the schemes is development contribution revenue foregone rather than budgeted expenditure. This results in the Council's borrowing requirement increasing, due to the lost capital revenue.
- 6.2 Cost to Implement – The cost to implement and administer the rebate scheme will come from existing operational budgets.

- 6.3 Maintenance/Ongoing costs – The ongoing costs of the schemes relate to the foregoing of development contribution revenue. This revenue would have been used to reduce new borrowing required in the provision of infrastructure to service growth development.

The cost incurred accumulates as the scheme funding is drawn on. The estimated impact on rates is outlined in the table below.

	2025/26	2026/27	2027/28	2028/29
DC Rebate Drawdown	\$2.0m	\$3.0m	\$2.0m	\$0.0m
DC Rebate Rates Impact	0.01%	0.02%	0.02%	0.01%

7. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 7.1 **Risk** – The draw down on the available funding is quicker than expected and exhausts available funds.
- 7.2 **Mitigation** – Staff will monitor the uptake of the schemes. If required, the Council or Finance and Performance Committee could approve an extension of the funding limit.

Legal Considerations Ngā Hīraunga ā-Ture

- 7.3 Statutory and/or delegated authority to undertake proposals in the report:
- 7.3.1 The Council requires development contributions in accordance with sections 102, 106 and 197AA-211 of the LGA.
- 7.3.2 The Development Contributions Rebate Policy enables the Council to establish development contributions rebate schemes for strategically desirable development types.

Strategy and Policy Considerations Te Whai Kaupapa here

- 7.4 The required decisions:
- 7.4.1 Align with the [Christchurch City Council's Strategic Framework](#), in particular the community outcome to be a thriving and prosperous city.
- 7.4.2 Are assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of people affected, financial cost of the schemes and difficulty in reversing the decision once made.
- 7.4.3 Are consistent with Council's Plans and Policies. The Development Contribution Rebate Policy provides for the Council to adopt rebate schemes for strategically desirable development types.
- 7.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 7.6 Strategic Planning and Policy
- 7.6.1 Activity: Strategic Policy and Resilience
- Level of Service: 17.0.1.1 Advice meets emerging needs and statutory requirements, and is aligned with governance expectations in the Strategic Framework

Community Impacts and Views Ngā Mariu ā-Hāpori

- 7.7 The views of the public, including those in the development sector, will be sought as part of public consultation.
- 7.8 The decision affects the following wards/Community Board areas:
- 7.8.1 Central ward.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 7.9 The decisions do not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 7.10 The decisions do not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 7.11 The Council has a separate rebate scheme, which seeks to encourage residential and community development on Māori freehold and Māori-owned general land within the Papakāinga/Kāinga Nohoanga zone of the Christchurch District Plan.



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 7.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 7.16 There are no direct climate change impact considerations associated with the decision required. However, the residential rebate scheme looks to incentivise increased housing density in the central city which could contribute to the Council's emissions reduction goals.

8. Next Steps Ngā Mahinga ā-muri

- 8.1 If the Council agrees, staff will commence consultation on the proposed rebate schemes.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Rebate Scheme Criteria - Existing Demand Credits	25/886936	70
B 	Rebate Scheme Criteria - Central City High Density Residential	25/885000	72

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

Document Name – Location / File Link
Development Contributions Rebate Policy

Signatories Ngā Kaiwaitohu

Authors	Ellen Cavanagh - Senior Policy Analyst Andrew Campbell - Legal Counsel
Approved By	David Griffiths - Head of Strategic Policy & Resilience John Higgins - General Manager Strategy, Planning & Regulatory Services

Christchurch Central City Value of Expired Existing Demand Credits (2025)

Strategic rationale for scheme - what we want to achieve Contributes to achieving community outcomes: <ul style="list-style-type: none"> A thriving prosperous city Contributes to achieving strategic priorities: <ul style="list-style-type: none"> Champion Ōtautahi-Christchurch Consistent with the strategic goals of: <ul style="list-style-type: none"> Christchurch District Plan Central City Action Plan Expected impacts of this rebate scheme are: <ul style="list-style-type: none"> Enable some marginal developments to proceed Faster re-development of the central city The central city has a comparative advantage as a development and investment location 	
Criteria	Description
Location(s)	Any location within the Four Avenues of the central city (the area bounded by Bealey, Fitzgerald, Moorhouse and Deans Avenues). Only properties on the central city side of those roads are eligible.
Type of development	Any residential or non-residential development where the existing structure was in place on the lot on or after 1 March 2024. For the avoidance of doubt, developments where the existing structure had been demolished or partially demolished before 1 March 2024 are not eligible for this rebate. If a development site contains multiple lots, each lot will be assessed separately to determine eligibility for this rebate.
Extent of rebate	The existing demand credits on the development site, which will be assessed based on the previous use of the site using the highest level of actual or otherwise verifiable demand between 3 September 2010 and 3 September 2020. The assessment will be conducted in accordance with the Development Contributions Policy in place at the time a complete consent application is received. The assessment will only receive existing demand credits, and no credit will be provided for the underlying lot.
Trigger to receive notice of eligibility for rebate	A complete resource consent or building consent application is lodged with the Council on or after 1 March 2024. A development contribution assessment is prepared when the complete consent application is received by the Council. The Development Contributions Team will advise of eligibility and conditions for a rebate to be confirmed.
Trigger to receive confirmation of rebate	First building inspection is passed (and rebate funding is still available). For staged developments under a single consent the rebate is confirmed once all stages have passed first building inspection.

	For staged developments under multiple consents the trigger for the rebate being confirmed will be determined by the Council's Development Contributions team on a case-by-case basis.
Apportioning the value of the rebate across the development site	Existing demand credits across the development site will be allocated on a first-in-first-served basis.
Rebate limit per development	<p>The maximum development contributions rebate, across all rebate schemes, for a single development is \$1 million excluding GST. Development contributions for a development in excess of this limit are required to be paid as required for any development contribution charge.</p> <p>A single development includes all staged development components.</p> <p>Applications for rebates of development contributions in excess of \$1 million excluding GST for a single development will be considered by the Finance and Performance Committee of the Council on a case-by-case basis.</p>
Total scheme funding limit	<p>The limit on the total funding available is \$5 million excluding GST.</p> <p>When the funding is exhausted no further rebates will be available unless specifically provided for by the Council.</p>
Extinguishing of all previous demand credits	<p>All previous demand credits associated with a lot for which a development contributions rebate is provided will be considered to be extinguished.</p> <p>This means in future the lot will hold only previous demand credits associated with the new development and only in accordance with the Council's Development Contributions Policy in effect at the time of any future development.</p>
Duration of scheme	This rebate scheme will expire on 30 June 2027 or when the total scheme funding is fully allocated.

The Christchurch Central City Residential Development Contributions Rebate Scheme has been established under the provisions of the Council's Development Contributions Rebate Policy (2019)

**Adopted by the Council on
Effective from**

Christchurch Central City Residential Development Contributions Rebate Scheme Criteria (2025)

<p>Strategic rationale for scheme - what we want to achieve</p> <p>Contributes to achieving community outcomes:</p> <ul style="list-style-type: none"> • A green, liveable city • A thriving prosperous city <p>Contributes to achieving strategic priorities:</p> <ul style="list-style-type: none"> • Actively balance the needs of today's residents • Reduce emissions as a Council and as a city <p>Consistent with the strategic goals of:</p> <ul style="list-style-type: none"> • Christchurch District Plan • Ōtautahi Christchurch Future Transport Strategy • Southeast Central Neighbourhood Plan • Project 8011 • Central City Action Plan <p>Expected impacts of this rebate scheme are:</p> <ul style="list-style-type: none"> • The central city has a variety of housing options • The central city has a comparative advantage as a residential development location • The central city is seen as an attractive place to live – Christchurch has an increased population in the central city • Enable some marginal residential developments to proceed • Encourage efficient use of land and intensification of the central city 	
Criteria	Description
Location(s)	<p>Any location within the Four Avenues of the central city (the area bounded by Bealey, Fitzgerald, Moorhouse and Deans Avenues).</p> <p>Only properties on the central city side of those roads are eligible for this rebate.</p>
Type of development	<p>Any residential development comprising at least six storeys or the residential component of a mixed-use development where the residential component comprises at least six storeys.</p> <p>In calculating residential storeys, the following will be excluded:</p> <ul style="list-style-type: none"> • mezzanine floors • rooftop terraces <p>Levels used for parking, garaging or storage may be included provided they are associated with the residential component of the development.</p> <p>The rebate excludes any property used for any purpose other than residential. For the avoidance of doubt, this includes using the property for short term guest accommodation or any other business purpose.</p>
Requirement for restrictive covenant	<p>A restrictive covenant in favour of the Council must be registered against the property title(s) associated with the development to enable a development to be eligible for a rebate.</p> <p>The covenant will require the full development contribution rebate to be paid if the conditions of the covenant are breached. The conditions of the covenant will limit the use of residential units within the development to residential use only. This excludes using a residential unit for short term guest, hostel or rental accommodation or any other commercial or business activity.</p>

Ōtautahi-Christchurch is a city of opportunity for all

	<p>The Council will provide a covenant precedent which must be completed and registered by the Council's solicitors at the developer's cost.</p> <p>The Council will only release the covenant from the land titles on payment of the development contribution that has been rebated for the residential unit concerned.</p>
Extent of rebate	100 per cent of development contributions required subject to the rebate and scheme limits detailed below.
Trigger to receive notice of eligibility for rebate	<p>A complete resource consent or building consent application is lodged with the Council on or after <i>[date of adoption]</i>.</p> <p>A development contribution assessment is prepared when the complete consent application is received by the Council. The Development Contributions Team will advise of eligibility and conditions for a rebate to be confirmed.</p>
Trigger to receive confirmation of rebate	<p>There are two requirements for confirmation of rebate:</p> <ol style="list-style-type: none"> 1. A restrictive covenant in favour of the Council is registered on the development title(s) – see “requirement of covenant” above 2. First building inspection is passed (and rebate funding is still available). <p>For staged developments under a single consent the rebate is confirmed once all stages have passed first building inspection and covenants have been registered.</p> <p>For staged developments under multiple consents the trigger for the rebate being confirmed will be determined by the Council's Development Contributions team on a case-by-case basis.</p>
Apportioning the value of the rebate across multiple units	<p>The total development contribution rebate will be allocated evenly to each residential unit within the development.</p> <p>The value of the rebate provided will be included in the covenant registered on the development.</p>
Rebate limit per development	<p>The maximum development contributions rebate, across all rebate schemes, for a single development is \$1 million excluding GST. Development contributions for a development in excess of this limit are required to be paid as required for any development contribution charge.</p> <p>A single development includes all staged development components.</p> <p>Applications for rebates of development contributions in excess of \$1 million excluding GST for a single development will be considered by the Finance and Performance Committee of the Council on a case-by-case basis.</p>
Total scheme funding limit	<p>The limit on the total funding available is \$2 million excluding GST.</p> <p>When the funding is exhausted no further rebates will be available unless specifically provided for by the Council.</p>
Extinguishing of all previous demand credits	<p>All previous demand credits associated with a lot for which a development contributions rebate is provided will be considered to be extinguished.</p> <p>This means in future the lot will hold only previous demand credits associated with the new development and only in accordance with the Council's Development Contributions Policy in effect at the time of any future development.</p>
Duration of scheme	This rebate scheme will expire on 30 June 2027 or when the total scheme funding is fully allocated, whichever comes first.

Click or tap here to enter header text.

The Christchurch Central City Residential Development Contributions Rebate Scheme has been established under the provisions of the Council's Development Contributions Rebate Policy (2019)

Adopted by the Council on [date]

Effective from [date]

DRAFT

9. Discretionary Response Fund Report - Ara Taiohi Incorporated

Reference Te Tohutoro: 25/1076265

Responsible Officer(s) Te Jacqui Jeffrey – Community Funding Advisor

Pou Matua: Joshua Wharton – Team Leader Community Funding

Accountable ELT Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider an application for funding from its 2024/25 Discretionary Response Fund from the organisation listed below.

Organisation	Project Name	Amount Requested	Amount Recommended
Ara Taiohi Incorporated	Involve Conference 2025	\$62,600	\$18,762

- 1.2 There is currently a balance of \$18,762 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Discretionary Response Fund Report - Ara Taiohi Incorporated Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant from the 2024/25 Citywide Discretionary Response Fund of \$18,762 to Ara Taiohi Incorporated towards the Involve Conference 2025.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority to 'Manage ratepayers' money wisely'.
- 3.2 These projects align with the [Strengthening Communities Together Strategy](#).

Decision Making Authority Te Mana Whakatau

- 3.3 The Council may determine the allocation of the Discretionary Response Fund for each community.
- 3.4 Allocations must be consistent with any Council-adopted policies, standards or criteria.
- 3.5 The Fund does not cover:
- Legal challenges or the Environment Court challenges against the Council, Council Controlled organisations, or Community Board decisions.
 - Projects or initiatives that change the scope of a Council project or lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.6 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 3.7 The significance level was determined by the number of people affected and/or with an interest.
- 3.8 Due to the assessment of low significance, no further community engagement and consultation is required.


Discussion Kōrerorero

- 3.9 At the time of writing, the balance of the 2024/25 Discretionary Response Fund is:

Total Budget 2024/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$484,802	\$466,040	\$18,762	\$0.00

- 3.10 \$235,174 has been awarded from the 2024/25 Discretionary Response Fund to 40 organisations under the delegation of the Head of Community Support and Partnerships.
- 3.11 The attached Decision Matrix provides detailed information for Ara Taiohi Incorporated's application. This includes organisational details, project details, and financial information, as well as a staff assessment.
- 3.12 The rationale for the staff recommendation to approve \$18,762 to Ara Taiohi is:
- 3.12.1 This is a Priority 1 recommendation due to the project's significant reach, directly supporting youth development professionals with approximately 10,000 interactions (in person and digital) directly improving outcomes for young people across Christchurch and Aotearoa.
- 3.12.2 The project contributes to the Strengthening Communities Together Strategy, particularly the People pillar, by providing lifelong learning opportunities that strengthen the sector's ability to respond to evolving youth needs, especially in the context of a youth mental health crisis, social media pressures, and socio-economic challenges.
- 3.12.3 Hosting INVOLVE in Christchurch reduces travel and logistical barriers for the local sector and brings a high number of visitors to city.
- Between 2,000 and 4,000 local participations are expected.
- 3.12.4 The event date of 7-8 August 2025 will boost visitor numbers during winter.
- 3.12.5 The \$18,762 recommended is made up of contributions towards:
- Salaries and Wages - Kaimahi & Contractors - \$5,250.00
 - Hui, Conferences and Meetings - Local Rōpū - \$5,250.00
 - Hui, Conferences and Meetings - Social & cultural programme - \$2,250.00
 - Volunteer Recognition - Keynotes, MC, speakers & gifts - \$6,012.00

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Decision Matrix - Ara Taiohi - Citywide Discretionary Response Fund	25/1076693	78

Signatories Ngā Kaiwaitohu

Authors	Jacqui Jeffrey - Community Funding Advisor Danielle Endacott - Community Development Advisor Josh Wharton - Team Leader Community Funding
Approved By	Gary Watson - Manager Community Partnerships John Filsell - Head of Community Support and Partnerships

2024/25 CITYWIDE DISCRETIONARY RESPONSE FUND DECISION MATRIX

Organisation Name	Project	Request Budget	Recommendation	1
<div><div>Ara Taiohi Incorporated</div><div>Funding History</div><div>Nil</div></div>	<div>Involvement 2025</div> <div>INVOLVE, Aotearoa's largest national youth development conference, will be hosted in Ōtautahi in 2025, the first time it's been in the South Island since 2006. This flagship event brings together over 1,000 youth workers and those working across the wider youth development sector for two days of keynote speeches, workshops and rich networking kōrero. The event aims to strengthen, uplift, and continue the professionalisation of the sector so that it can better serve our rangatahi.</div>	<div>Total Cost: \$459,800.00</div> <div>Requested Amount: \$62,600.00</div> <div>14% percentage requested</div> <div>Other Sources of Funding</div> <div>Wayne Francis Charitable Trust – Confirmed (\$50,000.00) Clare Foundation - Confirmed (Amount to be confirmed) Ministry of Youth Development - To be confirmed (\$20,000.00)</div> <div>Contribution Sought Towards:</div> <div>Rent / Venue Hire - Venue \$20,000.00 Administration - Event management \$20,000.00 Equipment and Materials - Photography, design, printing \$5,000.00 Salaries and Wages - Kaimahi & Contractors \$5,000.00 Hui, Conferences and Meetings - Local Rōpū \$5,000.00 Hui, Conferences and Meetings - Social & cultural programme \$2,000.00 Volunteer Recognition - Keynotes, MC, speakers & gifts \$5,600.00</div>	<div>Recommended Amount</div> <div>\$18,762.00</div> <div>That the Council makes a grant of \$18,762.00 from its 2024/25 Citywide Discretionary Response Fund to Ara Taiohi Incorporated towards Involve 2025 for Salaries and wages for Kaimahi and Contractors; Hui, Conferences and Meetings for local Rōpū; Hui, Conferences and Meeting for Social and cultural programme; and for Volunteer Recognition for Keynotes, MC, speakers and gifts.</div>	

<div>Outcomes that will be achieved through this project</div> <div>The conference has 4 key aims: Professional Development, Networking (knowing who else is doing the mahi, and them knowing you), Building Connections (working in ways outside of silo thinking, thinking collaboratively etc, knowing who your neighbours are), and Celebrating the Sector. You can read more here: https://involve.org.nz/about</div>	<div>Staff Assessment</div> <div>INVOLVE 2025 is organised by Ara Taiohi, the peak body for youth development in Aotearoa. Ara Taiohi is well-respected across the sector and has extensive experience delivering INVOLVE as a biannual national conference.</div> <div>This year's theme, Kotahitanga, emphasises unity and collaboration—bringing together efforts across the sector to better support young people. This aligns strongly with Christchurch City Council's Strengthening Communities Together Strategy, which encourages cross-sector collaboration and connected communities.</div> <div>The 2025 event is expected to attract over 1,000 youth workers, young people, professionals, and volunteers. Hosting INVOLVE in Ōtautahi Christchurch is a strategic decision that acknowledges the costs and logistical barriers South Island groups have faced in attending past events held in the North Island. A local advisory group of Christchurch-based youth workers and professionals is supporting the planning, ensuring the event is grounded in the local context. Ara Taiohi is also working closely with Council staff to explore ways to welcome attendees and showcase the city through its food, culture, and attractions.</div> <div>Beyond the event itself, INVOLVE 2025 seeks to build the capability, resilience, and connectedness of the youth development workforce—leading to stronger, more responsive support for rangatahi.</div> <div>Ara Taiohi initially proposed a \$100,000 grant from Council. However, through innovation, rescoping, and by securing additional sources of funding and in-kind support, they have successfully scaled the proposal down to \$62,000.</div> <div>Rationale for staff recommendation:</div> <div>This is a Priority 1 recommendation due to the project's significant reach—directly supporting over 1,000 youth development professionals and indirectly improving outcomes for young people across Christchurch and Aotearoa.</div> <div>The project contributes to the Strengthening Communities Together Strategy, particularly the People pillar, by providing lifelong learning opportunities that strengthen the sector's ability to respond to evolving youth needs—especially in the context of a youth mental health crisis, social media pressures, and socio-economic challenges.</div> <div>Hosting INVOLVE in Christchurch reduces travel and logistical barriers for the local sector and brings a high number of visitors to city.</div> <div>Through strategic rescoping and leveraging co-funding and in-kind contributions, Ara Taiohi has effectively reduced their original request —from \$100,000 to \$62,000— showing flexibility and a strong commitment to delivering value for investment.</div>
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Request Number: DRF24/25_083CW

10. Council submission on the Regulatory Standards Bill

Reference Te Tohutoro: 25/1115486

Responsible Officer(s) Te Pou Matua: Luke Adams, Principal Advisor Strategic Policy

Accountable ELT John Higgins, General Manager Strategy, Planning & Regulatory
Member Pouwhakarae: Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek Council approval to submit the Council's submission on the **Regulatory Standards Bill**.
- 1.2 The submission outlines the Council's concerns with the Bill as currently drafted, particularly its implications for local government regulation, statutory obligations under Te Tiriti o Waitangi, and the risk of narrowing legitimate regulatory purposes.
- 1.3 The submission recommends several amendments to ensure that any legislative reform supports an effective, inclusive, and locally responsive regulatory environment.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Council submission on the Regulatory Standards Bill Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves lodging the Council submission on the proposed Regulatory Standards Bill (Attachment A of this report) to the Finance and Expenditure Committee.

3. Background/Context Te Horopaki

- 3.1 The Government is currently consulting on the *Regulatory Standards Bill*, with submissions due by 23 June 2025. While the Bill is framed as applying to central government, its provisions have potential implications for local government, including Christchurch City Council.
- 3.2 The Bill introduces a framework to define and assess "responsible regulation", including a set of principles and new oversight mechanisms. These include Consistency Accountability Statements for both primary and secondary legislation and a new Regulatory Standards Board. If enacted, the Bill could alter how legislation and regulation – including those developed by local authorities – are reviewed, justified, and interpreted over time.

Relevance to the Council

- 3.3 Although not explicitly directed at local government, several provisions in the Bill could affect the Council's regulatory role, either directly (e.g. through the inclusion of secondary legislation such as bylaws or district plans) or indirectly through the evolution of government practice and interpretation. Key areas of concern for the Council include:
 - 3.3.1 **Impacts on local government autonomy:** The Bill could influence or be extended to include Council-made regulations. This risks centralising control over regulatory quality in ways that are not aligned with local decision-making processes or place-based governance.

- 3.3.2 **Absence of Treaty considerations:** The Bill does not reference Te Tiriti o Waitangi, tikanga Māori, or Māori participation in governance, despite the statutory obligations councils hold under the Local Government Act (LGA), Resource Management Act (RMA), and Treaty settlement legislation. This omission risks marginalising Treaty-based and tikanga-informed approaches in regulatory development.
- 3.3.3 **Duplication of existing mechanisms:** The proposed new tools duplicate existing processes like Regulatory Impact Statements (RIS), select committee scrutiny and guidance from the Legislation Design and Advisory Committee (LDAC), but with unclear enforceability or benefit. There is concern the new mechanisms proposed could introduce unnecessary compliance costs and confusion instead of enhancing regulatory quality. Local government is already required to follow very robust processes in our regulatory work.
- 3.3.4 **Narrow definition of regulatory quality:** The Bill’s principles largely focus on individual rights, economic efficiency, and limiting intervention. While these are valid, they do not reflect the broader range of legitimate regulatory purposes that underpin much of modern New Zealand legislation. For example, public health, equity, environmental protection, community wellbeing, and Treaty commitments.

Submission Position

- 3.4 The draft submission proposes that the Council does not support the Bill in its current form. While the intent to improve the quality and consistency of regulation is acknowledged, the submission highlights the need for significant amendments if the Bill is to proceed.
- 3.5 The Council’s proposed submission makes the following recommendations:
- 3.5.1 Clarify the scope of the Bill to explicitly exclude local government instruments, or affirm that they remain governed by their enabling legislation (such as the LGA and RMA).
- 3.5.2 Include Treaty principles and recognise tikanga Māori and mātauranga Māori as relevant to the quality of legislation.
- 3.5.3 Avoid duplicating existing review mechanisms and instead invest in improving the effectiveness of, and compliance with, current tools and practices.
- 3.5.4 Broaden the principles of “responsible regulation” to include goals such as equity, environmental sustainability, social and cultural wellbeing, and community voice.
- 3.6 The following related memos/information were circulated to the meeting members:

Date	Subject
6 June 2025	Draft submission circulated to Councillors for their feedback

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 3.7 The Council has two reasonably practicable options:
- 3.7.1 to make a submission on the Regulatory Standards Bill, or
- 3.7.2 to not make a submission.
- 3.8 The Council routinely makes submissions on legislative proposals that may significantly impact Christchurch residents or the Council’s statutory responsibilities. Submissions are a key tool for ensuring local government perspectives are considered in national decision-making.
- 3.9 The Regulatory Standards Bill introduces a new framework for assessing regulatory quality that may influence, or eventually extend to, local government regulation. Given its potential

implications for local decision-making, Treaty obligations, and regulatory practice, the Council has a direct interest in ensuring its perspective is reflected.

- 3.10 Choosing not to submit is not recommended. Without a submission, the Council forgoes an important opportunity to highlight the potential impacts on local government and to advocate for changes that reflect the realities of our statutory role and community obligations.
- 3.11 On balance, preparing a submission enables the Council to provide constructive feedback, help shape the regulatory framework to better reflect New Zealand's policy context, and ensure local government voices are heard in the legislative process.

4. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Option 1 - Recommended Option to submit on the Regulatory Standards Bill	Option 2 - Not to submit on the Regulatory Standards Bill
Cost to Implement	Met from existing operational budgets.	No cost
Maintenance/Ongoing Costs	As above	No cost
Funding Source	Existing operational budgets	No cost
Funding Availability	Available	N/A
Impact on Rates	No impact on rates as met from existing operational budgets	N/A

5. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 5.1 The decision to lodge a Council submission is of low risk.

Legal Considerations Ngā Hīraunga ā-Ture

- 5.2 Statutory and/or delegated authority to undertake proposals in the report:
- 5.2.1 The opportunity to lodge a submission on the Regulatory Standards Bill is open to any person or organisation.
- 5.3 Other Legal Implications:
- 5.3.1 Given the impact of the proposed Bill on the Council's powers regarding secondary legislation, in particular bylaws and district plans, any legal implications or impacts of the Bill itself should be appropriately considered in the submission.
- 5.3.2 The Legal Services Team has provided input to the submission.

Strategy and Policy Considerations Te Whai Kaupapa here

- 5.4 The required decision:
- 5.4.1 Aligns with the Christchurch City Council's Strategic Framework.
- 5.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. This recognises that while there may be community interest in the Regulatory Standards Bill, the specific decision (to approve the draft submission) is of a lower level of significance.
- 5.4.3 Is consistent with Council's Plans and Policies.
- 5.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 5.6 Strategic Planning and Policy

5.6.1 Activity: Strategic Policy and Resilience

- Level of Service: 17.0.1.1 Advice meets emerging needs and statutory requirements, and is aligned with governance expectations in the Strategic Framework .

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 5.7 The decision to submit does not involve a significant decision relating to ancestral land, a body of water, or other elements of intrinsic value. Therefore, it does not specifically impact Mana Whenua, their culture, or traditions.
- 5.8 However, the submission raises concerns that are of interest to Mana Whenua and could impact our agreed partnership priorities with Ngā Papatipu Rūnanga, particularly in relation to the Bill's omission of Te Tiriti o Waitangi, tikanga Māori, and Māori participation in public decision-making. The Council's submission emphasises the importance of upholding Treaty obligations and recommends amendments to ensure Māori values and statutory responsibilities are appropriately recognised in any future regulatory framework. This reflects the Council's commitment to its partnership with Mana Whenua and to honouring its obligations under relevant Treaty settlement legislation.


6. Next Steps Ngā Mahinga ā-muri

6.1 If the Council approves the submission:

- Staff will lodge the final submission with the Finance and Expenditure Committee by the due date of 23 June 2025.
- A copy of the final submission will be published on the Council's website to ensure transparency.
- Staff will monitor the progress of the Regulatory Standards Bill and any subsequent select committee deliberations.

6.2 If Council chooses not to approve the submission, no formal feedback will be provided by Christchurch City Council on the Bill at this stage of the legislative process.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Christchurch City Council submission on the Regulatory Standards Bill	25/1147530	84

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

Document Name – Location / File Link
https://www.parliament.nz/en/pb/sc/make-a-submission/document/54SCFIN_SCF_E22299B3-B67B-4F74-023D-08DD9688D2C5/regulatory-standards-bill

Signatories Ngā Kaiwaitohu

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Approved By	Elizabeth Wilson - Team Leader Policy David Griffiths - Head of Strategic Policy & Resilience Ron Lemm - Manager Legal Service Delivery John Higgins - General Manager Strategy, Planning & Regulatory Services

DRAFT FOR COUNCIL APPROVAL

Monday 23 June 2025

Committee Secretariat
Finance and Expenditure Committee
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Christchurch City Council submission on the Regulatory Standards Bill

Introduction

1. Christchurch City Council (the Council) welcomes the opportunity to provide feedback on the Regulatory Standards Bill (the Bill).
2. While the Bill is framed as applying to central government, it introduces regulatory standards and review mechanisms that may influence, or eventually apply to, local government regulation. Therefore, the Council considers it important to comment on the Bill's scope, purpose, and potential implications.
3. As an active participant in the development and application of regulatory frameworks, the Council recognises the importance of high-quality, transparent legislation. However, the proposed Bill raises substantive concerns in relation to local government's statutory mandate, constitutional position, and regulatory responsibility. The following submission outlines the Council's position and key areas of concern.

Submission

Summary Position

4. As a local authority, the Council is governed by the Local Government Act 2002 (LGA), which requires councils to enable democratic local decision-making. Within this mandate, councils exercise delegated regulatory functions and are accountable to their communities for decisions that are often place-based, equity-driven, and responsive to local priorities. These functions are also subject to additional legislative frameworks, including the Resource Management Act 1991 (RMA), and specific statutory obligations in relation to Māori participation and Te Tiriti o Waitangi.
5. **The Council does not support the Bill in its current form.** While the intention to improve regulatory quality is acknowledged, the Bill as drafted:
 - Risks undermining local government autonomy and Treaty-based responsibilities.
 - Duplicates existing regulatory review mechanisms without clear enforcement or value-add.
 - Establishes a narrow evaluative framework that omits key public policy considerations.

6. If the Bill is to proceed, substantial amendments will be necessary to ensure that it aligns with established constitutional roles, reflects New Zealand's regulatory context, and upholds the statutory responsibilities of local government. The Council's key concerns and recommendations are outlined in the sections that follow.

Acknowledging Positive Elements

7. Although the Council does not support the Bill in its current form, we recognise several constructive aspects of the proposed framework. First, the focus on regulatory stewardship, particularly the expectation that chief executives review the performance and condition of regulatory systems, reinforces the importance of long-term system maintenance and accountability.
8. Second, the emphasis on transparency through the public release of regulatory review findings has the potential to strengthen public trust. Improved visibility can support greater understanding of how laws are assessed and may encourage more active engagement from civil society.
9. Finally, the Bill's ambition to establish common principles for what constitutes responsible regulation is commendable. If these principles were broadened to reflect the full range of public purposes, such as public health, safety, equity, environmental protection, and cultural and social wellbeing, they could help foster a more balanced and inclusive regulatory culture across the public sector.

Key Concerns

Implications for Local Government and the Risk of Regulatory Overreach

10. While the Bill is framed as applying to central government legislation, it extends to both primary and secondary legislation (Clause 4). Secondary legislation is defined in line with the Legislation Act 2019 and includes any legislative instrument made under an enactment. This captures a wide range of local government tools and instruments, including bylaws and potentially district plans.
11. Councils exercise a broad regulatory mandate under the LGA, including the power to make bylaws (sections 145–147), as well as bylaw-making powers provided under eight additional specific statutes. Under the RMA, councils also carry statutory obligations for environmental planning, land use regulation, and the incorporation of Māori perspectives, including kaitiakitanga and Treaty principles.
12. However, bylaw-making powers are already tightly constrained by law. Councils must demonstrate that a bylaw is the most appropriate way to address the problem, that it is proportionate, and that it takes the most suitable form. Bylaws are subject to mandatory consultation and can be challenged through judicial review, not only for procedural failings but also for inconsistency with the New Zealand Bill of Rights Act. The courts have struck down bylaws found to breach these requirements, meaning that councils are already held to a higher standard of procedural and legal rigour than many central government regulations.
13. Extending the Bill's framework to local government would not only be redundant but could also distort the existing legal checks and balances that govern how councils regulate. In contrast to local government, central government is not required to undertake mandatory

consultation or meet equivalent evidentiary thresholds for all regulations – and breaches of Regulatory Impact Statement requirements or analytical shortcomings typically carry no enforceable consequence.

14. The Bill does not explicitly exclude local government instruments from its scope:
 - Clause 14 provides for regulations that may prescribe requirements for Consistency Accountability Statements (CAS) for all secondary legislation.
 - Clause 8 empowers the Regulatory Standards Board to review secondary legislation for consistency with the Bill's principles, regardless of the legislative origin.
15. If the Bill proceeds, we recommend that it explicitly exclude local government regulatory instruments from its scope or, at a minimum, provide clear guidance that acknowledges the distinct constitutional and statutory roles of local authorities in New Zealand. Without such clarification, the Bill risks creating confusion around the existing accountability arrangements for councils.
16. Given the Bill's provisions for future regulatory extension and oversight, and the absence of an explicit exclusion, local government instruments could be brought within scope either directly through future amendment or regulation, or indirectly through evolving legal interpretation and public sector practice. If adopted in this way, the Bill's narrow evaluative framework could conflict with councils' statutory roles, and undermine their democratic accountability to local communities.

Omission of Treaty Obligations and Risk to Statutory Māori Participation Requirements

17. We are concerned that the Bill contains no reference to Te Tiriti o Waitangi, tikanga Māori, or Māori participation in decision-making. This omission is significant given the Bill's intent to establish a normative framework for evaluating the quality of both primary and secondary legislation across the public sector.
18. We have explicit statutory obligations as a local authority to support Māori participation and recognise the role of Māori in governance and environmental management. The RMA, the LGA, and local to the South Island, the Te Runanga o Ngai Tahu Act 1996 and the Ngai Tahu Claims Settlement Act 1998, all require the Council to consult with relevant Māori parties, as acknowledged by Te Tiriti. They are not discretionary and are fundamental to how local authorities are required to operate.
19. This omission introduces a range of risks.
 - It may discourage councils and other public agencies from adopting Treaty-based or tikanga-informed approaches, particularly where such approaches cannot be easily reconciled with the Bill's constrained evaluative framework.
 - It also risks legal misalignment, where legislation developed centrally without regard to Treaty principles could undermine or contradict local government's statutory obligations.
 - More broadly, it may contribute to the normalisation of a regulatory culture in which Māori partnership and participation are not treated as essential components of responsible public policy.

20. If the Bill proceeds, we recommend several amendments to address these concerns. It should explicitly include a requirement for consistency with the principles of Te Tiriti o Waitangi. The framework should also recognise tikanga Māori and mātauranga Māori as legitimate and relevant in the assessment of regulatory quality.
21. Additionally, the Bill should affirm that local government instruments remain governed by their enabling legislation, such as the Local Government Act and the Resource Management Act, which already embed specific Treaty-based responsibilities and participatory obligations.

Questionable Practicality and Duplication of Existing Systems

22. The Bill proposes new mechanisms, such as Consistency Accountability Statements (CAS) and a Regulatory Standards Board, to improve legislative quality. However, these tools lack legal enforceability (Clauses 24–25) and risk duplicating existing regulatory oversight without demonstrable benefit.
23. The proposed Board raises additional concerns regarding independence. Members would be appointed solely by the Minister for Regulation, with no statutory requirements for impartiality, diversity of expertise, or representation from local government or Te Tiriti specialists. This structure risks undermining the Board's credibility and creates the perception of political or ideological bias, particularly given its evaluative role.
24. The Regulatory Impact Statement (RIS) offers limited justification for these changes.
 - It confirms that the current framework is sound but inconsistently applied due to capacity constraints, not structural failure.
 - Most submitters (88%) on the Bill's discussion document opposed progressing the Bill, citing duplication and lack of necessity.
 - Agencies also expressed a preference for improving existing tools rather than creating a new layer of review.
 - The RIS notes the proposal only "partially meets" quality assurance criteria, with minimal assessment of local government impacts.
25. New Zealand already has a suite of regulatory safeguards, including Regulatory Impact Statements, select committee scrutiny, LDAC guidelines, the Regulations Review Committee, and judicial review. These mechanisms are embedded, familiar, and democratically accountable.
26. Our view is that quality issues with regulatory policy practice is unlikely to be through a lack of regulatory tools, but underuse of those already available. The Bill risks introducing parallel, unenforceable processes that may confuse accountability, increase compliance costs, and dilute efforts to strengthen current practice.
27. We do not support the duplication of mechanisms that may impose symbolic or administrative burdens without meaningful improvement. More effective reforms would focus on improving application of existing mechanisms through better resourcing, clearer guidance, enhanced parliamentary scrutiny, and stronger departmental capability.

A Narrow Regulatory Framework That Undermines Legitimate Public Policy and Reduces Responsiveness

28. The Bill defines “responsible regulation” through a set of principles intended to guide both the development and evaluation of legislation. These principles place significant emphasis on economic efficiency, the protection of individual rights, and minimal regulatory intervention. While these are important considerations, the framework fails to give equal weight to other legitimate public policy objectives, such as advancing equity, upholding Te Tiriti o Waitangi, protecting collective wellbeing, and enabling long-term environmental sustainability.
29. These broader goals are not peripheral; they are foundational to much of New Zealand’s regulatory landscape and are embedded across a range of existing legislation. Their omission risks distorting what is considered “good” or “responsible” regulation. Key laws that aim to support vulnerable communities, advance redistributive outcomes, or respond to intergenerational challenges, such as those related to public health, workplace protections, biodiversity, and climate adaptation, may not sit comfortably within the Bill’s narrow evaluative lens, despite their public value.
30. If the principles in the Bill are treated as a default standard for evaluating legislation, this could create pressure on policymakers to justify all interventions in narrowly economic terms, even where such framing is inappropriate. This may lead to under-regulation in areas where public good is difficult to monetise, contribute to hesitation around bold or public-good driven policies for fear of an “inconsistent” label, and reduce the responsiveness of regulation to local or emerging issues.
31. Over-reliance on a narrow evaluative framework may also shape the wider culture of the public sector, discouraging regulatory approaches that are participatory, locally responsive, or grounded in Te Tiriti principles. This risks weakening public trust in regulation that reflects community values, embraces Te Ao Māori, or addresses place-specific needs, particularly where such approaches do not align neatly with an individual rights or economic efficiency lens.
32. The Council therefore recommends that, if the Bill proceeds, the definition of “responsible regulation” be broadened to encompass the full range of purposes that legislation in New Zealand is expected to serve. This includes promoting social equity, protecting environmental and intergenerational wellbeing, and upholding Te Tiriti o Waitangi. A more balanced framework would better support the development of regulation that is legitimate, inclusive, and capable of meeting the complex challenges facing our communities.

Recommendations

33. The Council does **not support the Bill in its current form**. While the intention to improve regulatory quality is acknowledged, we recommend significant amendments if the Bill is to proceed.



Issue Area	Recommendation
Local Government Scope	<p>Clarify that the Bill does not apply to local government regulatory instruments or explicitly exclude them.</p> <p>Confirm that local authority tools (e.g. bylaws, district plans) remain governed by their enabling legislation such as the LGA and RMA.</p>
Treaty and Māori Participation	<p>Include a clear requirement for consistency with the principles of Te Tiriti o Waitangi.</p> <p>Recognise tikanga Māori and mātauranga Māori as relevant in assessing regulatory quality.</p> <p>Reaffirm that local government must meet statutory obligations to support Māori participation under the LGA, RMA and other enactments.</p>
Review Mechanism Duplication	<p>Avoid creating parallel, unenforceable mechanisms such as the Consistency Accountability Statements and the Regulatory Standards Board unless there is clear legal authority, independence, and demonstrated public value.</p> <p>Focus instead on resourcing and improving the use of existing tools (e.g. RIS, select committee scrutiny, LDAC guidance).</p>
Narrow Regulatory Framework	<p>Broaden the principles of “responsible regulation” to include public interest goals such as equity, environmental protection, wellbeing, and Treaty obligations.</p> <p>Avoid public labelling of legislation as “inconsistent” to reduce the risk of policy hesitation or chilling effects.</p> <p>Enable flexibility in regulatory design to support local responsiveness and collaborative, Treaty-based approaches.</p>

Conclusion

34. Christchurch City Council does not support the Regulatory Standards Bill in its current form.
35. While the intent to improve legislative quality is acknowledged, the Bill establishes a narrow regulatory framework that risks undermining democratic local decision-making, statutory Treaty obligations, and legitimate public interest regulation. It duplicates existing mechanisms without clear benefit and may constrain councils’ ability to meet their obligations under the LGA and RMA.
36. If the Bill proceeds, it must be significantly amended to:
 - Ensure compatibility with local government’s role and statutory duties under the LGA;
 - Incorporate Te Tiriti o Waitangi and tikanga Māori into its evaluative framework;
 - Strengthen, rather than duplicate, existing regulatory systems and tools; and
 - Embed a broader conception of legitimate regulation within the principles of the Bill.
37. Thank you for the opportunity to provide this submission.

38. For any clarification on points within this submission please contact Luke Adams, Principal
Advisor Strategic Policy, luke.adams@ccc.govt.nz.

Ngā mihi,

Phil Mauger
Mayor of Christchurch

DRAFT FOR COUNCIL APPROVAL

11. Council submission on the Building and Construction (Small Stand-alone Dwellings) Amendment Bill

Reference Te Tohutoro: 25/1133484

Responsible Officer(s) Te Pou Matua: Steffan Thomas, Head of Building Consenting

Accountable ELT Member Pouwhakarae: John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval of the draft Christchurch City Council (Council) submission on the Building and Construction (Small Stand-alone Dwellings) Amendment Bill (Bill).
- 1.2 The Transport and Infrastructure has called for submissions on the Bill, with consultation closing Monday 23 June 2025.
- 1.3 The draft submission sets out the Council's position on the Bill and makes a range of recommendations for drafting changes.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Council submission on the Building and Construction (Small Stand-alone Dwellings) Amendment Bill Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves lodging the Council submission on the proposed Building and Construction (Small Stand-alone Dwellings) Amendment Bill (**Attachment A** of this report) to the Transport and Infrastructure Committee.

3. Background/Context Te Horopaki

- 3.1 The Government has proposed, through the Bill, to exempt stand-alone dwellings of up to 70 square metres from needing a building consent provided certain criteria have been met.
- 3.2 The Bill sets out proposed roles of a territorial authority (TA) in relation to non-consented small stand-alone dwellings constructed under the provisions of this Bill.
- 3.3 Several provisions in the Bill will affect the Council's regulatory role, including through the requirement to provide a new form of project information memorandum (PIM), and record information in new ways.

Submission Position

- 3.4 The submission outlines the Council's position on the Bill. While the intent to improve the efficiency of building small dwellings is acknowledged, the submission highlights the need for significant amendments if the Bill is to proceed.
- 3.5 The submission raises concern that due to the way the Bill is currently written, it may result in unintended consequences to Council in its role as a TA. Details of these concerns sit alongside recommendations to how the Bill could be amended to address these issues.
- 3.6 Key areas of concern for the Council include:
 - 3.6.1 **Unclear definitions:** The Bill currently contains inconsistent definitions which leave room for conflicting interpretations. These should be addressed before the amended Act is passed.
 - 3.6.2 **Ability for a person to avoid completion for financial gain:** The Bill current allows homeowners to put off completing their building work, to avoiding paying development contributions required fund the additional demand the dwelling places on Council infrastructure. The submission recommends the Bill be amended to address this.
 - 3.6.3 **Other minor amendments:** The submission recommends other minor amendments throughout the Bill, primarily to provide clarity to all parties.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 3.7 The Council has two reasonably practicable options:
 - 3.7.1 To make a submission on the Bill, or
 - 3.7.2 To not make a submission on the Bill.
- 3.8 The Council routinely makes submissions on legislative proposals that may significantly impact Christchurch residents or the Council's statutory responsibilities. Submissions are a key tool for ensuring local government perspectives are considered in national decision making.
- 3.9 The Bill, introduces a new framework for non-consented small stand-alone dwellings constructed under the provisions of this Bill. Given its potential implications for regulatory practice, the Council has a direct interest in ensuring its perspective is reflected.
- 3.10 Choosing not to submit is not recommended. Without a submission, the Council forgoes an important opportunity to highlight the potential impacts on local government and to advocate for changes that reflect the realities of our statutory role and community obligations.
- 3.11 On balance, preparing a submission enables the Council to provide constructive feedback. If Council's recommendations are adopted, this will lead to greater clarity in the Act as it relates to small stand-alone buildings, with less opportunity of misinterpretation of requirements. This will assist in ensuring that buildings are constructed in a compliant manner with minimal additional costs that are not user-paid.

4. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

Cost to Implement	No cost
Maintenance/Ongoing Costs	No cost
Funding Source	No cost
Funding Availability	N/A
Impact on Rates	N/a

5. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

5.1 The decision to lodge a Council submission is of low risk

Legal Considerations Ngā Hīraunga ā-Ture

5.2 Statutory and/or delegated authority to undertake proposals in the report:

5.2.1 The opportunity to lodge a submission on the Bill is open to any person or organisation.

5.3 Other Legal Implications:

5.3.1 The proposed Bill on will allow the construction of small buildings without requiring building consent. In the Christchurch district there are very few building consents issued for buildings that could potentially fit into this category (e.g. less than 10 per year)

Strategy and Policy Considerations Te Whai Kaupapa here

5.4 The required decision:

5.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).

5.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy as although there may be some interest in the Government's proposal it is likely to be minor and only impact those that choose to construct a small dwelling.

5.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

5.6 Regulatory and Compliance

5.6.1 Activity: Building Regulation

- Level of Service: 9.1.1 Grant building consents within 20 working days - The minimum is to issue 95% of building consents within 19 working days from the date of acceptance

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

- 5.8 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

- 5.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

6. Next Steps Ngā Mahinga ā-muri

- 6.1 If the Council approves the submission:
- Staff will lodge the final submission with the Transport and Infrastructure Committee by the due date of 23 June 2025.
 - Staff will monitor the progress of the Bill.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Submission Cover Letter Building and Construction (Small Stand-alone Dwellings) Amendment Bill	25/1156422	95

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Ellen Cavanagh - Senior Policy Analyst Steffan Thomas - Head of Building Consenting
Approved By	John Higgins - General Manager Strategy, Planning & Regulatory Services

10 June 2025

Committee Secretariat
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Christchurch City Council submission on the Building and Construction (Small Stand-alone Dwellings) Amendment Bill

Introduction

1. Christchurch City Council (the Council) thanks the Transport and Infrastructure Committee for the opportunity to provide comment on the Building and Construction (Small Stand-alone Dwellings) Amendment Bill ('the Bill').
2. The Council has previously provided a submission on the Ministry of Business, Innovation and Employment (MBIE) 'Granny Flats' Proposal on 12 August 2024.

Submission

3. The following points are provided as summary of the recommendations for changes to the proposed Bill:
 - *Include a new section in the Building Act to expressly require an owner to apply for a Project Information Memorandum (PIM) for when building work is proposed in connection with a non-consented small stand-alone dwelling.*
 - *Change the wording to some of the proposed new sections to make clear the PIM application must contain sufficient information for Territorial Authorities (TA) to be able to make the statements it is required to make with the PIM.*
 - *Not to have a shorter timeframe to process a PIM application for a non-consented small stand-alone dwelling of 10 working days but rather keep it the same as all other PIM applications at 20 working days.*
 - *When a PIM lapses after 2 years TAs are required to decide if a further period should be allowed. Make changes to this provision to require the development contributions to be paid at this point before a further period to complete the building work is given.*
 - *Allow TAs to require development contributions to be paid after the PIM has been issued.*
 - *Make it clearer that the final design documents must contain sufficient information.*
 - *Expand the scope for when a determination can be applied for in respect to non-consented small stand-alone dwelling.*
 - *Make the proposed new section in the Act expressly clear that TAs will not be liable in respect to any of the advice provided by the TAs.*

- *Various recommendations to the wording in the proposed Schedule 1A to make it clearer what are the characteristics and requirements of a small-stand-alone dwelling.*

4. Refer to the Detailed Recommendations in Appendix 1 attached.

Conclusion

5. In general, the Council does not object to the amendments to the Building Act and other related legislation proposed by the Bill.

The Council does have concerns there may be unintended consequences for its role as a TA in the way the Bill is currently written. Details of these concerns have been provided in the summary of general position and detailed recommendations to how some changes to the Bill may assist with addressing these concerns.

TAs need to be able to levy development contributions for all developments that put increased demand on their infrastructure. The Council is concerned these proposals may hinder the ability to receive payment of the development contribution requirement. Under the Building Act, a TA can currently withhold issue of a code compliance certificate or certificate of acceptance until such time as a development contribution requirement has been paid. This Bill does not provide a TA with anything to withhold pending payment of the development contribution requirement associated with the non-consented small stand-alone dwelling. The Council is concerned that the way the legislation is current drafted, many would be able to avoid paying development contributions for this dwelling type. If not paid, the burden of funding infrastructure required to service demand associated with these developments will simply be picked up by the ratepayers.

Thank you for the opportunity to provide this submission.

For any clarification on points within this submission please contact Steffan Thomas
(steffan.thomas@ccc.govt.nz)

Yours faithfully

Phil Mauger
His Worship the Mayor
Christchurch City Council

DRAFT



Appendix 1:

Summary of General Position:

In summary, the Bill sets out the following proposed roles of a Territorial Authority (TA) in relation to non-consented small stand-alone dwellings constructed under the provisions of this Bill.

1. TAs receive notification by owners of their intention to build non-consented small stand-alone dwellings through applications of a project information memorandum (PIM) and must issue the PIMs within 10 working days.
2. When issuing the PIMs, TAs must provide additional information in the form of an attached document that states:
 - a. whether the proposed building work meets the characteristics of the exemption
 - b. whether the land is subject to natural hazards
 - c. whether there are any bylaws that may affect the proposed building work
3. A TA may attach a notice to the PIM for any development contributions payable by the owner in relation to the proposed small stand-alone dwellings
4. Within 20 working days of the completion of the building work, the TA is required to receive all the records of work, certificates and final design plans from the owner. It is only at this point that any development contributions must be paid by the owner to the TA.
5. The TA is not required to assess or inquire about the information it receives
6. The TA must keep the information it receives for these buildings for at least the life of these buildings.
7. The TA must monitor the PIMs it has issued for non-consented small stand-alone dwellings for any that have not been completed within 2 years after the issue of the PIM and if any have not been completed, decide whether to allow a further period
8. Processing and issuing of approvals for any connections to the three waters services – water supply, wastewater, and stormwater.

Detailed Recommendations:

Clause 6

The Bill proposes to amend existing section 32 by expanding subclause (b) but section 32 still allows for a PIM to be non-mandatory – ‘An owner may apply to a territorial authority for a project information memorandum for building work if –’ It must be made clear that ‘An owner must apply to a territorial authority for a project information memorandum for building work if the building work is in connection with a non-consented small stand-alone dwelling.’

Recommendation:

- Recommend not amending section 32 but including a new section 32A with the following wording. ‘An owner must apply to a territorial authority for a project information memorandum for building work if the building work is in connection with a non-consented small stand-alone dwelling.’

Clause 7

The term ‘initial design plans’ is vague and is not consistent with how this type of information is described elsewhere in the Act as ‘plans and specifications.’ It may lead to insufficient information being provided by the owner with their application for a PIM for the TA to supply accurate information as required by the proposed section 35A. The information submitted with the PIM application may also be insufficient for the TA to confirm that the building is permitted under the proposed National Environmental Standards for Granny Flats (Minor



Residential Units) which contain different standards (e.g. building coverage), or any relevant District Plan rules outside the scope of the NES (e.g. a minimum floor level which may be higher than the maximum 1m above ground allowed by Schedule 1A).

Recommendation:

- Recommend that the term 'initial design plans' is replaced in proposed section 33(1A)(b) with 'initial plans and specifications with sufficient information for the territorial authority to make the statements required by section 35A and confirm whether any other authorisations are required.'

Clause 8

This bill proposes to reduce the time allowed for when a TA must issue a PIM to within 10 working days after receiving an application in relation to a non-consented small stand-alone dwelling, however it also requires the TA to carry out more tasks.

Recommendation:

- Recommend that the timeframe for when a TA must issue the PIM is kept the same for all PIMs. Section 34 (1) is only to be amended to include the proposed section 31(1A).

Clause 9

If the building work does not proceed, a TA has no way of knowing this for their record keeping. The responsibility should not be on the TA to monitor the completion of work that they have no ability to control.

Recommendations:

- Recommend a further section after section 34 that the owner must notify the TA in writing within 2 years of the issue of the PIM if the building work is not going to proceed.
The provision in proposed section 34A(b) 'any further period that the territorial authority may allow', places an obligation of the TA to become involved when a project continues more than 2 years beyond the issue of the PIM. The TA is placed in the position where they are being pressured to allow the timeframe to be extended without the corresponding incentive for the owner to finalise the project.
- Recommend that the proposed section 34A includes the PIM will lapse without any provision for further periods if building work has not effectively commenced after 2 years. And where building work has commenced a further period will be allowed once the development contribution is paid by the owner.

Clause 11

Section 35A(2) requires the TA to attach a document to the PIM that includes amongst other things a statement that 'the proposed building work is likely or unlikely to satisfy only the characteristics of clause 1 of Schedule 1A;' This is a very limited scope. The plans and specifications submitted with the PIM applications



must also contain sufficient information to confirm whether any other authorisations are required and whether adequate provision to protect from a natural hazard so should also contain sufficient information to also make a statement about the 'Requirements for small stand-alone dwelling'.

Recommendation:

- Recommend that Section 35A(2)(a) (i) states 'a statement indicating whether—(i) the proposed building work is likely or unlikely to satisfy the characteristics of clause 1 and requirements of clause 2 of Schedule 1A.

Section 35A should not include the subsection (2)(a)(ii) 'it is unclear if the proposed building work is likely to satisfy those characteristics;'. The PIM application should contain sufficient information for a TA to make a clear statement that 'the proposed building work is likely or unlikely to satisfy the characteristics of clause 1 of Schedule 1A'. It needs to be clear to an applicant that sufficient information needs to be provided with a PIM application otherwise TAs will continually have to be using the provision in section 34(2).

Recommendations:

- Recommend removing the option in section 35A(2)(a)(ii) 'it is unclear if the proposed building work is likely to satisfy those characteristics;';
- Recommend including the changes proposed to clause 7 recommendation above for the PIM application to include plans and specifications with sufficient information.

The proposed section 35A(2)(c) requires a TA to assess the information provided with the PIM application to see if they can be 'satisfied that adequate provision has been or will be made to (a) protect the land, building work, or other property referred to in that subsection from the natural hazard or hazards; or (b) restore any damage to that land or other property as a result of the building work' to any land the TA is required by section 35A(2)(b) to identify if that land is, or is likely to be, subject to 1 or more natural hazards. To be able to make that assessment they will need sufficient information to be provided by the owner with the PIM application. For example, to make an assessment that adequate provision to protect from an inundation natural hazard, the PIM application must include information such as proposed floor levels to meet E1.3.2 of the building code and the proposed finished site levels.

Recommendation:

- Recommend including the changes proposed to clause 7 recommendation above for the PIM application to include plans and specifications with sufficient information.

Clause 12

The Bill currently allows TAs to invoice for development contributions once the work is complete as per section 42B(6). This proposed timing allows owners to occupy and utilise infrastructure before formally completing the approval process. As a result, owners could intentionally delay payment for minor unfinished elements while already benefiting from infrastructure services. This undermines the fair allocation of growth-related costs and risks placing undue financial burden on TAs and ratepayers.

The Council is concerned that development contributions present a significant disincentive for an owner to notify the TA of the completed building work. Owners may be incentivised to not fully complete a non-consented small stand-alone dwelling to avoid the requirement to pay development contributions.

The Council notes there are districts in New Zealand where a development contribution requirement for this



type of dwelling could be anywhere from \$70,000 - \$100,000.

Additionally, significant administrative complexities arise once the PIM is issued, as TAs lose key enforcement tools. Unlike the traditional building consent process, which relies on inspections and the issuance of a code compliance certificate to trigger invoicing, this exemption regime lacks equivalent mechanisms, requiring manual reporting instead. This creates risks and operational inefficiencies and TAs have limited leverage or visibility to enforce payment after issuance without costly, resource-intensive tracking and manual follow-up by compliance teams.

TAs should therefore be enabled to require development contributions to be paid after the PIM is issued.

Recommendation:

- Recommend that section 36(2A)(b) is replaced with 'the territorial authority may require development contributions to be paid following the issue of the project information memorandum'

Clause 15

S42C(2) states 'section 42B(4) does not require a territorial authority to assess or inquire into any information supplied to it under that provision' but how can a TA reasonably not check whether what is required to be provided is in fact provided.

Recommendations:

- Recommend that section 42B(4) is changed to require the owner to also complete a prescribed form where the owner lists the information required by section 42B(4) and states that all the information required by section 42B(4) is attached. The statement can then be relied on in good faith by the TA that all the information required by section 42B(4) has been provided.
- Recommend the term 'a set of final design plans' in section 42B(4)(b) is changed to state 'a set of final design plans and specifications'

Clause 16

The term 'final design plans' is vague and is not consistent with how this type of information is described elsewhere in the Act as 'plans and specifications.' It may lead to insufficient information being provided by the owner's designer to meet the purpose of section 42C.

Recommendation:

- Recommend where the term 'final design plans' is used in proposed section 45AA it is changed to state 'final design plans and specifications'.

Clause 19

Clause 19 proposes to add (aaa) [*this maybe a typo as there is no (aa) in the current Act*] that inserts a further

provision to section 177(3) for when an application for determination can be made. There is likely to be disputes that could the subject of a determination about a TA's decision in making the statements required by section 35A(2)(b) and (c) in respect to likelihood of natural hazards and/or if adequate provision has been or will be made to protect from the natural hazards. If a TA states in a PIM that the natural hazard provisions apply, then section 42B(3)(d) excludes the proposal from being exempt from building consent.

Recommendation:

- Recommend adding to section 177(3) the ability to apply for a determination in respect to decisions made by TAs under section 35A(2).

Clause 20

To be consistent with recommendation to clause 16 the reference to 'final design plans' should change in section 216 to state 'final design plans and specifications'.

Recommendation:

- Recommend where the term 'final design plans' is used in proposed section 216(2)(ba) it is changed to state 'final design plans and specifications' and where the term 'initial design plans' is used it is changed to 'initial design plans and specifications'.

Clause 22

Clause 22 proposes a new section 392A with provision that TAs will not be liable in respect to any of the advice provided by the TA.

We support the principle of removing liability from TAs in relation to non-consented small stand-alone dwellings as it will be the licensed building practitioners who hold the key roles in respect to non-consented small stand-alone dwellings. We consider the wording in section 392A needs to go further and state a TA is not liable for anything in respect to non-consented small stand-alone dwellings.

Recommendation:

- Recommend that proposed section 392A states: No civil proceedings may be brought against a territorial authority or any member, employee, or agent of that authority for anything in in respect to non-consented small stand-alone dwellings.

Clause 50

Clause 50 has identified an addition needs to be inserted to the 'limits on application' to building code performance B2.3.1 to address when the durability periods of B2.3.1 apply from to building elements in a non-consented small stand-alone dwelling. This building code performance has always lacked 'limits on application' for building work where a code compliance certificate is not required to be issued. This opportunity should be taken to change the 'limits on application' to B2.3.1 to include a start date for the durability periods of all building work that exempt from requiring a building consent.

Recommendation:

- Recommend extending the insertion proposed by clause 50 to include when B2.3.1 applies for all building work carried out under Schedule 1 and Schedule 1A, Building Act.

New Schedule 1A

The term 'net floor area' is proposed, which is inconsistent with definitions used elsewhere in Schedule 1. There is no definition of 'net floor area'. There is no definition of 'net floor area' but the NES-GF uses the term 'internal floor area' that is defined.

Recommendations:

- Recommend that the term and definition used in the NES-GF of 'internal floor area' be used in Schedule 1A be used to avoid unnecessary conflict.

At 2(1)(e) "At least 2 metres away..." is not defined. Is this the minimum distance of any component of the building, for example the outer edge of the gutter, or to the external face of a wall? Without very clear definition this will be ripe for misinterpretation.

Recommendation:

- Recommend that a clear definition is provided of the point of the building that this is measured from.

At 2(1)(h)(ii) 'connect to network utility operator services (**NUOs**), if those services are available, or, if not available, connect to on-site systems, that do not need a building consent to construct:' does not make it clear what type of on-site systems do not need a building consent. Only an existing system with sufficient capacity for the increased flow do not need a building consent.

Recommendation:

- Recommend that wording is changed to 'connect to existing on-site systems, that has sufficient capacity for the increased flow:'

There are a number of other risk factors that could impact on the objective of the Bill that a non-consented small stand-alone dwelling 'must be simple in its design and meet the building code'.

Recommendation:

- Recommend that other limitations that should be considered to minimise risks with these small stand-alone dwellings, e.g.:
 - Ground conditions.
 - Wind loads
 - Ground slope
 - Specific engineering design of structural components unless carried out by a chartered professional engineer
 - Limitation of eaves size (since this is not included in net floor area).

There is a high probability that this new schedule 1A exemption will be combined with schedule 1 exemptions, e.g. addition of carports, verandas, decks etc.

Recommendation:

- Recommend, at the least, commentary is provided on whether there are limitations on the combination of exemptions prior to the small stand-alone dwelling being complete.

DRAFT

12. Multicultural Portfolio Lead Report

Reference Te Tohutoro: 25/348006

Report of Te Pou Matua: Cr. Tyla Harrison-Hunt

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present the biannual Multicultural Portfolio report to the Council.
- 1.2 This report was prepared by Councillor Harrison-Hunt with administrative support from the Community Planning and Projects Team.

2. Multicultural Portfolio Lead Recommendations Ngā Tūtohu

That the Council:

1. [Receives the information in the Multicultural Portfolio Lead Report Report.](#)

3. Background Information

- 3.1 It is crucial to acknowledge that Multiculturalism exists within a bi-cultural framework. “All cultures are valued for the contributions they bring. Everybody has rights and responsibilities as citizens/residents of New Zealand; however, Te Tiriti o Waitangi affords Māori a dual set of rights as Tangata Whenua. Therefore, it is important to recognise that New Zealand is a multicultural society underpinned by the foundations of Te Tiriti and establishing ongoing relationships between Māori and the Crown”³.
- 3.2 Culturally and linguistically diverse communities (CALD) play a crucial role in shaping the future of Ōtautahi Christchurch, bringing cultural, economic and social benefits to the city.
- 3.3 The Multicultural Portfolio was created in November 2022 after the triennial election. The Mayor established the committees of the Council under Section 41A (3) of the Local Government Act 2002. Portfolios were introduced to ensure the Council engages appropriately with specific population groups/issues. Portfolio holders were to champion a particular population group or issue.
- 3.4 Council work in this space is guided by the [Te Haumako: Te Whitingia Strengthening Communities Together Strategy](#) and [Te Rautaki Mātāwaka Rau Christchurch Multicultural Strategy \(2017-2022\)](#). These strategies acknowledge and commit to making Christchurch a city where diversity is harnessed, welcomed and celebrated.
- 3.5 85% of the [Multicultural Strategy Implementation Plan 2021](#) has been delivered or is in play. A review of the Strategy will be undertaken in 2025 along with a refreshed Implementation Plan.

4. Census and other data

- 4.1 Support and promote community solutions for economic and social exclusion of cultural and ethnic communities (Objective 1.4, Action).

³ Te Rautaki Mātāwaka Rau | Christchurch Multicultural Strategy (2017-2022), Christchurch City Council, 2021, pg. 8.

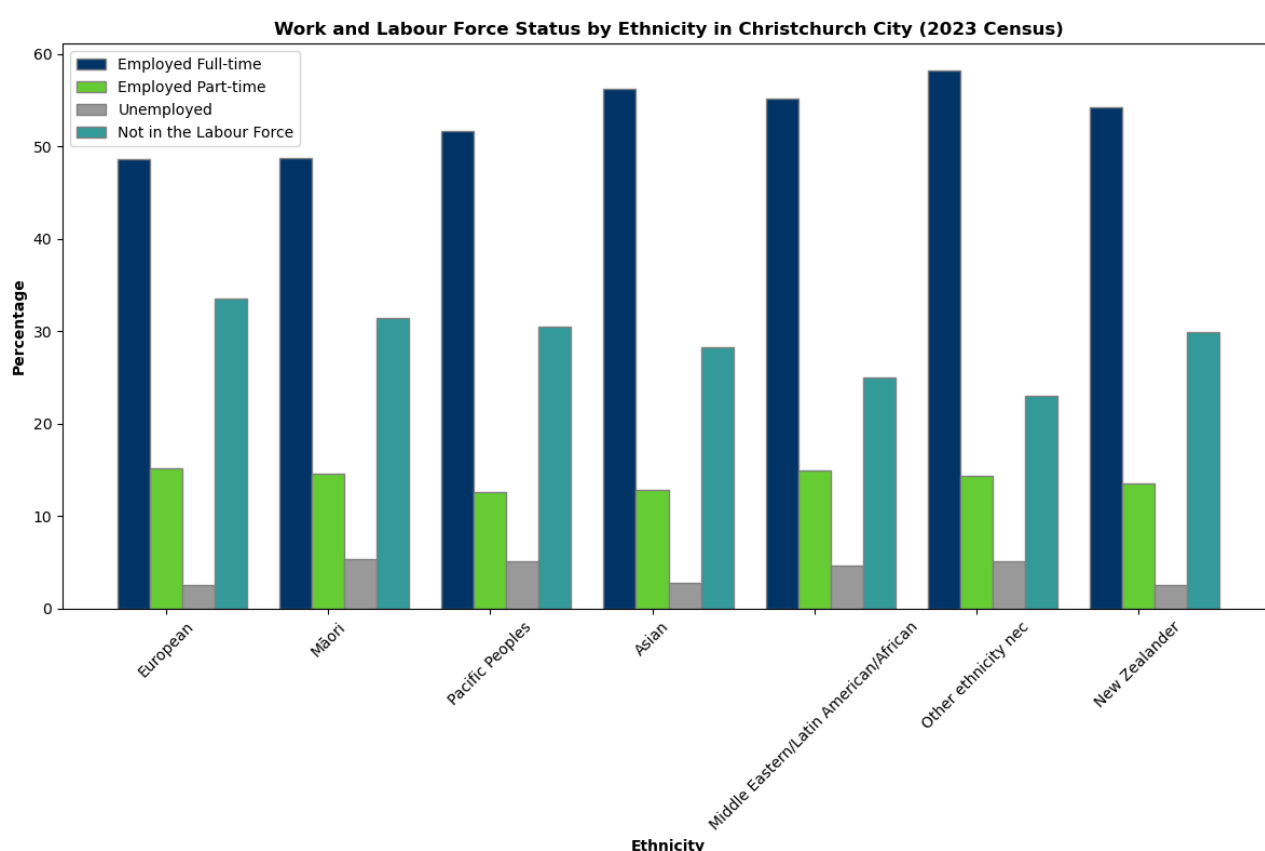
4.2 Based on the 2023 Census data for Christchurch City, the **labour force status** across cultural and ethnic groups reveals notable patterns. The following figures highlight both shared trends and disparities in employment engagement across Christchurch’s diverse communities.

4.2.1 Full-time employment is the dominant status for all groups, with the highest rates observed among those identifying as "Other ethnicity" (58.2%) and Asian (56.2%). Māori and Pacific Peoples also show strong full-time employment rates, though slightly lower, at 48.7% and 51.7% respectively.

4.2.2 Part-time employment remains relatively consistent across ethnicities, ranging from 12.6% to 15.2%.

4.2.3 Unemployment is most pronounced among Māori (5.3%) and Pacific Peoples (5.1%), nearly double the rate seen in European and New Zealander groups (both at 2.5%).

4.2.4 Meanwhile, a significant portion of the European population (33.6%) is not in the labour force, the highest among all groups, while "Other ethnicity" has the lowest at 23.0%.



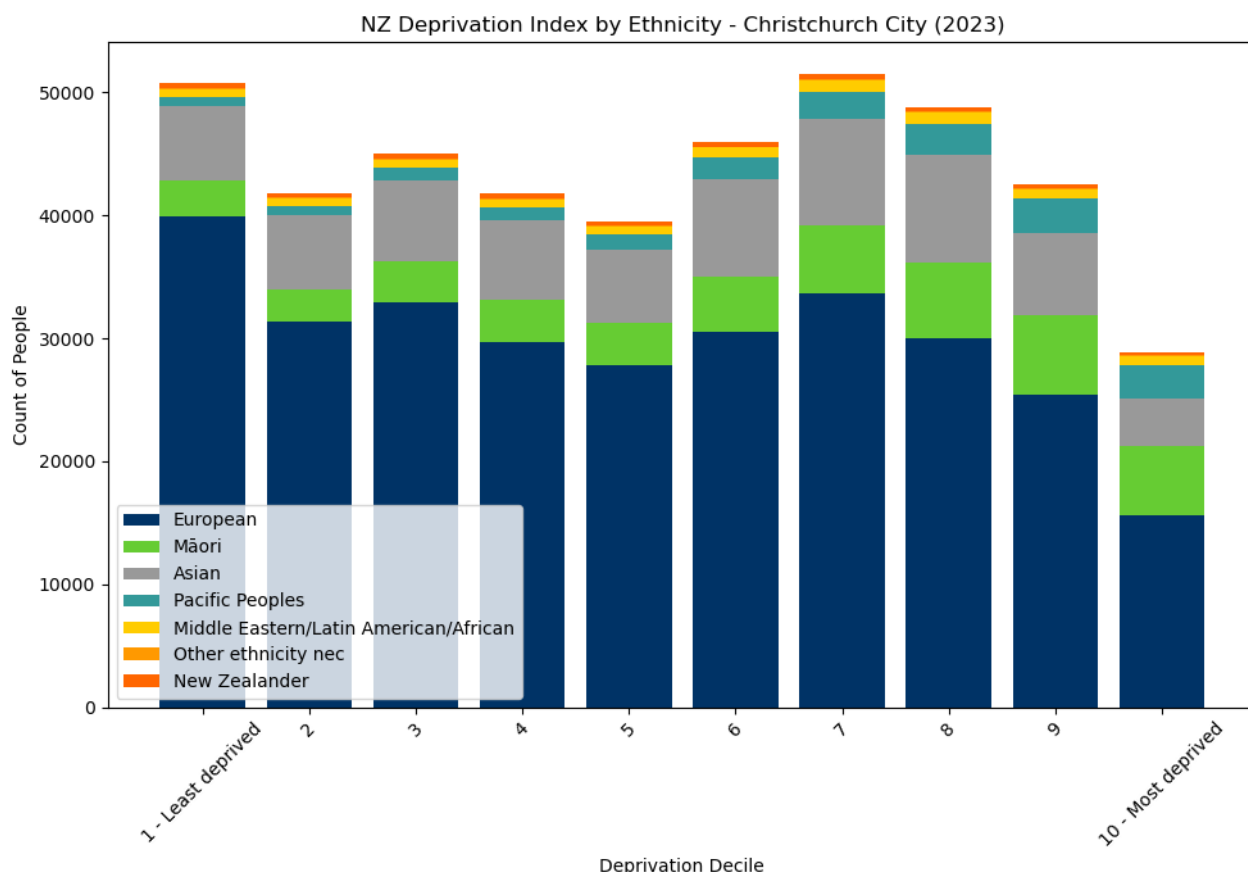
4.3 According to the stacked bar chart showing the percentage distribution of people by ethnicity across New Zealand Deprivation Index deciles (1 = least deprived, 10 = most deprived) in Christchurch City, based on the 2023 Census:

4.3.1 European and “New Zealander” populations are more concentrated in lower deprivation deciles (1–4), places with better access to things like healthcare, education, income, and housing. These areas are generally more affluent and have fewer social or economic challenges.

4.3.2 Māori and Pacific Peoples are more heavily represented in higher deprivation deciles (7–10), especially Pacific Peoples in decile 10 (16%). These communities are more likely to face challenges like lower income, poorer housing, and limited access to services. The fact that 16% of Pacific Peoples live in the most deprived decile is a strong indicator of inequality.

4.3.3 Asian and Middle Eastern/Latin American/African groups show a more even spread, but still with noticeable presence in higher deciles. These groups are more evenly distributed across all areas, but there is still a significant number living in more deprived areas. This suggests that while some individuals in these communities are doing well, others may still face barriers to opportunity.

4.3.4 Other ethnicity also shows a relatively balanced distribution, with a slight peak in decile 7.

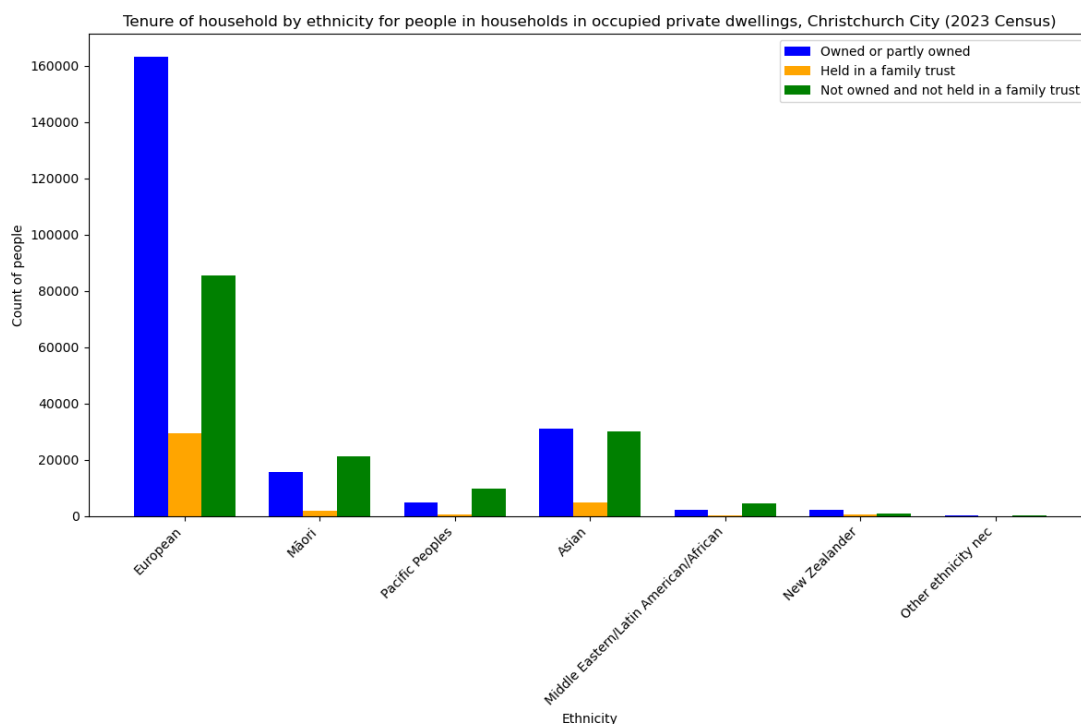


4.4 Housing tenure. In the 2023 Census for Christchurch City, patterns of household tenure varied significantly across ethnic groups.

4.4.1 Europeans had the highest proportion of people living in homes that were either owned or held in a family trust, reflecting a strong presence in homeownership.

4.4.2 In contrast, Māori and Pacific Peoples were more likely to live in dwellings that were not owned or held in a trust, indicating a greater reliance on rental housing or other non-ownership arrangements.

4.4.3 The Asian population showed a relatively balanced distribution across ownership types, while the Middle Eastern/Latin American/African group had one of the lowest ownership rates.

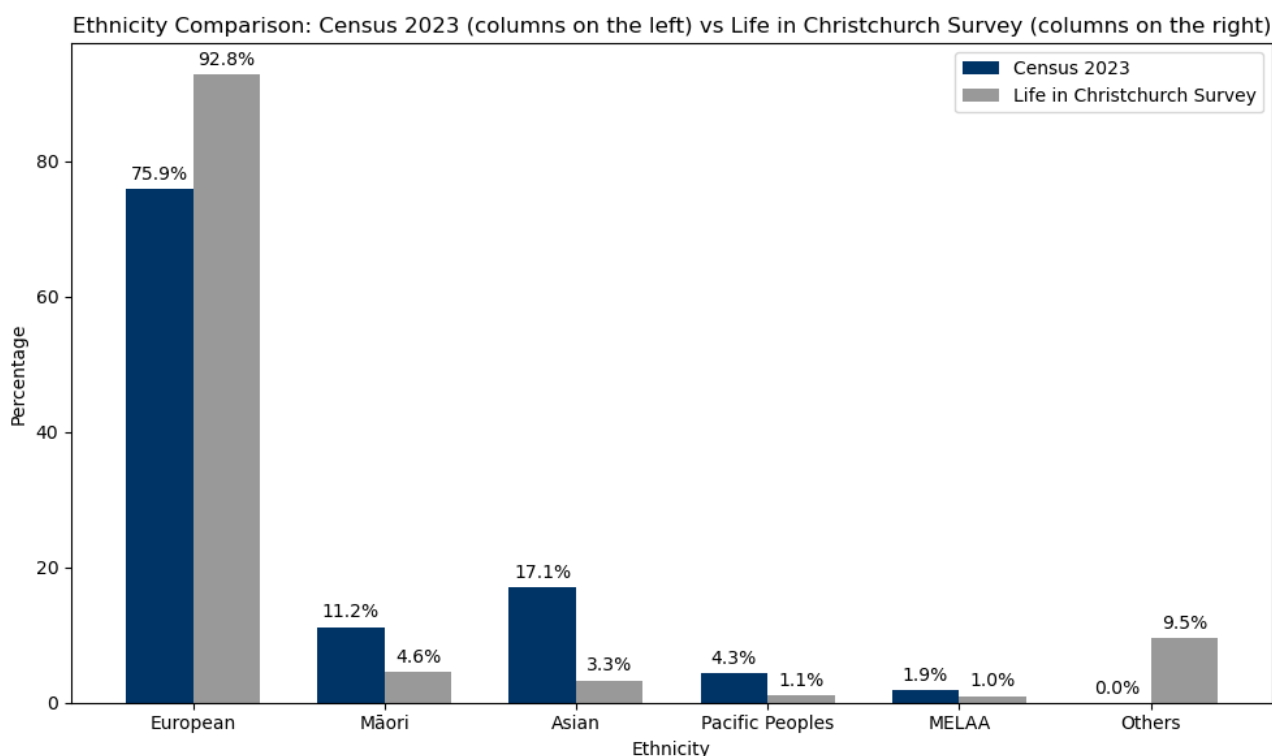


4.5 Life in Christchurch Survey – The [Life in Christchurch survey series \(external link\)](#) is a web-based survey conducted by the Council's Monitoring and Research Team. Life in Christchurch is a web-based survey that uses a snowball method to reach respondents, using a word-of-mouth approach rather than the more traditional random sample selection methodology. This method provides results that are indicative rather than representative of the wider community. It also results in high numbers of respondents because the sample size is unlimited. Typically, each Life in Christchurch survey can receive between 2000 to 4500 respondents.

4.5.1 The comparison between the 2023 Census and the Life in Christchurch Survey about Climate Change 2024 reveals significant disparities in ethnic representation. European respondents make up 92.8% of survey participants, far exceeding their 75.9% share of the Christchurch population.

4.5.2 In contrast, Māori (4.6% in the survey vs. 11.2% in the census), Asian (3.3% vs. 17.1%), and Pacific Peoples (1.1% vs. 4.3%) are notably underrepresented. MELAA communities also show a slight underrepresentation (1.0% vs. 1.9%).

4.5.3 These findings suggest that the Life in Christchurch Survey may not fully reflect the city's ethnic diversity, highlighting the need for more inclusive outreach and engagement strategies to ensure all communities are equitably represented in civic decision-making.



5. The Multicultural Sector: well-connected, collaborative and proactive

- 5.1 The multicultural sector in Ōtautahi Christchurch is characterised by strong inter-organisational connections, a general spirit of collaboration, and a proactive approach to addressing community needs. While some networks are facilitated by the Council, many stakeholder groups and hui are self-directed and self-facilitated, reflecting the sector's growing capacity, autonomy, and commitment to collective progress.

INFoRM Network

- 5.2 The Interagency Network for Migrants and Refugees continues to meet regularly (bimonthly) at the Multicultural Recreation and Community Centre. The network consists of approximately 350 stakeholders from a wide range of agencies, NGOs and community organisations working with and for migrants and refugees. However, meetings are consistently well attended with a core group of approximately 30/40 people joining both in person and online. In 2025, the Network continued working on the Sector Emergency Response Plan. Moreover, the agendas included presentations from the Electoral Commission, Christchurch Resettlement Services, Red Cross Pathway to Employment, Welcoming Communities Coordinator. Staff from MBIE - Refugee and Migrant Services (RMS) – are visiting in September to connect and hear from the stakeholders in Christchurch.
- 5.3 While the Council provides secretarial support, the Network operates independently. Its interests and priorities are identified and driven by the group itself, with a strong sense of autonomy and self-direction.

CLING

- 5.4 The Community Language Information Network Group (CLING) continues to hold monthly meetings. The Network is facilitated by Christchurch Resettlement Services and includes representatives from Interpreting New Zealand, Purapura Whetu, Christchurch City Council, Citizens Advice Bureau, New Zealand Red Cross, Te Whatu Ora, and Immigration New Zealand. CLING provides regular updates to INFoRM to stay connected with agencies that aren't directly involved in its kaupapa but could still benefit from the information being shared.

- 5.5 Attendance at CLING meetings tends to fluctuate from month to month. A brief evaluation was conducted to assess the perceived value of these hui. The findings indicate that, overall, participants appreciate the meetings and find the topics discussed to be relevant and worthwhile.
- 5.6 CLING has almost finalised the series of webinars aimed at the Culturally and Linguistically Diverse (CALD) sector funded by CCC. These webinars showcase best practices in engaging with CALD communities and serve as a sustainable resource. They will provide ongoing access to crucial information, including interpreter and translation services, as well as other relevant best practice communication topics for professionals working with CALD communities.

Christchurch Former Refugees Steering Committee

- 5.7 One of the most significant outcomes of the project funded by MBIE to support and enhance Meaningful Refugee Participation has been the recent establishment of a community-led Former Refugees Steering Committee. A co-designed recruitment model empowered leaders from former refugee communities to identify and nominate one or two representatives from their respective communities to serve on the committee.
- 5.8 In early December 2024, a subcommittee composed of former refugees developed the process and drafted the Terms of Reference. The Council provides secretarial support only, assisting with facilitation and the development of ideas and initiatives. A call for nominations was widely circulated among former refugee communities in February and March 2025. Ten nominations were received. Following eight months of dedicated preparatory work—including extensive engagement with agencies and organisations working with and for former refugee communities—the inaugural meeting of the Former Refugees Steering Committee was held at the Multicultural Centre in late March 2025.
- 5.9 The vision of the Former Refugees Steering Committee is to foster a cohesive and empowered community of former refugees in Christchurch. Its primary aim is to build trust and collaboration both within former refugee communities and between these communities and settlement providers and stakeholders. The committee seeks to ensure that former refugees are actively involved in shaping decisions that affect their lives. Through strategic advocacy and meaningful participation, the committee aims to improve settlement outcomes and promote a supportive environment in which former refugees can thrive and contribute positively to wider society.
- 5.10 The Steering Committee is composed of ten individuals with lived experience of displacement, each nominated by their community. This diverse group, which reflects balanced gender representation, includes members from the Somali, Afghan, Eritrean, Nepalese, Bhutanese, and Iranian communities. They bring a wide range of skills, ages, and experiences. Some members are employed by agencies that support former refugees, while others work in the private sector and maintain strong community ties, often volunteering their time and expertise. Nominations from other communities remain open to broaden representation and further enhance resettlement outcomes in Christchurch.
- 5.11 In its initial months, the Steering Committee has focused on identifying key priorities and developing a strategic plan. The group continues to welcome input and engagement. The Committee has been invited to attend Refugee Day at Parliament on 24 June 2025. This visit will provide members with the opportunity to meet MBIE staff from the Refugee and Migrant Services office and to connect with agencies and organisations in Wellington involved in refugee resettlement.



- 5.12 MBIE has confirmed a new round of funding for the 2025/2026 financial year to continue supporting Meaningful Refugee Participation. The agreement between Christchurch City Council and MBIE is currently being finalised.

Multicultural Advisory Group (MAG)

- 5.13 Staff are currently undertaking a review of the Multicultural Advisory Group (MAG). A recent change in leadership has prompted discussions around the group's sense of achievement, its overall impact, and the potential need to revise its Terms of Reference. Some longstanding members have observed that, since the disestablishment of the Multicultural Committee three years ago, their contributions and advice no longer appear to have a clear or direct pathway to the Council or elected Councillors.

These conversations have led to the decision to conduct a comprehensive evaluation of the MAG's work and its influence over the years, to identify new opportunities and potential improvements. The review process includes the following components:

- An online survey for current MAG members and relevant staff
 - Individual interviews
 - An online survey for former MAG members
 - A facilitated focus group
- 5.14 The findings will be compiled into a report, which will outline key insights, assess the MAG's effectiveness, and propose recommendations for future direction and development. The Report is expected to be completed by the end of August 2025.
- 5.15 In response to earlier discussions around the perceived lack of impact and meaningful contribution within the Multicultural Advisory Group (MAG), a new pilot initiative has been introduced. Currently, several MAG members are supporting Council staff in the assessment of Strengthening Communities Fund applications within the multicultural sector. As part of this trial, an advisory group - comprising selected MAG members - has been established to guide the Multicultural Community Development Advisor (CDA) during the funding assessment process. Participating members have signed confidentiality agreements and declarations of any conflicts of interest. Their role is strictly advisory and involves evaluating applications based on priority, using a scale from 1 to 4 (with 1 indicating projects of significant value, and 4 for applications that do not meet Council criteria). MAG members are not required to recommend funding amounts.
- 5.16 A review of the trial will be undertaken in September to evaluate whether this advisory process has the potential to be formally integrated into the Strengthening Communities Fund assessment framework. The review will also consider the feasibility of extending this model to other Portfolios, to enhance community participation and ensure more representative decision-making across Council funding processes.

Empowerment Network (former Elderly Abuse)

- 5.17 The Empowerment Network is a newly established collaborative group to raise awareness and provide education to communities on elder abuse and overall family wellbeing. Facilitated by Christchurch Resettlement Services, the Network brings together a range of organisations working in this space. Although still in its early stages, the group is currently focused on developing a clear statement of purpose, Terms of Reference, and confirming its membership.
- 5.18 At present, the Network includes representatives from the Multicultural Council, Asian Family Services, Christchurch City Council, New Zealand Police, and several community leaders. Council staff are supporting the group through its capacity-building phase and assisting with the expansion of its membership base.

Refugee Response and Resettlement Stakeholders Network

- 5.19 Initiated and facilitated by Purapura Whetu, this stakeholder network serves as a platform for sharing updates on newly arrived quota refugees. Its primary purpose is to strengthen collaboration among service providers to support improved settlement outcomes. The network aims to foster a shared understanding of who is involved in the resettlement process, the services each organisation offers, and how to effectively connect and coordinate with one another.
- 5.20 Current members of the network include Hagley College, New Zealand Red Cross, Pegasus Health, Ara Institute of Canterbury, Christchurch Resettlement Services, the Ministry of Education, New Zealand Police, Canterbury District Health Board (CDHB), Peeto, Environment Canterbury (ECan), Canterbury Refugee Resettlement and Resource Centre, English Language Partners, and Christchurch City Council.

6. Enhancing visibility of the cultural and ethnic communities

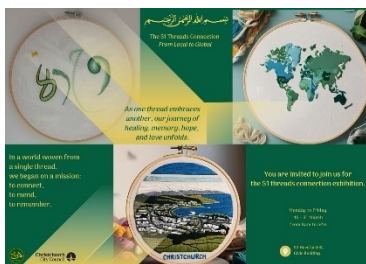
- 6.1 Staff engagement with a wide range of ethnic and cultural communities highlighted a common perception: that the city does not visually reflect the rich diversity of its population. In response, one of the initiatives developed was to invite community-led exhibitions into the Civic Building - the symbolic heart of local democracy and the home of Christchurch's citizens. This project aims to make the city's cultural fabric more visible in its most public and symbolic space, ensuring that the stories, identities, and contributions of all communities are acknowledged and celebrated. These exhibitions are meant to be not only artistic or commemorative displays but also acts of civic participation - bringing visibility to underrepresented groups, fostering intercultural understanding, and reinforcing the idea that the Civic Building is a place where all citizens, regardless of background, are seen, heard, and valued.

6.2 Sow a LYTTEL Seed 51 Threads Exhibition

On the occasion of the Unity Week, from the 10 to the 21 March 2025, Sow a LYTTEL Seed, displayed at the Civic building, part of its [51 Threads Connection](#) exhibition, was a moving tribute to the events of 15 March.

Through the delicate arts of calligraphy and embroidery, stories are told with chosen words or phrases rendered in Arabic calligraphy and hand-embroidered on fabric.

Participants, honouring the memory of loved ones lost in the tragic attacks, use this poignant medium to express their grief and remembrance five years on.



6.3 Nowruz, the Persian New Year

Organised by Kia Ora Academy and the Kazakh community, on 21 March, the Civic Building hosted a small gathering in the celebration of Nowruz. The Persian New Year is celebrated on the day of the vernal equinox, marking the beginning of spring in the Northern Hemisphere.

For the occasion, a haft-sin was arranged. It is an arrangement of seven symbolic items whose names start with the letter "س" (pronounced as "seen"), the 15th letter in the Persian alphabet.

The event was attended by members of the Afghan, Kazakh and Iranian communities.



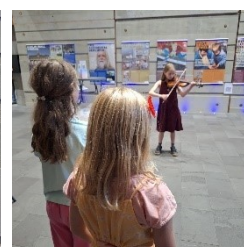
6.4 Berlin Wall Exhibition

Originally commissioned by the German Embassy in New Zealand to Alexandra Falk (Journalist, Correspondent and Producer) to commemorate the 35th anniversary of the fall of the Berlin Wall and the German reunification, it was displayed on the Exhibition Wall in the Civic Building for the whole month of April.

The Berlin Wall Stories exhibition explores the stories of 10 unique people and their relationship with the Berlin Wall, a concrete wall that once divided East and West Berlin, along with a border strip that ran between the Federal Republic of Germany (FRG) and the German Democratic Republic (GDR). Those two German states (as well as Berlin) were finally reunited after the Berlin Wall fell in 1989. It is a historical event of great significance, not only for Germans.

Within the exhibition, you will be able to meet New Zealanders, Germans, and some who are both, along with people who have their roots in Eastern Europe but call Aotearoa their home now. What they have in common is a "Mauergeschichten" - a Berlin wall story. By diving into those stories, you will get to see different angles of the historical event and will learn about Germany's more recent story.

The Exhibition was officially opened on 7 April with a small gathering for the German community

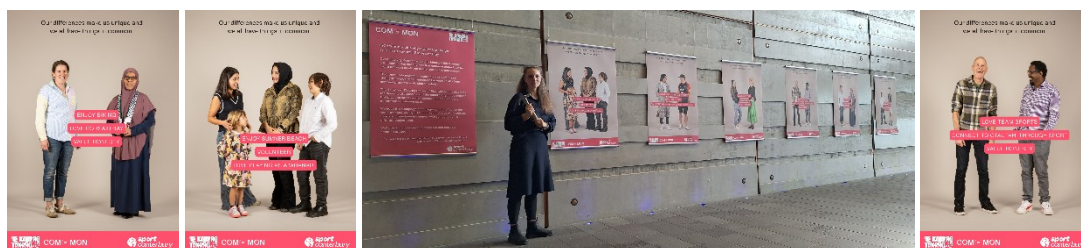


6.5 InCommon Inclusivity poster campaign Te Kōrero Tākaro Stories of Play

On the UNESCO World Day for Cultural Diversity for Dialogue and Development, [InCommon](#) and Sport Canterbury launched an Inclusivity Campaign that celebrates the diversity of Aotearoa and the opportunity for connection and understanding that play and sport create, across culture, faith and generations – between us all. The online launch coincided with an exhibition at the Civic Building from the 19th to the 23rd of May 2025.

This is the fourth Inclusivity Poster Campaign created by InCommon, highlighting the common ground between and the diversity of our communities. The community members featured in these Campaigns highlight points of connection - from personal preferences to shared values.

This Campaign builds off Te Kōrero Tākaro | Stories of Play, a collaborative oral history project between InCommon, Our Stories Project, Gap Filler Pae Tākaro that celebrates the diversity of Aotearoa and connects people across different cultures, faiths and generations through play. The audio stories of memories of play and traditional games from different ethnic communities can be listened to from the InCommon [website](#).



7. Upskilling opportunities and information sessions

- 7.1 Promoting equitable access to resources and opportunities for everybody regardless of their identity, cultural or linguistic background is a key objective of the Multicultural Strategy. To enhance awareness and improve access to funding opportunities, staff have organised a series of drop-in sessions - both online and in person - to assist Pacific, ethnic and cultural communities in understanding the Council's funding framework, strategic priorities, and the new application platform. In total, more than 75 groups participated in these sessions.
- 7.2 In recognition of the bicultural framework within which multiculturalism is situated, a series of Te Tiriti o Waitangi workshops—specifically tailored for migrants and former refugees—have been delivered. This initiative was made possible through collaboration with the New Zealand Red Cross, Tangata Tiriti, and the Welcoming Communities programme. To ensure the workshops were inclusive and accessible to all participants, translation support was made available where required. The next step involves organising a workshop aimed at training new facilitators from ethnic communities based in the South Island.
- 7.3 In light of the concerning global rise in hate-related attacks targeting public events and gatherings—and acknowledging that, while New Zealand is generally a safe country, it remains vulnerable to potential threats from lone individuals or organised groups—Council staff, in collaboration with the New Zealand Police, have organised a safety-focused workshop.

This workshop is designed to support ethnic communities, as well as the wider public, in planning safe events by identifying potential risks and implementing strategies to minimise danger. The session centres on the [Crowded Places Strategy](#), a national framework developed to assist organisations and venue operators in assessing vulnerabilities and strengthening protective measures. The strategy provides practical tools and self-assessment resources that empower community groups, event organisers, and venue managers to evaluate their preparedness and develop effective safety plans.

8. Reinstating the Intercultural Assembly

- 8.1 In 2000, the Mayor's Working Party on Ethnic Relations commissioned Hassan Haji Ibrahim and Patric O'Connor to conduct comprehensive consultations with ethnic communities and other stakeholders. The objective was to gain a nuanced understanding of the state of Christchurch's ethnic relations at that time, identify appropriate recommendations and actions needed, and determine potential partners and stakeholders to advance these recommendations for enhancing positive ethnic relations in the city. The findings and recommendations were encapsulated in the report titled "Inter-Cultural Relations in Christchurch: A Report for the Mayor's Working Party on Ethnic Relations" (October 2000). The Report emphasised the necessity for any proposed strategy or model to have high visibility and credibility, bolstered by the endorsement and promotion from the Mayor and the City Council, with clear support from all citizens, particularly Tangata Whenua and Ethnic Communities.

One of the report's high-priority actions was the recommendation to establish an Intercultural Assembly (ICA) "genuinely representing an extensive cross-section of stakeholders".

- 8.2 The Intercultural Assembly would not duplicate the role of any existing organisation but provide a coordinating role to ensure that the implementation of any model created would be relevant, cohesive, accountable and generally robust. The Intercultural Assembly (ICA) was officially launched in March 2003 to provide a forum to recognise and positively foster the growing ethnic diversity in Christchurch through improved communication and coordination of services. The ICA was community-owned and described itself as a "networking body" for existing and new initiatives relating to intercultural understanding (Terms of Reference for Intercultural Assembly - Feb 2005).
- 8.3 The proposal to reinstate the Intercultural Assembly is derived from Goal 4, Priority Action 1 of the [Christchurch Multicultural Strategy's Implementation Plan](#). This action mandates an investigation into the feasibility and benefits of reinstating the Assembly, recognising its potential to:
- Enhance intercultural dialogue and understanding: Fostering intercultural relationships is essential, especially considering the current international geopolitical tensions that are affecting relationships and social cohesion in Christchurch.
 - Provide a structured platform for cultural communities to voice their concerns and to influence local decisions and policies to be more inclusive and representative of Christchurch's diverse population: This is particularly relevant with the disestablishment of the Multicultural Committee, which previously served as a channel for such expressions.
 - Foster shared communication, collaboration and partnerships among different cultural groups: Internal divisions within ethnic communities are quite common, often resulting in multiple funding applications for the same cultural events. The Assembly could streamline these efforts and promote unity.
- 8.4 Staff are currently exploring potential models, partnerships, and approaches that will support a sustainable, community-led delivery of the project. The focus is on identifying frameworks that empower community ownership while ensuring long-term viability.

9. Ethnic Media Network

- 9.1 Staff are collaborating with various stakeholders (Plains Media, ethnic leaders, broadcast education providers, mainstream media...) on the development of an ethnic media network which aims to strengthen the ethnic media sector by fostering collaboration among ethnic media outlets, enhancing their capacity through targeted training, and promoting trusted communication within diverse communities. By connecting media platforms and encouraging

partnerships with broadcast education providers, mainstream journalists, and Council communications teams, the project seeks to improve content quality and sector resilience.

- 9.2 A key focus is on empowering community leaders to deliver vital messages in their native languages, particularly during emergencies, ensuring timely, culturally appropriate information reaches non-English speaking residents. Ethnic media are frequently underutilised and undervalued as a significant and impactful means of reaching ethnic communities. Many ethnic groups prefer to read, listen to, or watch media produced by their communities. Engaging these communities can often be more effectively achieved through non-English language media.

10. Culture Galore

- 10.1 In April 2025, the *Culture Galore Feasibility Report* was finalised. The study was initiated in recognition of the event's significant growth in popularity, which has led to increasing logistical challenges at its current location, Ray Blank Park in Ilam. The primary objective of the feasibility study was to identify the most suitable alternative venue for hosting the event from 2026 onwards. Five potential venues across Christchurch were assessed, with the Multicultural Recreation and Community Centre emerging as the preferred option. This recommendation reflects the Centre's unique capacity to support an event of this nature and scale, as well as its demonstrated success in engaging a wide range of communities since opening in early 2024.
- 10.2 The report also outlines several potential risks associated with the relocation and ongoing delivery of the event, including issues related to governance, staffing, funding, community expectations, and long-term sustainability. To address these, the report proposes a range of mitigation strategies, such as clearly defined roles and responsibilities, inclusive and transparent planning processes, diverse community representation, open communication, and collaborative decision-making. Since its inception in 2001, *Culture Galore* has been financially supported by the Waimāero Fendalton-Waimairi-Harewood Community Board and the Waipuna Halswell-Hornby-Riccarton Community Board (and their predecessor boards).
- 10.3 As the Multicultural Recreation and Community Centre is operated by the Multicultural Recreation and Community Centre Charitable Trust, whose kaupapa is to successfully manage the Centre, not to run *Culture Galore*, the report recommends the development of a Memorandum of Understanding (MoU) between the Council and the Trust. This MoU would serve to clarify expectations, define roles and responsibilities, and outline key deliverables to ensure the successful delivery of *Culture Galore* at its new venue.
- 10.4 The recommendations included in the Feasibility Report are the following:
- Confirm the ongoing commitment to delivering a vibrant multicultural festival that celebrates the diversity of Christchurch and Banks Peninsula.
 - Relocate the annual *Culture Galore* event to the Multicultural Recreation and Community Centre, utilising both indoor and outdoor spaces to further enhance the event programme.
 - Establish a Memorandum of Understanding (MoU) between the Council and the Multicultural Recreation and Community Centre Charitable Trust to host the event annually. The MoU will outline roles, responsibilities and key deliverables for both parties.
 - Fund the delivery of the *Culture Galore* event either as a Long-Term Plan / Annual Plan budget item (like Children's Day) or as a multi-year funding agreement with the Multicultural Recreation and Community Centre Charitable Trust. Council funding should cover the budget for hosting the event, which would allow any grant funding the Trust receives from outside, from the Council, to be utilised to enhance the event programme, for example, increasing the range of activities offered.

- Retain the Culture Galore Committee (as the community representatives for the planning and organising of the event) and invite a member of the Multicultural Recreation and Community Centre Charitable Trust to join the committee.
- Collaborate between Council and Multicultural Recreation and Community Centre staff on a Culture Galore project team that will work with the Committee and lead the transition, continuity and future development of the event.
- Acknowledge the implications of work currently underway to determine the long-term use of the netball courts. Should the lease be extended, then the event would need to hire the courts from Christchurch Netball, which would affect future funding needs. Should the lease not be extended, any considerations for the future use of the space would include implications for hosting the Culture Galore event.
- Listen to community and stakeholder feedback to understand the changing needs and aspirations and how they can be incorporated into the event in the future.

11. Te Ngira Multicultural Recreation and Community Centre

- 11.1 Te Ngira, the Christchurch Multicultural Recreation and Community Centre, has now entered its second year of operation. The Council continues to provide in-kind support through the placement of an Establishment Manager, whose role is to assist the Trust in activating the space and strengthening its organisational capability. This support is scheduled to conclude by the end of March 2026.
- 11.2 The Establishment Manager's current priorities are focused on the following key areas:
- Financial sustainability – ensuring the Centre can operate independently in the long term.
 - Emergency preparedness – positioning the Centre as a hub for ethnic and cultural communities in times of crisis.
 - Tiriti-based development – fostering a Centre whose spaces, practices, policies, and governance are grounded in Te Tiriti o Waitangi principles.
- 11.3 The Centre is well utilised, particularly following the recent replacement of the lift, which has significantly enhanced accessibility. Further improvement works are scheduled for 2025, including the replacement of heating tiles in the two function rooms and the refurbishment of the ground floor toilets. The latter upgrade will ensure the Centre is fully accessible to all users, both in terms of physical accessibility and inclusive facilities that respect diverse gender identities.
- 11.4 The Centre continues to generate a steady and reliable income through venue hire. Since March 2024, approximately 192 groups and organisations have utilised the Centre's facilities. In addition to the MRCC Charitable Trust staff, the Centre also accommodates five community organisations on a longer-term basis, providing dedicated office space to: Terra Nova Foundation, Moana Vā, Interpreting NZ, the Korean Society, and the Maona Pacific Trust. An additional office continues to be designated as a hot desk, available to community groups requiring part-time or flexible office space. Furthermore, the Waihoru Spreydon-Cashmere-Heathcote Community Board is currently based at the Multicultural Centre while the South Library undergoes redevelopment.
- 11.5 The composition of the Board of Trustees has recently changed. Due to personal and professional commitments, several original members have stepped down, and the Trust has since welcomed new trustees. The staffing structure currently includes one full-time Coordinator and one part-time Financial Administrator. Through a Flexi-Wage Agreement with the Ministry of Social Development, the Trust also employs a full-time Cleaner and a full-time Groundskeeper. In addition, the Trust is supported by approximately 20 volunteers,

contributing a combined total of around 100 volunteer hours per week. These volunteers, who come from a wide range of cultural and ethnic backgrounds, assist with various roles including front-of-house duties (five days per week, mornings and afternoons), barista services during the Saturday Netball season and parking management for five afternoons per week during the School Netball season.

12. Welcoming Communities updates

- 12.1 The Welcoming Communities Coordinator has completed the *Stocktake Report of Welcoming Communities in Christchurch* and finalised the first draft of the *Welcoming Communities Action Plan*, which is now ready to be shared for consultation.
- 12.2 The stakeholder report highlights many positive elements already in place to support newcomers in Christchurch, including strong community engagement, accessible services, and a growing number of inclusive initiatives. However, it also identifies several areas for improvement. The identified areas are:
 - Inclusive leadership
 - Connected and Inclusive Communities
 - Equitable Access
 - Economic Development, Business and Employment
 - Civic Engagement and Participation
- 12.3 In January 2025, the first Newcomers Volunteering Expo was successfully held at the Multicultural Centre, through a partnership between Volunteering Canterbury, the Multicultural Recreation and Community Centre Charitable Trust, and Welcoming Communities. The event attracted strong community interest and engagement, providing newcomers with the opportunity to connect with local organisations, explore volunteering pathways, and foster a sense of belonging through active participation.
- 12.4 Staff contributed to the delivery of the first public-facing Te Tiriti o Waitangi workshop, which received excellent feedback from participants. Due to high demand, a second workshop has been scheduled for June 2025.
- 12.5 Support was provided for the ongoing Ōtautahi Welcoming Dinner series, hosted at the Multicultural Centre. Each session reached full capacity, offering a warm and inclusive environment that fosters meaningful connections among diverse community members and former refugees.
- 12.6 In collaboration with Christchurch Art Gallery, a creative initiative was launched combining art and storytelling with welcoming practices. This included a Welcoming Morning Tea featuring a guest artist and highlighting migrant stories through artistic expression.
- 12.7 Staff organised and hosted the Regional Welcoming Communities Hui, which brought together stakeholders from across the region to strengthen partnerships, share best practices, and build collective capacity in welcoming initiatives.
- 12.8 Support was provided for the development of a Chinese Safety Video Project, aimed at addressing key safety concerns within the growing Chinese community. The video promotes awareness and provides culturally appropriate guidance on personal and community safety.
- 12.9 Staff contributed to the CLING Webinar Project, which is developing a sustainable series of video resources showcasing best practices for working with culturally and linguistically diverse (CALD) communities. These resources aim to support service providers and community organisations in delivering more inclusive and effective services.

13. Pacific Liaison Report

- 13.1 From November 2024 to May 2025, Staff have continued to strengthen relationships across Pacific groups in Ōtautahi Christchurch through a wide range of events, programmes, and engagements. These initiatives have actively supported the Council's Strengthening Communities Strategy by empowering community leadership, fostering intergenerational connections, and enhancing the cultural wellbeing and resilience of Pacific residents. Highlights include the successful Pasifika Community Garden Launch, multiple working bees, and a harvest celebration involving Matua groups, Linwood Ave School, and Te Aratai College students — nurturing both food sovereignty and cultural exchange.

Upskilling and capability building

- 13.2 A significant investment was made in cultural capability building, with events like the Pacific Leadership Retreat, the Yavu Foundations workshops, and Kapasa policy engagement sessions delivered in collaboration with the Ministry for Pacific Peoples. These helped to uplift Pacific voices in policy and service design while deepening organisational understanding of Pacific worldviews and protocols. Further engagement at Te Aratai College Expo, Careers Expo, and the Dragons Den entrepreneurship programme strengthened opportunities for Pacific youth by connecting them to pathways in education, employment, and leadership.

Emergency preparedness and foundation training

- 13.3 A strong focus has been placed on resilience and emergency preparedness through foundation training courses and the establishment of community-led Pacific Emergency Response Hubs. These were complemented by talanoa (conversations) that drew on lived experiences from past crises to better equip Pacific communities for future emergencies. Engagements such as the Yavu Foundations and Kapasa Policy Tool Workshops, in partnership with the Ministry for Pacific Peoples, have built cultural capability across sectors and supported Pacific-informed decision-making in policy and planning, aligning with the strategy's intent to build organisational responsiveness and representation.

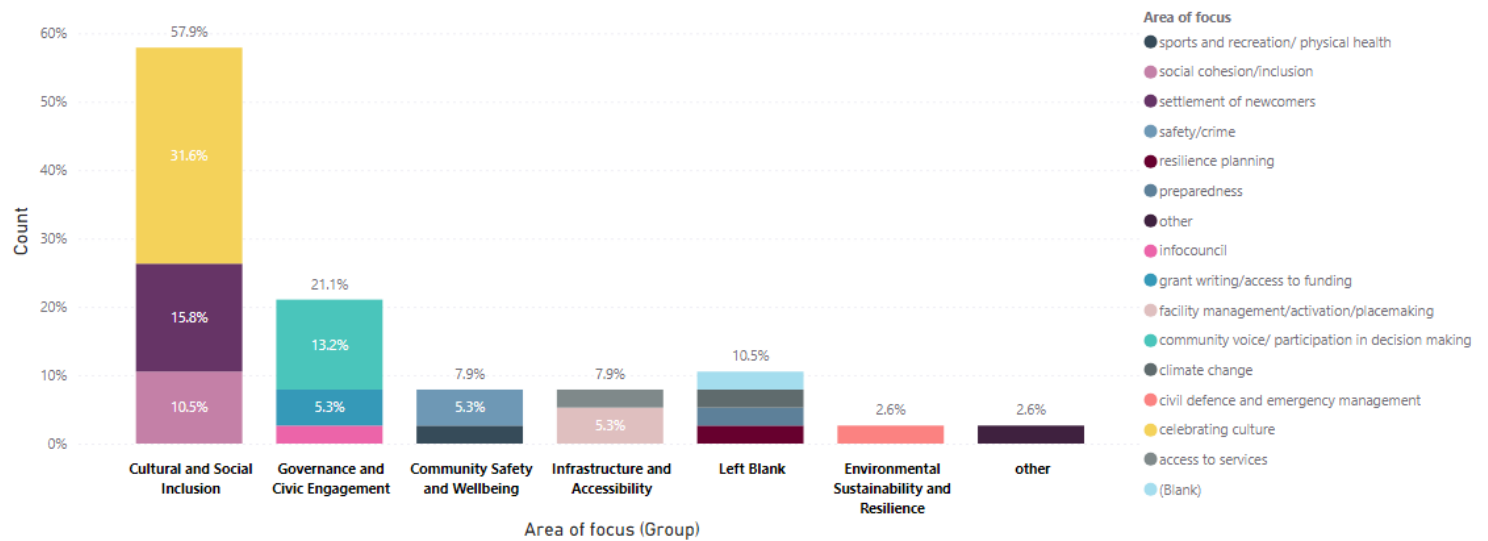
Visibility of Pacific communities

- 13.4 The Liaison role also supported visibility and celebration of Pacific identity and language through cultural events such as Papua New Guinea, Solomon Islands, and Rotuman Language Weeks, all showcased in public spaces including the CCC Civic Offices. Collaborations with the Citizens Advice Bureau and the Christchurch Art Gallery offered integrated platforms to raise awareness about immigration rights and experiences, including the powerful exhibition "John Ve'a: Ini Mini Mani Mou". These events were intentionally inclusive, reaching older adults, rangatahi (youth), and migrant families while reinforcing a sense of belonging and civic participation.
- 13.5 Ongoing engagement with grassroots leaders, sports groups, educators, artists, and Pacific academics has also expanded conversations on climate resilience, housing, and food systems — all critical issues for our communities. Whether through organising the Polynesian Pages Arts Festival, supporting the SPACPAC Polyfest, or contributing to the Pacific Hub consultation, this work continues to weave together diverse Pacific voices into council-led planning and strategy, demonstrating the value of partnership and shared leadership.

14. Multiculturalism across the Metropolitan and Community Boards

14.1 Ethnic and cultural communities

Area of focus



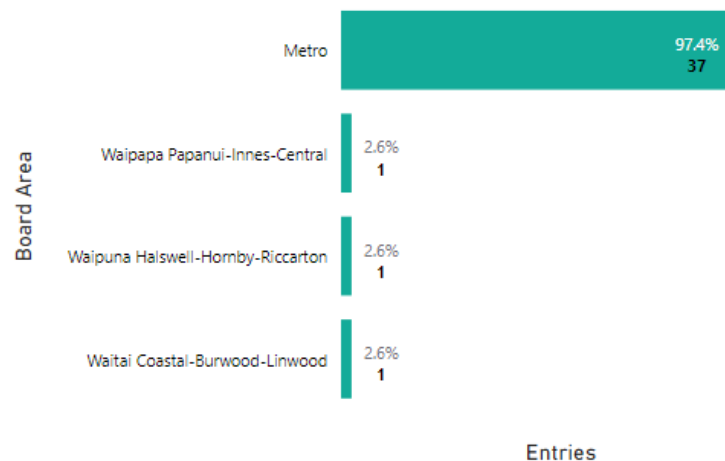
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Community Support Report - Multicultural

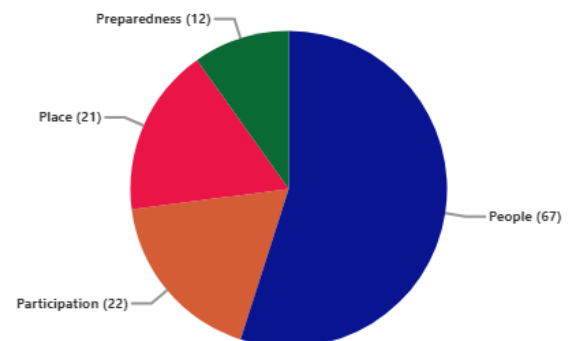
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Community Board Area

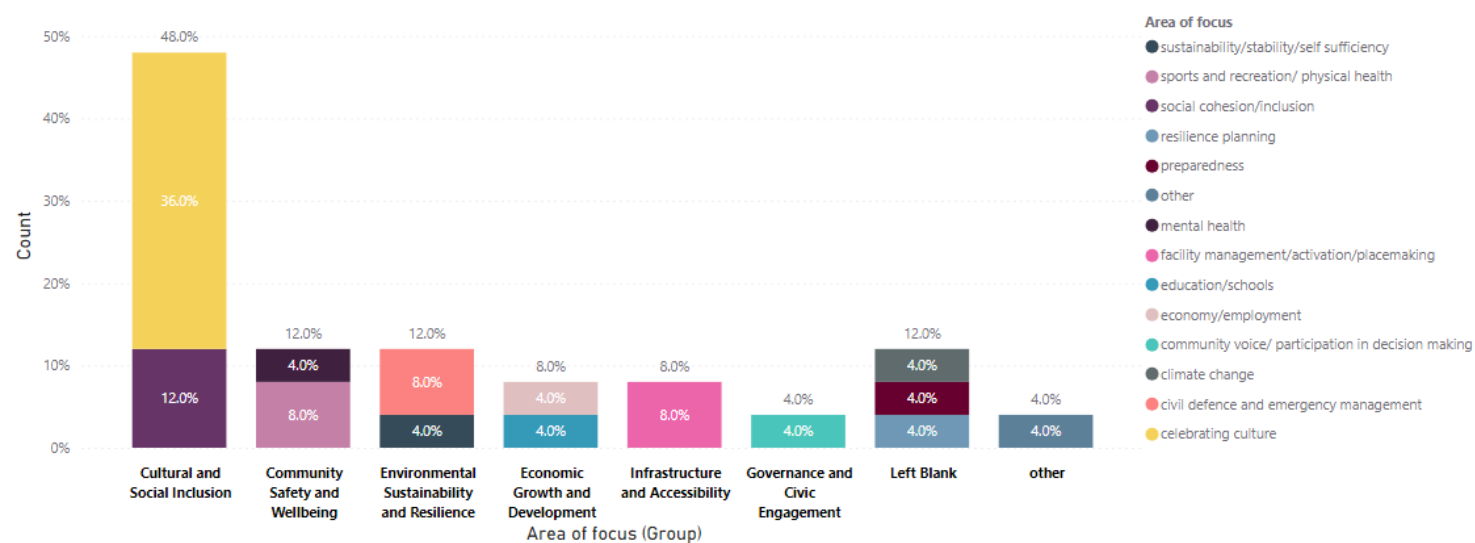


Pillars and Strengthening Communities Strategy



14.2 Pacific communities

Area of focus



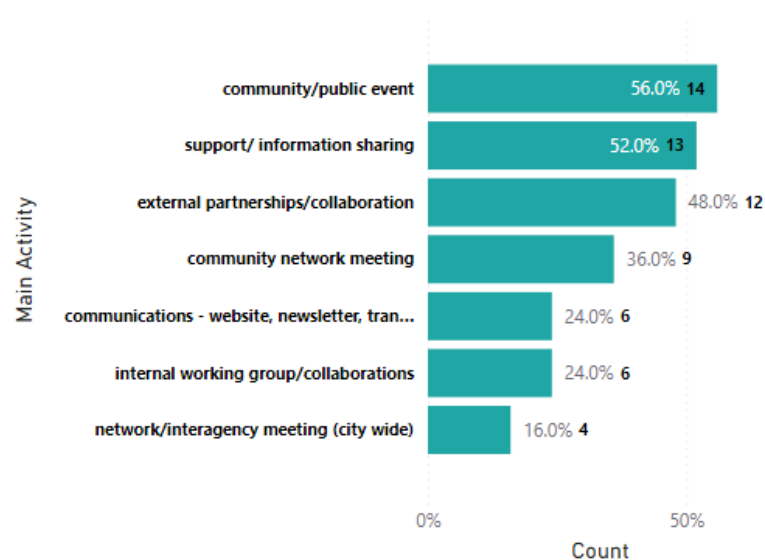
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Community Support Report _ Pacific

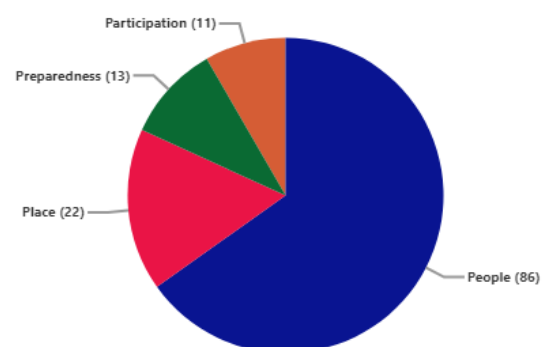
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Filtered by **Included (3)** (2025 (Year), 2024 (Year) + November (Month), 2024 (Year) + December (Month)), **Community Profile Cleaned** (is Pacific)

Main Activity



Pillars and Strengthening Communities Strategy



Document Name – Location / File Link

Not applicable

Attachments Ngā Tāpirihanga

There are no attachments to this report.

13. Mayor's Monthly Report

Reference Te Tohutoro: 25/588737

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 to report on external activities he undertakes in his city and community leadership role; and to report on outcomes and key decisions of the external bodies he attends on behalf of the Council.
- 1.2 This report is compiled by the Mayor's office.

2. Mayors Recommendations Ngā Tūtohu o Te Koromatua

That the Council:

1. Receives the information in the Mayor's Monthly report.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Mayor's Monthly Report May 2025	25/1084793	124

Mayor's monthly report

May 2025



Kia ora

We're midway through June, and it is Matariki this weekend—which brings with it a chance to connect with the past, celebrate the present, and look ahead to what's possible.

Let's be honest—it's been a bit of a slog getting through the first half of the year. But the shortest day is nearly here, and from then on the days begin to get lighter again as we make our way back toward summer.

Reflecting on the month of May, I want to give a huge thank you to our contractors, volunteers, and staff. Your mahi during the flooding was outstanding—you stepped up, kept people safe, and showed what real community connectedness looks like.

Thinking about the now, there's so much to celebrate. As I read in a recent article, our place has what other cities don't: absolutely positive vibes.

Our city continues to shine on the national stage. The Council's Coastal Pathway project (pictured) recently took home the Best Public Sector Project award at the Project Management Institute Awards, while Te Kuru was recognised for Excellence in Environment & Sustainability. Adding to the momentum, I had the honour of opening the new Court Theatre—a stunning venue that will provide a stage for local talent and inspire generations to come.



As I've been out and about across the city, I've been considering not just how far we've come but also where we're heading.

In six-months' time, Parakiore will host the Special Olympics National Summer Games—a remarkable event in an equally remarkable venue. Then, in 2026, Ruapuna Raceway is set to host the first-ever Supercars event in the South Island. We're carving out our place as the sporting and events capital of New Zealand. That's great for business, fantastic for the community, and even better for our future.

Christchurch is buzzing; it's full of energy and optimism. We're building momentum, and it's exciting to see and to look ahead to what's possible. The positivity is real. Let's keep building on it.

A handwritten signature in black ink, reading 'Phil Mauger'.

Phil Mauger
MAYOR

Community Events, Meetings, and Highlights

Flood response

We kicked off the month by declaring a state of emergency, after experiencing one of the wettest days on record—and nearly twice the usual monthly rainfall in just a few short days. It was intense, and it tested us.

As with all events of this nature, there are, of course, lessons to be learned and we will learn them. Equally, there is also the need to celebrate what was done well, so, I want to take a moment to acknowledge and thank the incredible mahi that went into our flood response.

From our crews out in the rain—clearing drains, redirecting water, and keeping the community safe—to the resilience shown by our stormwater systems and catchment basins, right through to the coordinated efforts of our staff, volunteers, and contractors the response was nothing short of outstanding.

A lot of this work happened quietly, without fuss, and in many cases, was done by people who gave up their time to serve our city. That speaks volumes about their dedication, and I couldn't be prouder.

Team—this is what community looks like. This is what it means to show up for each other.

The Court Theatre

I had the privilege of cutting the ribbon at the ceremonial opening of The Court Theatre—a moment that marks not only the opening of a building but also the return of a treasured institution to the heart of our city.

This isn't just about bricks and mortar—this is about people. It's about resilience, creativity, and the beating heart of our community.

After 54 years, and thanks to the partnership between The Court Theatre, the Christchurch City Council, and the New Zealand Government, The Court is opening its doors—right here in the central city, as part of our Performing Arts Precinct.

The Court's return to the central city signals a new chapter in our cultural story, one that brings us together to share ideas, stories, laughter, and connection—and now, with this new home, it has a fitting stage to carry that legacy forward for generations to come.



Celebrations: Te Kuru and the Coastal Pathway Project

Te Kuru: Aotearoa New Zealand Public Works Engineering Excellence Awards

Te Kuru, our remarkable 109-hectare stormwater facility, has taken out two top honours at the Aotearoa New Zealand Public Works Engineering Excellence Awards.

Te Kuru was named **Best Public Works Project Over \$5 Million** and also received the **Excellence in Environment & Sustainability** award—a real testament to our city's commitment to building infrastructure that's not only resilient but also kind to the environment.

And the timing couldn't have been more fitting. While the awards were being announced, many of the very people who helped bring Te Kuru to life were out in the rain, managing the weather response and making sure our systems were doing their job.

Our stormwater basins and wetlands have been absolutely critical in keeping our neighbourhoods safe and dry and Te Kuru is a shining example of how we can do infrastructure differently—wetlands that protect homes and improve water quality while offering beautiful spaces for walking, relaxing, and connecting with the environment.



Coastal Pathway Project: Project Management Institute Award

But wait, there's more... our **Coastal Pathway Project** has been named **Best Public Sector Project** at the **Project Management Institute Awards**!

And to be honest, the team might need to clear some extra space on the trophy shelf—this project is racking up national recognition. It's already received the **NZPI Rodney Davies Project Award for Environmental Planning**, the **Excellence in Road Safety Award** for Fulton Hogan, and Hunter Civil took home the **Canterbury/Westland CCNZ Annual Award for Sub-Contractor of the Year**. On top of that, it's been a finalist in several other major awards.

This isn't just a win for the project—it's a big win for Christchurch. The Coastal Pathway has been designed with people and place in mind. It connects our communities, showcases our coastline, and gives us all a beautiful, safe space to walk, cycle, and enjoy the environment.

What makes this even more special is that the design came from our **in-house Technical Services and Design team**, and it was delivered by our very own **Transport Project Management team**.

To receive this kind of national recognition is a real stamp of approval—not just for the project but for the talent and commitment we have right here within Council.

Special Olympics: National Summer Games

The clock is counting down to the Special Olympics National Summer Games that will take place in Christchurch later this year. Last month I had the opportunity to meet some of the athletes who will be competing.

With over 1,400 athletes, along with their coaches and support teams, we're preparing for the largest inclusive sporting event in the country and a truly unforgettable celebration of sport, determination, and community.

What's more, this will be the first major multi-venue sports event hosted in Christchurch in over a decade.

It's a milestone moment where we get to show off our beautiful city—from our vibrant hospitality to our world-class sports facilities to athletes, whānau, and fans from across the nation.

I'm excited for the buzz, the energy, and the inspiration these games will bring.



Other community engagements

I had the opportunity to speak at several community gatherings and national conferences throughout the month, as well as supporting Aviva through fundraising efforts.

My highlights included the Christchurch City Innovation Evening, the openings of Rānui Apartments and the Foundry Community Space in Burwood, and engagements with local groups such as the Burnside Bowling Club and Avonhead and Belfast-Kaiapoi Rotary Clubs.

I also spoke at larger forums including the Apōpō Congress at Te Pae and the NZ Federation of Commercial Fishermen Conference.



Rāpaki School reopening

I was also invited to attend the reopening of Rāpaki School. It was great to be part of the gathering to commemorate the school's past, hear about the restoration project, and look forward to the future as Rāpaki School once again becomes a place where the community can gather, grow, and connect for decades to come.

Civic and International Relations

Formal engagements

PNG High Commissioner

His Excellency Mr. Sakias Tameo, High Commissioner of Papua New Guinea to New Zealand, paid a courtesy visit.

Among other things, we discussed Pacific technical assistance and how the Council uses this programme to support local government in the Pacific Islands.



China Friendship Society

I attended the annual New Zealand China Friendship Society Conference held at the Multicultural Recreation and Community Centre. The theme of this year's conference was "Friendship Through Sport and Culture."

His Excellency Ambassador Wang Xiaolong travelled from Wellington to attend the event. I had the honour of opening the conference by welcoming all attendees and extending my best wishes for a successful and engaging gathering.



New Zealand Rose of Tralee—Rose Ball 2025

The Rose of Tralee celebrates young women of Irish heritage in New Zealand. The annual selection of the New Zealand Rose is the premier event for New Zealand's Irish community. This year, the New Zealand Rose Selection Final was held at the Addington Events Centre, with Cr Johanson attending on my behalf to welcome the participants and supporters to Christchurch.



It was also an opportunity to acknowledge the success of Keely O'Grady the 2024 Rose of Tralee world winner and celebrate and commend the work of the local Irish society.

Looking Ahead

Events and meetings calendar

3 June	Speak at Garden City Rotary
4 June	Speak at New Brighton Lions Club
5 June	Speak to the Governance Discussion Group
6 June	Speak at Living Wage Breakfast event
13 June	Speak at Christchurch Sunrise Rotary Speak at Burnside Primary School Assembly Speak at Superhome Movement 10th Anniversary
14 June	Attend Brain Tree Trust Ball
16 June	Speak at Volunteer Recognition Awards Citizenship Ceremony
17 June	Attend New Brighton Museum AGM
18 June	Speak at Antarctic Heritage Trust Explorer conference Attend British High Commission’s King’s Birthday Party
26 June	Attend World Refugee Day celebrations Speak at Future of Canterbury Panel Discussion
27 June	Visit to Holly Lea Rest Home Visit to Summerset, Wigram Speak at Transport NZ seminar

Karakia Whakamutunga

Kia whakairia te tapu

Kia wātea ai te ara

Kia turuki whakataha ai

Kia turuki whakataha ai

Haumi ē, hui ē, tāiki ē

