Te Pātaka o Rākaihautū Banks Peninsula Community Board Information Session/Workshop
MINUTES ATTACHMENTS

Date: Monday 21 October 2024
Time: 10 am
Venue: Lyttelton Community Boardroom, 25 Canterbury Street, Lyttelton

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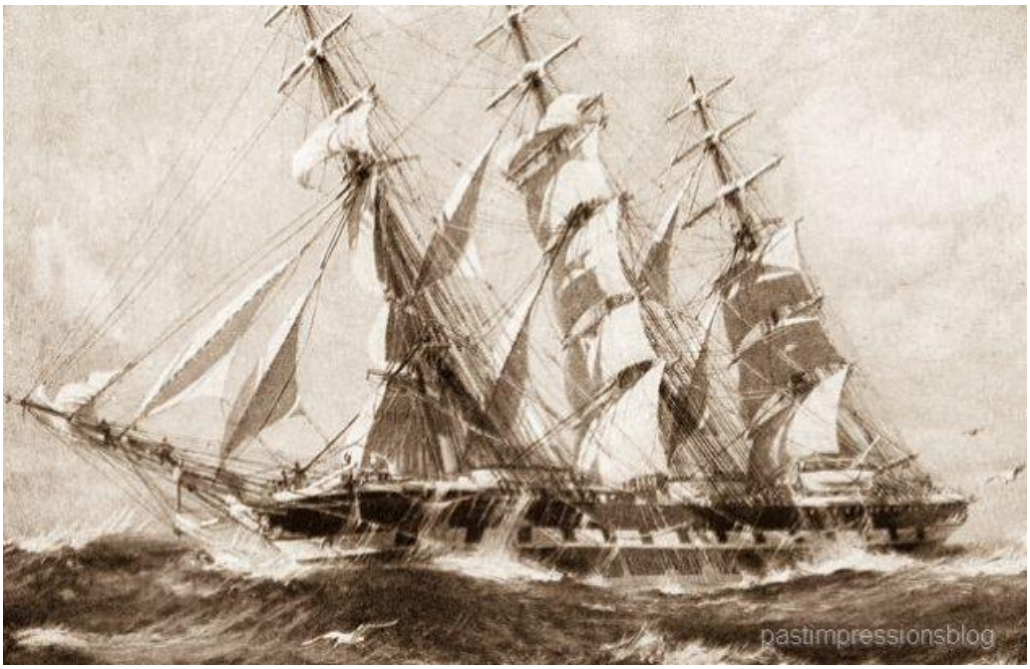
To the Banks Peninsula Community Board

The Committee of the Canterbury Pilgrims and Early Settlers Association Inc. has approved the idea to install four sketches of one of the first four ship in sealed concrete in the pavement above the Rock Precinct in Lyttelton.

Beverley Bolland
President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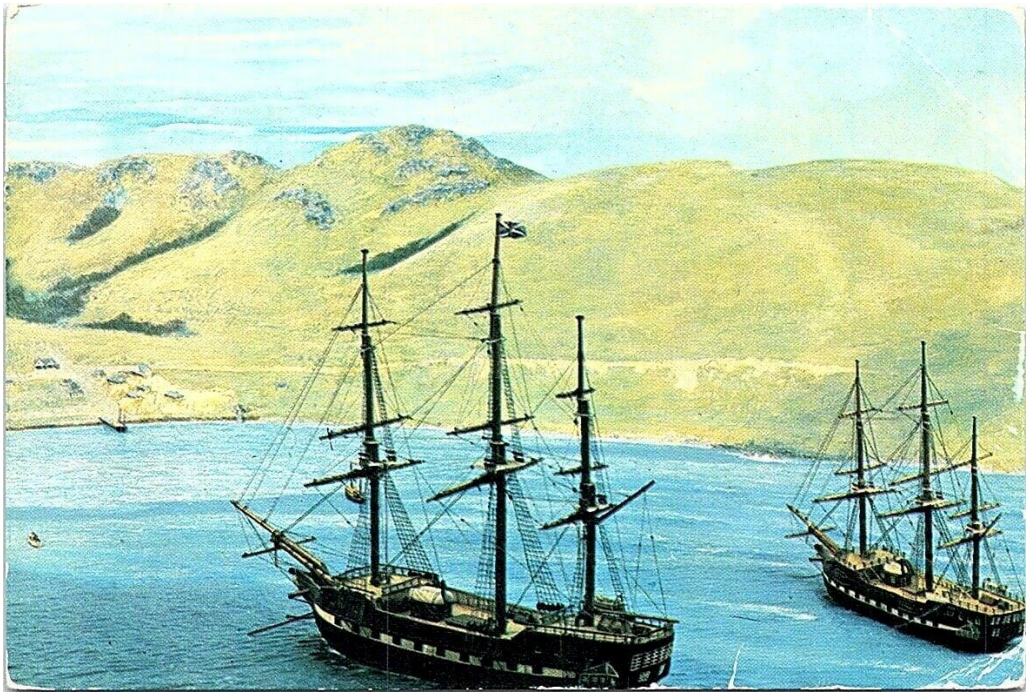

Christchurch City Council

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ChristchurchNZ -

Cruise Update to Te Pātaka o Rākaihautū Banks Peninsula Community Board

Patrick O'Sullivan

Background

- Large cruise ships returned to Lyttelton port for 22/23 season after almost 12 years
- Limited planning window between announcement on border opening and first ship visit
- Cost of city shuttles and a lack of onboard communications resulted in a high number of passengers using Lyttelton shuttles. This led to both the community and the public bus system being overwhelmed
- 23/24 season was a large improvement due to a lower price point on city shuttles, improved on-board communications and ECAN staff co-ordinating day ticket sales on Norwich Quay
- Additional No 8 services were also added on cruise days, however it is not clear how much of an impact these made due the majority of passengers utilising the city shuttle

24/25 Cruise Season

- 71 port calls at Lyttelton (reduction of 15 from 23/24 schedule)
- Planning has been underway for several months with key stakeholders
- ECAN removal of additional funding for public system has been known since ECAN LTP adopted
- Primary focus has been to encourage use of city shuttles via Cruiselines (and ground operators)

24/25 Cruise Season – Mitigation Planning

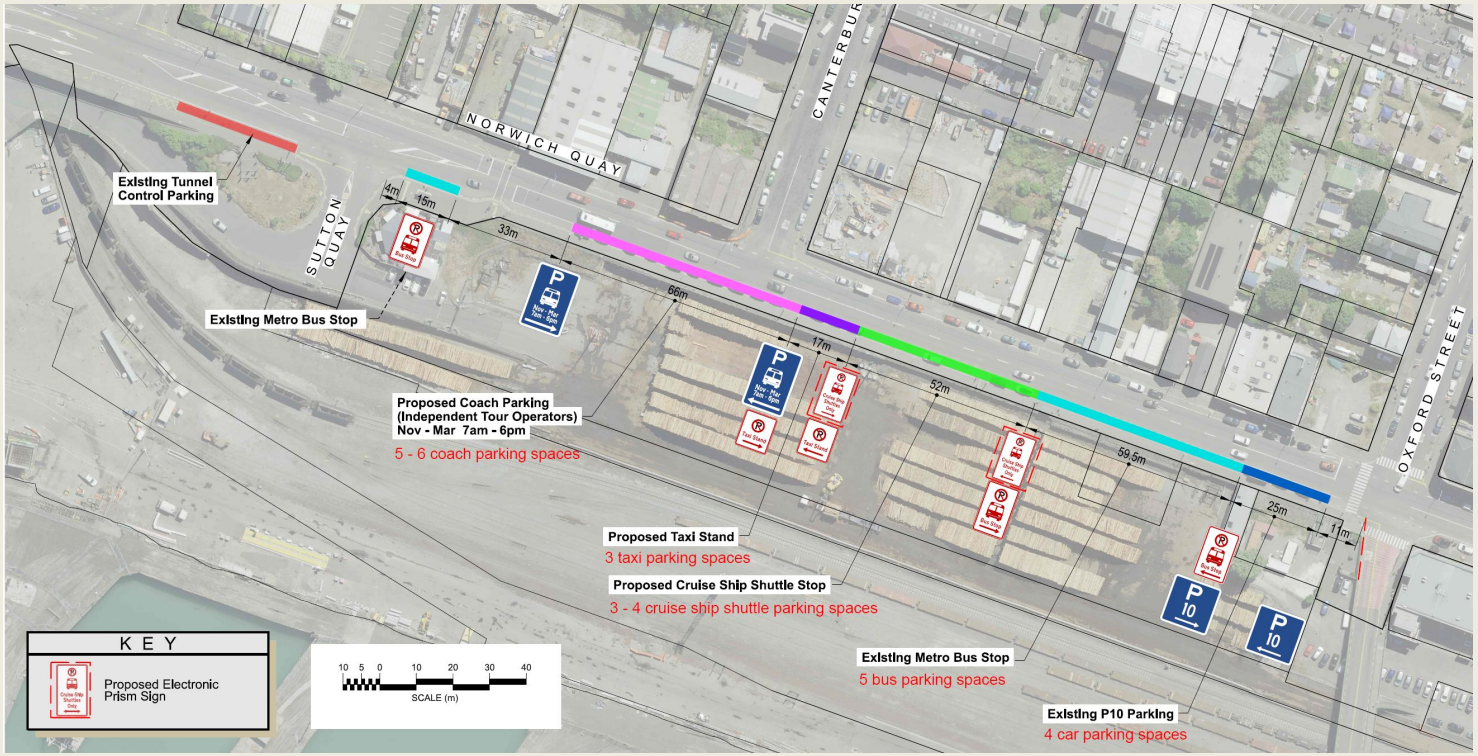
- During their conversations with the cruise lines, LPC has continued to request that shuttles are priced at a level that encourages use

- Onboard communications have been strengthened to encourage the use of city shuttles through clear messaging including:
  - The city shuttle being the fastest and most convenient way to access the city
  - Lyttelton is small and easily conjested, therefore the community requests that cruise visitors avoid overwhelming the town and the preference is for cruise passengers to spend their time in the city
  - The central city has capacity for cruise visitors and therefore offers a better visitor experience with more activities, attractions and retailers

- Following the success of the 23/24 transport operations, passenger behaviour has been modified and there is no online discussion encouraging the use of public buses as occurred in the 22/23 season

Christchurch City Council

24/25 Cruise Season – Norwich Quay proposed traffic signage



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24/25 Cruise Season – First call observations

- The Diamond Princess was the first ship to call on Monday 14 October. Carrying approximately 2670 guests.
- The No 8 bus service was used by a very small number of cruise guests, majority of those using the Lyttelton shuttle were joining independent shore excursions
- Delay of approximately 6 minutes was observed on a single service due to cruise passengers requiring change/information (bus also arrived late)
- Visitor numbers to Lyttelton did not create congestion on the main street
- Protest groups were in both Lyttelton and Cashel Street. City shuttles were disrupted.

24/25 Cruise Season – Potential risks

- Removal of the additional No 8 bus services is not considered a major risk as capacity is not the issue. The removal of a Metro representative to coodinate day pass sales is of greater concern as bus drivers are required to manage ticket sales and this could result in service delays.

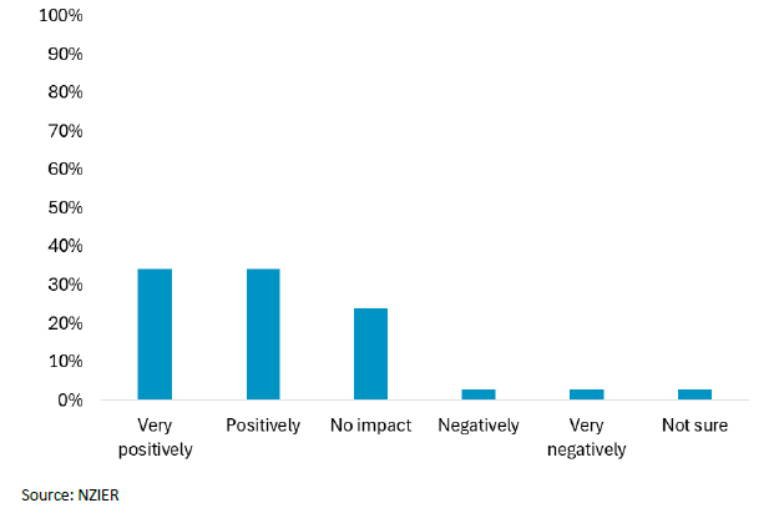
- There are four dates in November where large ships clash with NZCEA exams. ECAN is investigating additional services on these dates, along with four additional dates when the Ovation of the Seas calls

- Protest action at the cruise shuttle arrival point in the city may result in passengers moving to the public service. Increased action will also affect ground handler costs and could lead to higher city shuttle prices.

- Reduced cruise ship visitation over the 24/25 and 25/26 seasons reduces economies of scale and could drive an incease in shuttle cost. Current 25/26 schedule is fo 58 calls, a further 18% reduction on 24/25.

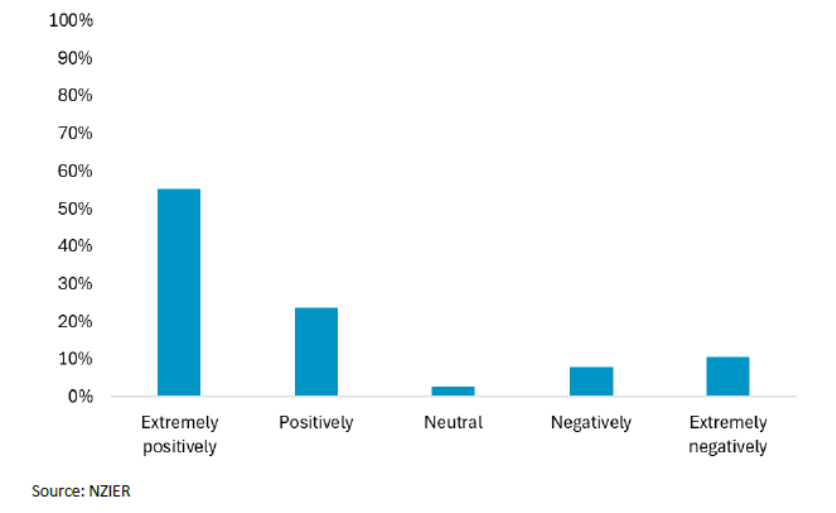
Impact on Cruise to Christchurch – Key Findings: Business Survey

Cruise tourism impact on business revenue



Source: NZIER

Cruise tourism overall impact on the local region



Source: NZIER

18% of businesses view cruise tourism as having a negative or extremely negitive impact, with the key reasons being:

- "Crowds out local customers"
- "Damages the environment"
- "Puts pressure on local amenities

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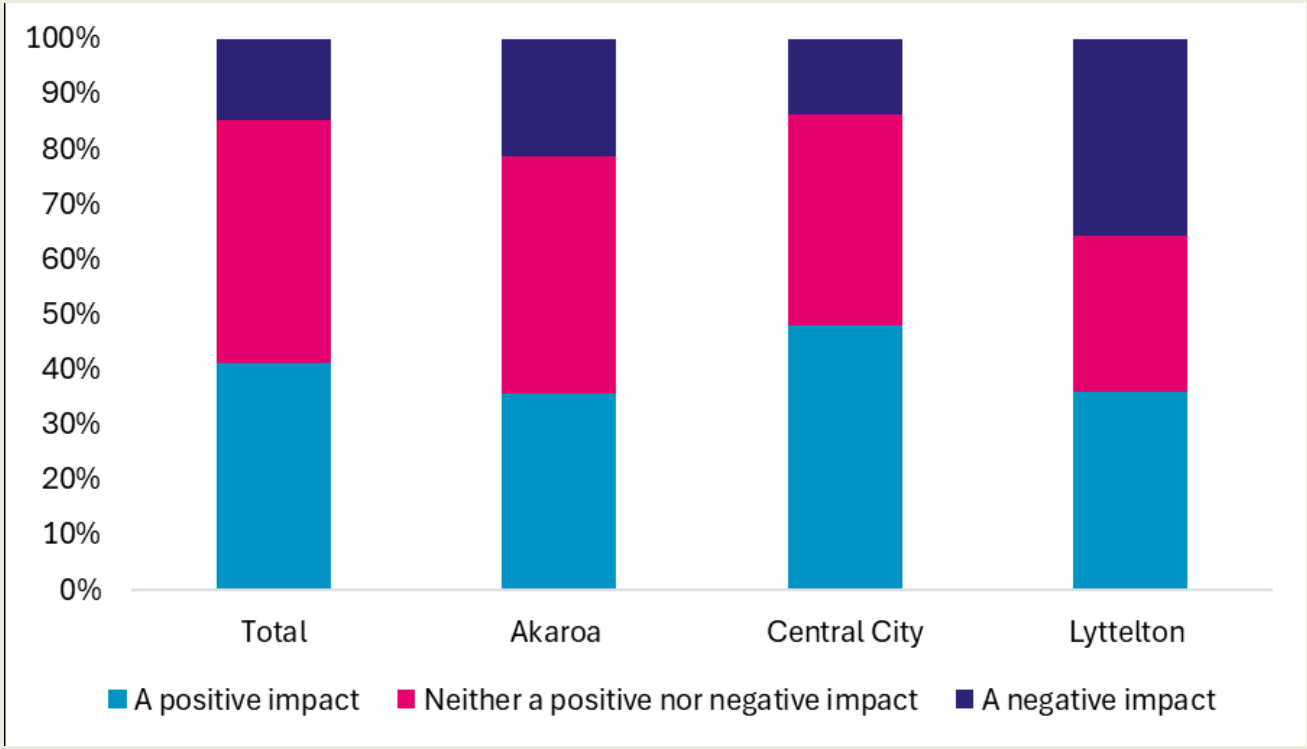
Impact on Cruise to Christchurch – Key Findings: Resident Survey

Overall impact of cruise tourism on residents



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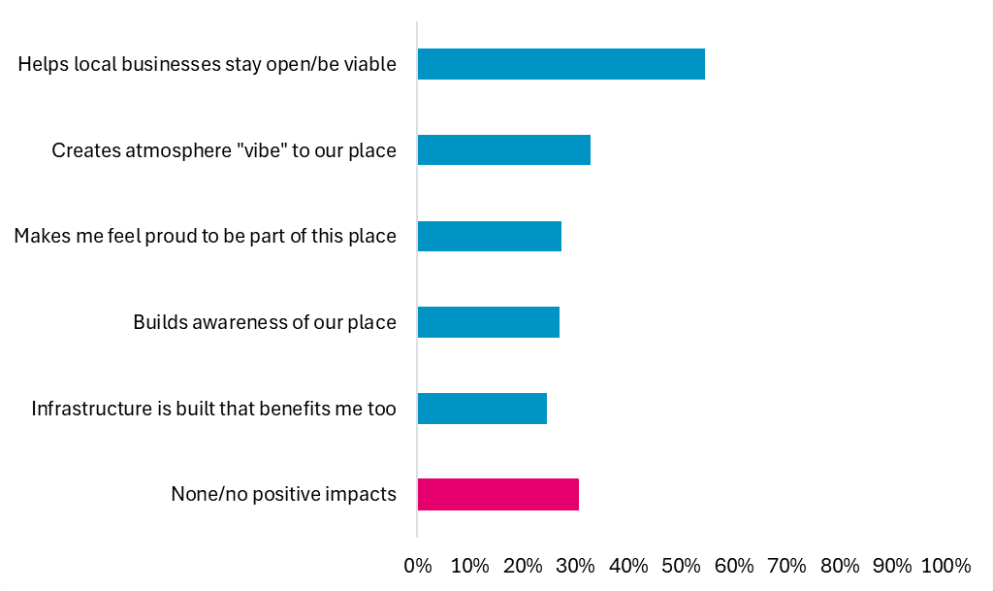
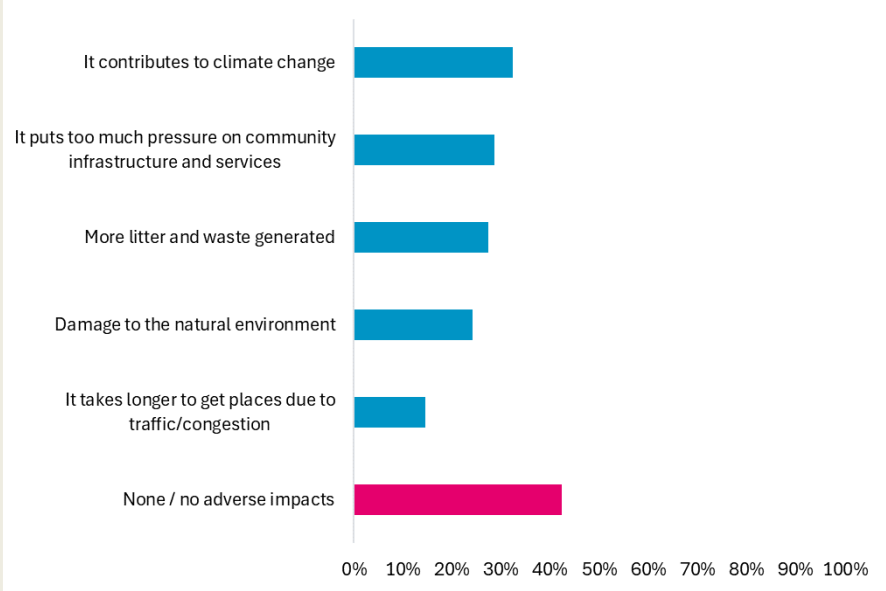
Impact on Cruise to Christchurch – Key Findings: Resident Survey

Perceived positive impacts of cruise tourism



Perceived negative impacts of cruise tourism



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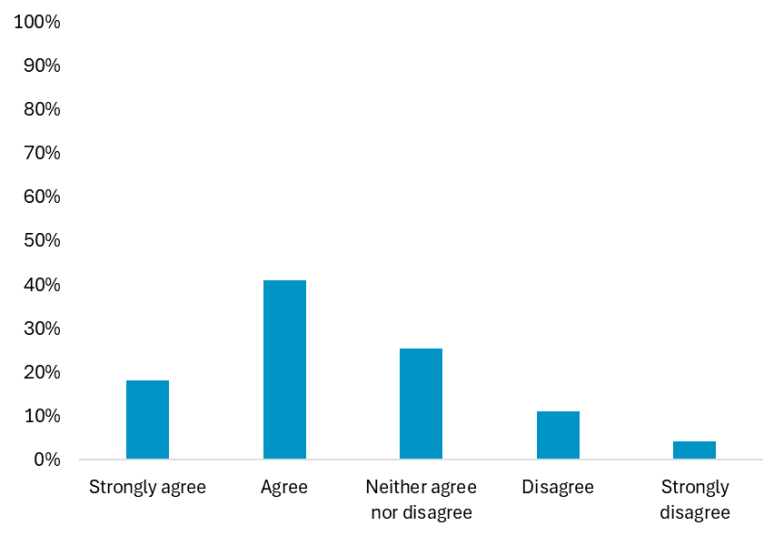
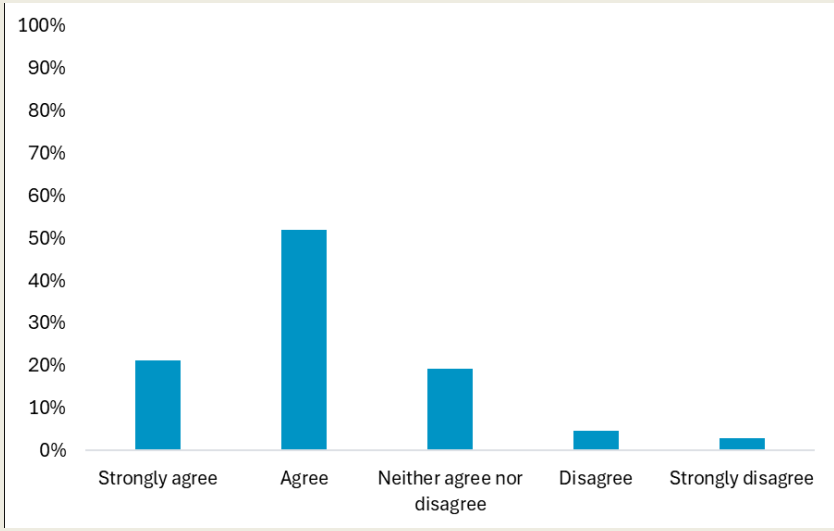
Impact on Cruise to Christchurch – Key Findings: Resident Survey

Cruise tourism puts pressure on community infrastructure and services



Planning can help mitigate the challenges tourism generates



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Impact on Cruise to Christchurch – Key Findings: Economic Impact

Expenditure per passenger calculated using three sources of data (CNZ survey, International Visitor Survey & Tourism Satellite Account)

- Estimated passenger expenditure in Christchurch/Canterbury: $23 - $35 million
- Direct Contribution: $5.3 million
- Indirect Contribution $0.86 million

Annual Plan 2025-2026
Three Waters Briefing

15 October 2024

Purpose of Briefing

To brief you on changes to our Plan for 25/26 resulting from your feedback on 1st October

Opportunity for discussion and guidance

Do our changes reflect what you have asked us to do?

Can we proceed to create our draft Plan from this general agreed structure?

Proposed Budget Additions ($k)

	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	Total
WW new Mains (impact from intensification). Growth funded, takes total programme budget to $5.58M	50	110	110	110	110	110	110	110	110	**930**
Opawa Road (PS44) Catchment I&I Reduction	75	150	75							**300**
CWTP Additional Polymer Plant	600									**600**
Wainui WWTP	100	100	2,000							**2,200**
Urban Stormwater Detention and Treatment facilities (impact from intensification)	5	455	540	4,600	4,950	8,450				**19,000**
Lyttleton Harbour Wastewater Pumping and Controls (Improve resilience and operational performance)	1,457									**1,457**
CWTP Activated Sludge Plant (from insurance)				29,058						**29,058**
Total	**2,287**	**815**	**2,725**	**33,768**	**5,060**	**8,560**	**110**	**110**	**110**	**53,545**

Proposed Rephasing ($k change)

	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
WS Ferrymead WSZ Capacity Upgrade	-(103)				-(511)	511	103		
WW Chelsea Street Pump Station Renewal (PS0009)	100	-(100)							
CWTP Biosolids Dewatering Belt Press Upgrade	250	1,109	2,267	957	-(2,267)	-(2,317)			
CWTP Biogas Storage Upgrade	-(8,789)		8,789						
WW Akaroa Reclaimed Water Treatment & Reuse Scheme	5,000				-(5,000)				
WW Selwyn Pump Station (PS0152), Pressure Main and Sewer Upgrades	2,000	11,411	5,168	-(6,000)	-(872)	-(5,792)	-(5,914)		
WW PS21 Eastern WW Upgrade	-(250)	-(250)	-(150)	152	498				
CWTP Activated Sludge Plant* (also in additional $)	-(16,190)	1,342	14,848						

Proposed Rephasing ($k change)

	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
SW Nottingham Stream	-(1,018)	-(704)	1018	704					
SW Weir Place Flood Management	-(141)		70	71					
SW McCormacks Bay Flood Management	-(26)		26						
SW Addington Brook & Riccarton Drain Filtration Devices	4,655	2,579	5,788	986	3,784	-(6,092)	-(6,900)		
Programme - SW Ōtākaro - Avon Waterway Detention & Treatment Facilities			-(3,768)	-(1,032)					
Programme - SW Flood and Stormwater Priority Works (OARC)					-(2,409)	-(237)			
Programme - SW Ōtākaro Avon Floodplain Management Implementation FY32-48 (OARC)							-(2,957)	-(7,239)	-(14,152)
SW Ōtākaro Avon River Corridor Anzac Drive to Waitaki Street Stopbank (OARC)							2,040	5,000	7,000
SW Ōtākaro Avon River Corridor Stopbank from Pages Road to Bridge Street (OARC)	3,000					2,410	1,153	2,239	4,152
Total (incl prev slide)	**-(11,513)**	**15,387**	**34,057**	**-(4,161)**	**-(4,368)**	**-(13,690)**	**-(12,710)**	**-**	**3,000**

Carryover Actions #1 – Port Hills and Lyttelton Harbour Erosion & sediment (60356)

That the Council agrees to reinstate the funding of $50,000 for project 60356 SW Port Hills and Lyttelton Harbour Erosion and Sediment in FY24/25; and requests that ongoing funding for this project be consulted on as part of the next Annual Plan process

Discuss/present proposed solution

- Current Live Project - SW Port Hills Revegetation and Sediment Control Stage 1, $3,399,063 remaining
- Reinstate $1,200,000 per annum to the programme from FY28

	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
Proposed Budget Increase	$0	$0	$1,200,000	$795,418	$633,217	$620,748	$608,583	$596,755	$584,690

Carryover Actions #2 – Programme – WS Mains and Submains Renewals

That Council add $500 000 to water supply mains renewals in FY25 for design work and consult on increasing water supply mains and sub-mains renewals to clear the backlog by 2034 as part of the next

Discuss/present proposed solution

- Increase the capital budgets for FY26 and FY27 as per the below table
- Increase in budget from FY28 to be consulted in next LTP

	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
WS Mains Proposed Budget Increase	$10,000,000	$15,000,000	$0	$0	$0	$0	$0	$0	$0
Submains Proposed Budget Increase	$1,000,000	$1,000,000	$0	$0	$0	$0	$0	$0	$0

Capital Programme Summary $M

Activity	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
Water Supply	70.3	77.1	96.9	89.3	87.3	96.6	97.1	95.2	88.6
Wastewater	129.5	166.7	130.9	89.3	77.9	64.0	76.1	78.3	79.2
Stormwater Drainage	34.9	21.7	18.2	12.7	13.0	23.5	23.8	21.9	14.4
Flood Protection and Control Works	42.7	62.0	73.6	69.1	81.6	79.9	75.4	79.2	107.5
Total	**277.0**	**327.6**	**319.7**	**260.4**	**259.8**	**264.0**	**272.4**	**274.7**	**289.9**

Net Change $M

Activity	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
Water Supply	10.9	16			-(0.5)	0.5	0.1	0	$0
Wastewater	-(15.6)	13.9	33.1	4.3	-(7.5)	-(8.0)	-(5.8)	0.1	0.1
Stormwater Drainage	05	0.5	1.7	5.4	5.6	9.1	0.6	0.6	0.6
Flood Protection and Control Works	6.5	1.9	3.1	0.7	3.8	-(6.1)	-(6.9)		-(3.0)
Total	**1.8**	**32.2**	**38.0**	**30.4**	**1.3**	**-(4.5)**	**-(12.0)**	**0.7**	**-(2.3)**

Proposed Budget $M

Activity	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
Water Supply	81.2	93.0	96.9	89.3	86.7	97.1	97.1	95.2	88.6
Wastewater	113.9	180.8	164.0	113.6	70.3	56.1	70.3	78.4	79.4
Stormwater Drainage	34.9	21.9	20.0	18.1	18.6	32.6	24.5	22.5	14.9
Flood Protection and Control Works	49.1	63.9	76.7	69.9	85.4	73.8	68.5	79.2	104.5
Total	**279.1**	**359.8**	**357.7**	**290.8**	**261**	**259.5**	**260.4**	**275.4**	**287.5**

Transport Programmes Briefing

Monday 21st October 2024

Purpose of Briefing

To provide information on:

- The purpose of programmes
- The rationale for selecting the projects within them
- The projects relevant to your Community Board

Opportunity for the Board to:

- Ask questions to understand this information more fully
- Raise particular sites that may have been missed

Overall Transport Capital Portfolio

Sum of Sum of Budget		LTPYear										
Activity	Programme Name	FY25 Budget	FY26 Budget	FY27 Budget	FY28 Budget	FY29 Budget	FY30 Budget	FY31 Budget	FY32 Budget	FY33 Budget	FY34 Budget	Grand Total
Transport Access		$8,870										$8,870
	AAC Transport Plan	$5,443,648	$10,399,715	$4,319,378	$1,612,872	$2,423,600						$24,199,212
	Programme - Access Ancillary Projects	$755,330		$329,662								$1,084,992
	Programme - Brougham Street			$209,510								$209,510
	Programme - Capital Regeneration Acceleration Fund (CRAF)	$9,362,637	$11,027,240	$294,406								$20,684,283
	Programme - Carriageways Renewals	$38,111,373	$38,681,612	$50,093,298	$47,065,168	$53,163,880	$60,314,667	$69,574,021	$68,653,197	$78,534,625	$81,779,277	$585,971,120
	Programme - Cathedral Square	$1,253,861	$340,532	$559,019	$2,913,022	$5,655,359	$3,771,469	$11,763,890				$26,257,152
	Programme - Cycle/Pedestrian Improvements	$356,677	$606,594	$180,000								$1,143,271
	Programme - Footpaths & Cycleways Renewals	$3,713,183	$3,866,183	$4,760,019	$4,874,260	$5,545,824	$5,667,832	$6,371,777	$6,505,584	$7,238,941	$7,383,720	$55,927,323
	Programme - Intersection Safety	$645,996	$1,000,000	$1,101,882	$1,379,298	$1,006,699						$5,133,875
	Programme - Major Cycleways	$366,341	$1,798,129	$1,000,000								$3,164,470
	Programme - Network Improvements	$7,155,678	$8,414,660	$5,127,933	$8,002,644	$2,183,964	$1,192,159	$1,472,078				$33,549,116
	Programme - Safety Ancillary Projects	$130,141		$220,000		$234,022						$584,163
	Programme - Signals, Signs & Lights Renewals	$736,122	$2,783,176	$5,495,449	$5,218,479	$9,393,975	$11,068,610	$13,753,821	$13,536,835	$14,169,519	$14,336,001	$90,491,987
	Programme - Speed Management Plan	$2,859,366	$1,119,640									$3,979,006
	Programme - Subdivisions Infrastructure	$3,504,172	$6,571,655	$3,637,789	$4,061,308	$221,833	$226,713	$231,701	$236,567	$241,298	$246,124	$19,179,161
	Programme - Suburban Masterplans	$1,059,089	$5,145,489	$1,946,583	$3,724,791	$9,085,797	$43,322					$21,005,071
	Programme - Tram Renewals	$106,566	$110,058	$56,460								$273,084
	Programme - Transport Ancillary Renewals	$1,920,697	$1,324,299	$338,490	$346,614	$244,016	$249,385	$254,871	$260,223	$265,428	$270,736	$5,474,760
	Programme - Transport Landscape Renewals	$1,188,455	$2,780,197	$2,354,212	$2,848,734	$3,604,786	$3,684,091	$3,797,536	$3,909,331	$4,020,957	$4,136,269	$32,324,568
	Programme - Transport Structures	$9,116,380	$10,257,655	$14,193,452	$22,181,900	$28,712,905	$22,628,888	$9,002,927	$19,014,002	$19,404,899	$16,923,409	$171,436,417
	Programme- Paving Central city, City Mall and High Street	$0										$0
Transport Access Total		**$87,794,582**	**$106,226,834**	**$96,217,542**	**$104,229,090**	**$121,476,661**	**$108,847,136**	**$116,222,623**	**$112,115,740**	**$123,875,668**	**$125,075,537**	**$1,102,081,412**
Transport Environment		$1,356,562										$1,356,562
	AAC Transport Plan	$1,190,908	$1,647,026									$2,837,934
	Programme - Access Ancillary Projects	$667,201										$667,201
	Programme - Capital Regeneration Acceleration Fund (CRAF)	$2,689,583	$1,260,231									$3,949,814
	Programme - Carriageways Renewals	$2,452,932	$3,465,818	$5,288,910	$8,715,844	$5,545,824	$5,667,832	$5,792,525	$5,914,168	$6,032,451	$6,153,100	$55,029,403
	Programme - Cycle/Pedestrian Improvements	$1,650,749	$457,107		$1,042,840	$1,586,106	$5,327,762	$4,634,020	$1,655,967	$5,187,908	$20,797,478	$42,339,936
	Programme - Footpaths & Cycleways Renewals	$157,679	$382,547									$540,227
	Programme - Major Cycleways	$15,698,014	$17,630,392	$22,957,012	$13,685,303	$16,625,798	$16,370,023	$24,904,815	$25,991,800	$4,825,961		$158,689,118
	Programme - Public Transport	$4,490,729	$5,570,447	$5,032,451	$6,576,004	$13,975,476	$13,149,370	$9,615,591	$9,817,518	$10,134,518	$19,689,920	$98,052,024
	Programme - Tram Renewals	$100,000	$900,000	$3,800,000	$200,000							$5,000,000
	Programme - Transport Ancillary Renewals	$88,396	$43,131									$131,527
Transport Environment Total		**$30,542,753**	**$31,356,699**	**$37,078,373**	**$30,219,991**	**$37,733,204**	**$40,514,988**	**$44,946,950**	**$43,379,453**	**$26,180,837**	**$46,640,498**	**$368,593,746**
Transport Safety		$54,932										$54,932
	Port Hills Mass Movement Remediation Programme	$224,985	$200,000									$424,985
	Programme - Access Ancillary Projects	$232,459	$310,200	$317,335								$859,994
	Programme - Capital Regeneration Acceleration Fund (CRAF)	$2,399,238	$2,395,390									$4,794,629
	Programme - Carriageways Renewals	$1,666,626	$147,377	$149,724	$164,010							$2,127,736
	Programme - Cycle/Pedestrian Improvements	$830,079										$830,079
	Programme - Intersection Safety	$2,083,249										$2,083,249
	Programme - Network Improvements	$2,060,958	$2,468,905	$584,223								$5,114,086
	Programme - New Footpaths	$325,000	$1,034,000	$2,115,564	$2,166,338	$2,218,330	$2,267,133	$2,317,010	$2,365,667	$2,412,980	$2,461,240	$19,683,261
	Programme - Safety Ancillary Projects	$1,377,683	$3,380,345	$2,432,459	$2,812,237	$2,880,051	$2,945,385	$1,274,797	$1,552,056	$1,597,308	$1,644,084	$21,896,406
	Programme - Signals, Signs & Lights Renewals	$5,417,299	$9,483,980	$6,958,032	$5,145,052	$332,749	$340,070	$347,551	$354,850	$361,947	$369,186	$29,110,716
	Programme - Speed Management Plan	$581,767										$581,767
	Programme - Subdivisions Infrastructure	$870,000	$1,000,000	$447								$1,870,447
	Programme - Transport Ancillary Renewals		$260,803	$769,130	$788,966	$754,232	$770,825	$787,783	$880,550	$899,950	$919,815	$6,832,054
	Programme - Transport Structures	$347,101	$107,922	$371,408	$206,842							$1,033,273
Transport Safety Total		**$18,471,375**	**$20,788,922**	**$13,698,322**	**$11,283,445**	**$6,185,363**	**$6,323,413**	**$4,727,142**	**$5,153,123**	**$5,272,186**	**$5,394,325**	**$97,297,613**
Grand Total		**$136,808,710**	**$158,372,454**	**$146,994,237**	**$145,732,526**	**$165,395,227**	**$155,685,536**	**$165,896,715**	**$160,648,315**	**$155,328,691**	**$177,110,359**	**$1,567,972,771**

The Transport Unit is planning to spend just under $1.6bn over the 10 years of the LTP.

The Portfolio was split into three pillars that support Council's strategic aims and are discussed in our Activity Management Plan: Access, Environment and Safety.

Each of these Pillars was further split into Programmes, that target different elements of our Levels of Service and legal requirements.

Below this are the individual projects, that are where the works you see are delivered from and charged to.

What are the Programmes?

Sum of Sum of Budget			LTPYear					
Activity	Programme Name	Project	FY25 Budget	FY26 Budget	FY27 Budget	FY28 Budget	FY29 Budget	Grand Total
Transport Access	Programme - Intersection Safety	2034 - Burwood & Mairehau Intersection Improvement	$39,469		$101,882	$1,379,298	$1,006,699	$2,527,348
		235 - Belfast & Marshland Intersection Safety Improvement	$24,095					$24,095
		42027 - Wigram & Hayton Intersection Improvement	$482,913	$1,000,000	$1,000,000			$2,482,913
		60100 - Prestons & Main North Road Intersection Safety Improvement	$73,329					$73,329
		60104 - Prestons & Grimseys Intersection Improvement	$26,189					$26,189

Many of the Programmes were fully or partially drawn down into projects before the LTP was finalised. Above is an example of a Programme that was already fully drawn down before the LTP was complete, so the works already agreed.

However, others – such as below - have elements which have not been drawn down, and staff need to develop the individual projects or sites that will best meet Council's requirements. These are what we are here to discuss.

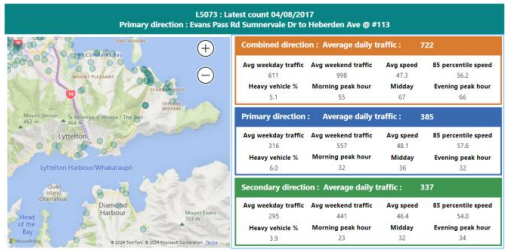
Sum of Sum of Budget			LTPYear										
Activity	Programme Name	Project	FY25 Budget	FY26 Budget	FY27 Budget	FY28 Budget	FY29 Budget	FY30 Budget	FY31 Budget	FY32 Budget	FY33 Budget	FY34 Budget	Grand Total
Transport Access	Programme - Transport Structures	27273 - Pages Road Bridge Renewal (OARC)	$811,497	$4,136,000	$8,462,256	$16,247,532	$22,183,296	$11,335,664					$63,176,245
		288 - Programme - New Retaining Walls				$3,145,522	$3,221,015	$6,692,576	$3,364,298	$3,434,948	$3,503,648	$3,573,720	$26,935,728
		37102 - Delivery Package - Bridge Renewals	$2,212,068	$1,071,783	$705,117	$1,072,337							$5,061,305
		37117 - Delivery Package - Retaining Walls Renewals	$2,296,038	$1,242,560	$1,124,000	$1,043,742							$5,706,340
		37454 - Delivery Package - New Retaining Walls	$1,183,009	$1,259,241	$3,373,188								$5,815,438
		37673 - Hackthorne Retaining Wall	$411,583										$411,583
		42407 - Central City Projects - Fitzgerald Ave Twin Bridge Renewal (OARC) (R109)				$131,183	$554,582	$906,853	$1,158,505	$11,828,335	$12,064,902	$9,511,926	$36,156,286
		69323 - Whaka Terrace Retaining Wall Renewal	$1,223,037	$1,642,823									$2,865,860
		73160 - Marshland Road at McSaveneys Rd. – Replacement of timber drain	$201,403	$140,000									$341,403
		74609 - Cave Terrace Loess Slope Remediation	$20,180										$20,180
		74635 - Onawe Flat Road Bridge Renewal (A105)	$227,058	$248,248									$475,306
		76052 - Programme - Transport Structures				$0	$2,199,430	$2,560,228	$3,321,619	$2,567,885	$2,629,860	$2,607,143	$15,886,165
		76560 - Programme - Transport Slope Management	$500,000	$517,000	$528,891	$541,584	$554,582	$1,133,566	$1,158,505	$1,182,834	$1,206,490	$1,230,620	$8,554,073
		913 - Marshland Road Bridge Renewal	$30,508										$30,508

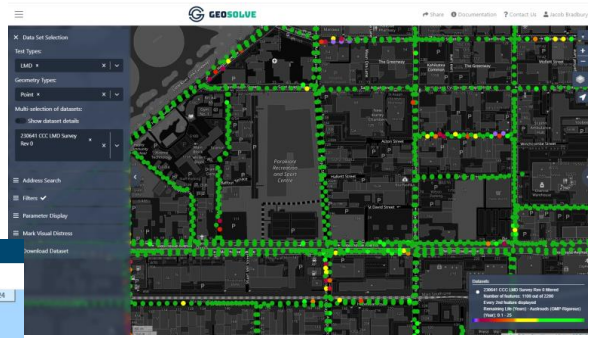
Christchurch City Council

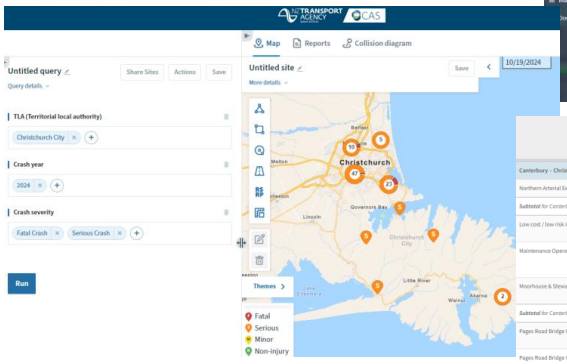
How do staff choose the projects and priorities?

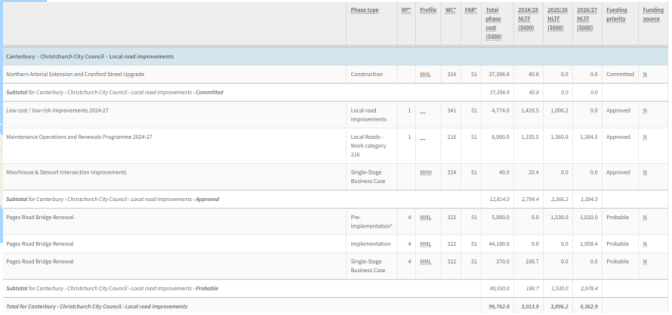
Choosing what should be done and when is different depending on the Programme, but as much as possible we are data driven, using objective, empirical and auditable data. Examples of the things we use include:

- Conditions associated with NZTA (or other) funding
- Legislative changes
- Asset condition data
- Asset age
- Asset use
- Tying in with other capital projects
- Official accident records
- Public complaints
- Community Board requests
- Subdivision development
- Public transport delays
- Etc









Christchurch City Council

Are the projects fixed?

Much of the information we use to select projects/sites is liable to change, for example:
- New asset survey data?
- Funding availability?
- Legislative changes: speed limits, TTM requirements, etc?
- Changes in priorities in our partners: 3 waters, utility providers, ECan?
- Annual Plan feedback?
- Changes to development patterns?
- Changes to project delivery: cost escalation, delays, changes in political appetite?

These may cause projects to appear, drop off, or be re-prioritised.

The programmes are dynamic and will change

In terms of influencing the priorities:
- Year 1 is locked in
- Year 2 is mostly finalised – little scope for change
- Year 3 has more scope for change
- Year 4+ has significant scope for change

Funding - National Land Transport Fund + others

- We're told: NZTA funding through the NLTF is the second largest source of revenue after rates

- CCC were very successful in the 24-27 NLTF
  - Greater than 30% increase in allocated funding vs last NLTF, and well above South Island and comparable metropolitan councils.
  - However, to access this CCC need to follow their rules around eligibility and process – we will be audited!

- There are other sources of funding from government, but again these have strict scope, eligibility, process and reporting requirements that must be met
  - Christchurch Regeneration Acceleration Funding
  - Shovel Ready
  - Crown Resilience Programme

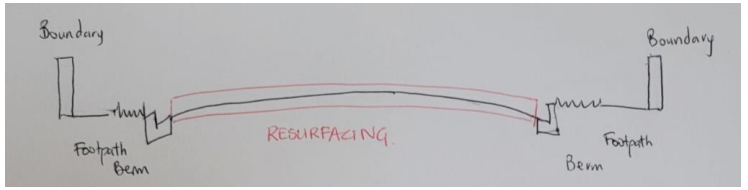
- Many of the programmes have been designed to maximise this investment, so any changes may put significant revenue at risk

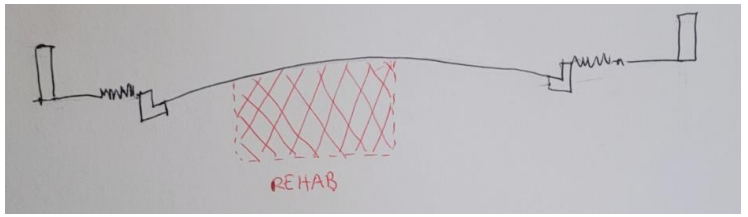
Condition Programmes:

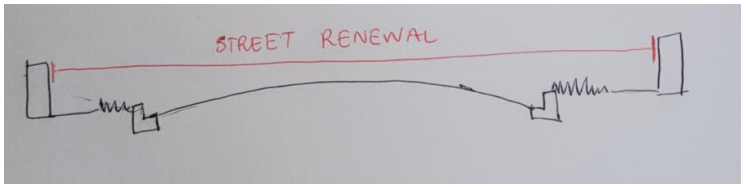
- Resealing (Asphalt and Chipseal
- Street Rehabilitation
- Street Renewals
- Footpath Renewals

Major Programmes

- Resurfacing
  - Condition and age based
  - Waterproofs and extends the life of the road
- Rehabilitation
  - Condition based areas
  - Improves the strength of roads
- Street Renewals *
  - Condition ratings – all assets
  - Resets the assets life back to 0 years
  - Can include amenity improvement considerations
- Footpath Resurfacing
  - Condition and age based
  - Significantly extends the life of the footpath







The latest programmes for the current and following year are available here:
ccc.govt.nz/transport/improving-our-transport-and-roads/resurfacing/

Programme: Road Surfacing Renewals

Aims /Objectives/LoS

This programme aims to assess and prioritise locations requiring new pavement strengthening. The pavement rehabilitation will typically incorporate digouts and new compacted pavement materials and often include recycling of the existing removed material for sustainability. The final completed works are resurfaced in a way to ensure the most cost-effective solution over the pavement life.
This is done in line with our Level of Service as defined in the Activity Management Plan Section 4:

16.0.1 Maintain roadway condition to an appropriate national standard, measured by the percentage of the sealed road network that is resurfaced each year ≥4%
16.0.2 Improve roadway condition, to an appropriate national standard, measured by smooth travel exposure ≥75%
16.0.3 Maintain resident satisfaction with road condition ≥30%

Data Collection

Asset data had been collected primarily by onsite inspection and assessment, and is stored in RAMM, the asset management tool all roading authorities are required to use if they are going to seek NZTA funding contributions.
Data includes frequency of occurrence and types of faults such as longitudinal cracking, crazing, shoving. A road roughness survey is carried out to determine each roads rating. This is done by a contractor with a special vehicle and equipment. Going forward NZTA are taking over this assessment on all roads nationwide and will supply information to councils.
Very recently, technology has allowed new forms of testing called Multi Spectrum Deflectometer (MSD) and Laser Measured Deflectometer (LMD). This testing will be used to provide an additional level of data for assessment and is considered a major step forward.

Criteria for Selection

Condition and remaining lifespan are the primary criteria for selection. Potential locations are initially determined from:

- Deferred locations from the previous year
- Recommendations from contractors and council staff
- Condition survey data
- Surface layer age analysis
- Pavement condition (layers below the top seal)
- Roughness rating

Prioritisation – how and what

The initial list of sites requiring resurfacing is compiled based on asset condition data.
Prioritisation is then carried and includes the following considerations:

- Conflict/coordination with other projects and programmes in the same location
- Significance and amount of defects present
- Traffic volume and composition analysis
- Local land use and facilities

Validation

Validation of the prioritised list is completed by onsite inspections to ensure the data is reflective of actual condition,
During the year of actual delivery further on-site validation assessments are conducted by the Capital Delivery Team and contractors during the scoping phase to consider efficiencies in delivery and achievement of levels of service relating to length of asset resurfaced.

Cost Estimation and Assumptions

Cost estimates are based on rates derived across all maintenance contracts. Delivery is managed to ensure it remains within budget; any works unable to be delivered in a financial year are moved into the following financial year as the highest priority.

Road Surfacing Renewals – Banks Peninsula (FY25)

Seal Type	Road	Start Name	End Name	Length	Ward	FY25	FY26	FY27
	Asphalt & Rejuvenation AC Seal							
Asphalt	GOVERNEOR BAY ROAD	PARK TCE	#52	280	BANKS PENINSULA			
Asphalt	RUE LAVAUD	RUE VIARD	RUE BRITTAN	150	BANKS PENINSULA			
Asphalt	RUE LAVAUD	72m PAST RUE BALGUERIE INT.	RUE BENOLT	54	BANKS PENINSULA			
	Chip Seal, Second Coat Seal & Chip and AC							
Chip Seal	AYLMERS VALLEY ROAD	ONUKU RD	#59	516	BANKS PENINSULA			
Chip Seal	BOSSU ROAD	BRIDGE HAIRPIN BEND	BEND	100	BANKS PENINSULA			
Chip Seal	BRENCHLEY ROAD	COLLEGE RD	HYLTON HEIGHTS	461	BANKS PENINSULA			
Chip Seal	CEMETERY ROAD (WAINUI)	WAINUI MAIN RD	WAINUI CEMETERY	841	BANKS PENINSULA			
Chip Seal	CEMETERY ROAD (WAINUI)	WAINUI CEMETERY	warnerville	927	BANKS PENINSULA			
Chip Seal	CHARTERIS BAY ROAD	#70	BEND BY #209	460	BANKS PENINSULA			
Chip Seal	CHURCH ROAD	CHRISTCHURCH AKAROA SH 1 la	WESTERN VALLEY RD	780	BANKS PENINSULA			
Chip Seal	DALLEYS LANE	VOELAS RD	#3	77	BANKS PENINSULA			
Chip Seal	DALLEYS LANE	#7A	HARMANS RD	30	BANKS PENINSULA			
Chip Seal	DORIS FAIGAN LANE	BAY VIEW RD	END OF CUL DE SAC	124	BANKS PENINSULA			
Chip Seal	DUDLEY ROAD	BRIDLE PATH	JOYCE ST PATHWAY	124	BANKS PENINSULA			
Chip Seal	DUDLEY ROAD	JOYCE ST PATHWAY	#17 (SEAL END)	57	BANKS PENINSULA			
Chip Seal	FERNLEA POINT ROAD	PURAU PORT LEVY RD	PA RD	923	BANKS PENINSULA			
Chip Seal	GOVERNORS BAY ROAD	#869	DYERS PASS RD (LYTTELTON)	549	BANKS PENINSULA			
Chip Seal	HOLMES BAY ROAD	HOLMES BAY ROAD end of grave	GRAVEL	205	BANKS PENINSULA			
Chip Seal	JUBILEE ROAD	BOSSU RD	4WD SIGNS	355	BANKS PENINSULA			
Chip Seal	KINLOCH ROAD	BOSSU RD	700M NTH	827	BANKS PENINSULA			
Chip Seal	KOWHAI GROVE	AYLMERS VALLEY RD	END OF CUL DE SAC	172	BANKS PENINSULA			
Chip Seal	LE BONS BAY ROAD	305m from LE BONS CEMETERY F	LAVERICKS RIDGE	532	BANKS PENINSULA			
Chip Seal	LITTLE AKALOA ROAD	SUMMIT RD	2km down LITTLE AKALOA RD	2020	BANKS PENINSULA			
Chip Seal	LITTLE RIVER CEMETERY ROAD	CHURCH RD	58m pat sealed road.	406	BANKS PENINSULA			
Chip Seal	LONG BAY ROAD	seal joint to seal joint		165	BANKS PENINSULA			
Chip Seal	LONG BAY ROAD	LONG BAY ROAD	seal joint before hill climb	207	BANKS PENINSULA			
Chip Seal	LONG BAY ROAD	seal joint	HERITAGE PARK seal joint	543	BANKS PENINSULA			
Chip Seal	MOORES ROAD	WAINUI MAIN RD	END OF SEALED ROAD	522	BANKS PENINSULA			
Chip Seal	OKAINS BAY ROAD	PENINSULA FARM SUPPLIES ENT	SUMMIT RD	2530	BANKS PENINSULA			
Chip Seal	OKUTI VALLEY ROAD	USSHERS RD	BRIDGE by RENYOLDS VALLEY	2419	BANKS PENINSULA			
Chip Seal	PA ROAD	RICHFIELD RD	PORT LEVY - PIGEON BAY RD	654	BANKS PENINSULA			
Chip Seal	PAWSONS VALLEY ROAD	CHRISTCHURCH AKAROA RD	30m PAST AKAROA GOLF CLUB	855	BANKS PENINSULA			
Chip Seal	PENLINGTON PLACE	MUTER ST	CUL-DE-SAC	339	BANKS PENINSULA			
Chip Seal	PIGEON BAY ROAD	RETAINING WALL	SUMMIT RD	2763	BANKS PENINSULA			
Chip Seal	PURAU - PORT LEVY ROAD	170m PAST ENT. TO #737	WHARF RD	2057	BANKS PENINSULA			
Chip Seal	ROSS TERRACE	SELWYN LN	SELWYN RD	174	BANKS PENINSULA			
Chip Seal	RUE DE LA MER	LE BONS BAY RD	CUL-DE-SAC	167	BANKS PENINSULA			
Chip Seal	RUE JOLIE SOUTH	26m FROM BEACH RD INT.	CHURCH ST	173	BANKS PENINSULA			
Chip Seal	SANDY BEACH ROAD	GOVERNORS BAY RD	CUL-DE-SAC	273	BANKS PENINSULA			
Chip Seal	SCHOOL ROAD	ROBINSONS BAY VALLEY RD	30m BEFORE RESERVE ENT.	136	BANKS PENINSULA			
Chip Seal	SUMMIT RD	OMAHU BUSH SECTION (COOPE	AHURIRI RESERVE CATTLESTOP	1336	BANKS PENINSULA			
Chip Seal	SUMMIT RD	AHURIRI RESERVE CATTLESTOP	150m EAST OF CULVERT #58	1394	BANKS PENINSULA			
Chip Seal	SUMMIT ROAD	CHRISTCHURCH AKAROA RD	PETTIGREWS RD	2537	BANKS PENINSULA			
Chip Seal	SUMMIT ROAD	OKAINS BAY RD	1.16k PAST KINGSTONS HILL RD	2469	BANKS PENINSULA			
Chip Seal	TIZZARDS ROAD	KINGSTONS HILL	CUL-DE-SAC	753	BANKS PENINSULA			
Chip Seal	UPHAM TERRACE	CORNWALL RD	ROSS PDE	209	BANKS PENINSULA			
Chip Seal	WAINUI MAIN ROAD	CHCH AKAROA RD	ONE LANE BRIDGE	3235	BANKS PENINSULA			
Chip Seal	WAINUI MAIN ROAD	TIKAO BAY RD	JUBILEE RD	3932	BANKS PENINSULA			
Chip Seal	WAIREWA PA ROAD	KINLOCH RD	WAIREWA PA RD	240	BANKS PENINSULA			
Chip Seal	WARNERVILLE ROAD	CEMETERY ROAD (WAINUI)	END OF CUL DE SAC	325	BANKS PENINSULA			
Chip Seal	WESTERN VALLEY ROAD	CHCH AKAROA RD	CHURCH RD	1014	BANKS PENINSULA			
Chip Seal	WESTERN VALLEY ROAD	CHURCH RD	MONTGOMERYS RD - (1km SOUT	1093	BANKS PENINSULA			
	Chip and AC							
Chip and AC	JACKSONS ROAD	CORNWALL RD	KEEBLES LN	208	BANKS PENINSULA			

Christchurch City Council

Road Surfacing Renewals – Banks Peninsula (FY26)

Seal Type	Road	Start Name	End Name	Length	Ward	FY25	FY26	FY27	FY28+
	Asphalt & Rejuvenation AC Seal								
Asphalt	BRITTAN TERRACE	VOELAS INT	VOELAS INT	28	BANKS PENINSULA				
	Chip Seal, Second Coat Seal & Chip and AC								
Chip Seal	ARMSTRONG CRESCENT	MUTER ST	END OF CUL DE SAC	139	BANKS PENINSULA				
Chip Seal	BRIDLE PATH	LONDON ST	HAWKHURST RD	54	BANKS PENINSULA				
Chip Seal	BRIDLE PATH	HAWKHURST RD	TICEHURST RD	123	BANKS PENINSULA				
Chip Seal	BRIDLE PATH	DUDLEY RD	TICEHURST TCE	184	BANKS PENINSULA				
Chip Seal	CANTERBURY STREET	# 71 CANTERBURY STREET	# 75 CANTERBURY STREET	103	BANKS PENINSULA				
Chip Seal	CORNWALL ROAD	SOMES RD	# 51 CORNWALL RD	117	BANKS PENINSULA				
Chip Seal	CRESSY TERRACE	VOELAS RD	PAGES RD	373	BANKS PENINSULA				
Chip Seal	CRESSY TERRACE	PAGES RD	PARK TCE	885	BANKS PENINSULA				
Chip Seal	DAYS ROAD	BRENCHLEY RD	CANTERBURY ST	437	BANKS PENINSULA				
Chip Seal	DUBLIN STREET	SH74	EXETER ST	299	BANKS PENINSULA				
Chip Seal	EXETER STREET	CANTERBURY ST	OXFORD ST	183	BANKS PENINSULA				
Chip Seal	HARMANS ROAD	BRIDLE PATH	VOELAS RD	726	BANKS PENINSULA				
Chip Seal	LITTLE AKALOA ROAD	TWINS BRIDGES AT MISTY HILLS	ONE WAY BRIDGE	2098	BANKS PENINSULA				
Chip Seal	LONDON STREET	CANTERBURY ST	DUBLIN ST	157	BANKS PENINSULA				
Chip Seal	LONDON STREET	DUBLIN ST	# 83 LONDON ST	25	BANKS PENINSULA				
Chip Seal	OXFORD STREET	WINCHESTER ST	EXETER ST	131	BANKS PENINSULA				
Chip Seal	OXFORD STREET	EXETER ST	RIPON ST	118	BANKS PENINSULA				
Chip Seal	PAWSONS VALLEY ROAD	SH 75 (BEACH)	# 77 PAWSONS VALLEY RD	855	BANKS PENINSULA				
Chip Seal	ROSS TERRACE	SELWYN LN	ROSS PDE	266	BANKS PENINSULA				
Chip Seal	ROSS TERRACE	ROSS PDE	SOMES RD	174	BANKS PENINSULA				
Chip Seal	SIMEON QUAY	CUNNINGHAM TCE	VOELAS RD	42	BANKS PENINSULA				
Chip Seal	SMITH STREET	BEACH RD	MUTER ST	332	BANKS PENINSULA				
Chip Seal	SOMES ROAD	CORNWALL RD	DAYS RD	77	BANKS PENINSULA				
Chip Seal	ARMSTRONG CRESCENT	MUTER ST	END OF CUL DE SAC	139	BANKS PENINSULA				
Chip Seal	BRIDLE PATH	LONDON ST	HAWKHURST RD	54	BANKS PENINSULA				
Chip Seal	BRIDLE PATH	HAWKHURST RD	TICEHURST RD	123	BANKS PENINSULA				
Chip Seal	BRIDLE PATH	DUDLEY RD	TICEHURST TCE	184	BANKS PENINSULA				
Chip Seal	CANTERBURY STREET	# 71 CANTERBURY STREET	# 75 CANTERBURY STREET	103	BANKS PENINSULA				
Chip Seal	CORNWALL ROAD	SOMES RD	# 51 CORNWALL RD	117	BANKS PENINSULA				
Chip Seal	CRESSY TERRACE	VOELAS RD	PAGES RD	373	BANKS PENINSULA				
Chip Seal	CRESSY TERRACE	PAGES RD	PARK TCE	885	BANKS PENINSULA				
Chip Seal	DAYS ROAD	BRENCHLEY RD	CANTERBURY ST	437	BANKS PENINSULA				
Chip Seal	DUBLIN STREET	SH74	EXETER ST	299	BANKS PENINSULA				
Chip Seal	EXETER STREET	CANTERBURY ST	OXFORD ST	183	BANKS PENINSULA				
Chip Seal	HARMANS ROAD	BRIDLE PATH	VOELAS RD	726	BANKS PENINSULA				
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Chip Seal	LONDON STREET	CANTERBURY ST	DUBLIN ST	157	BANKS PENINSULA				
Chip Seal	LONDON STREET	DUBLIN ST	# 83 LONDON ST	25	BANKS PENINSULA				
Chip Seal	OXFORD STREET	WINCHESTER ST	EXETER ST	131	BANKS PENINSULA				
Chip Seal	OXFORD STREET	EXETER ST	RIPON ST	118	BANKS PENINSULA				
Chip Seal	PAWSONS VALLEY ROAD	SH 75 (BEACH)	# 77 PAWSONS VALLEY RD	855	BANKS PENINSULA				
Chip Seal	ROSS TERRACE	SELWYN LN	ROSS PDE	266	BANKS PENINSULA				
Chip Seal	ROSS TERRACE	ROSS PDE	SOMES RD	174	BANKS PENINSULA				
Chip Seal	SIMEON QUAY	CUNNINGHAM TCE	VOELAS RD	42	BANKS PENINSULA				
Chip Seal	SMITH STREET	BEACH RD	MUTER ST	332	BANKS PENINSULA				
Chip Seal	SOMES ROAD	CORNWALL RD	DAYS RD	77	BANKS PENINSULA				

Christchurch City Council

Programme: Road Pavement Rehabilitation

Aims /Objectives/LoS

This programme aims to assess and prioritise locations requiring new pavement strengthening. The pavement rehabilitation will typically incorporate digouts and new compacted pavement materials and often include recycling of the existing removed material for sustainability. The final completed works are resurfaced in a way to ensure the most cost effective solution over the pavement life.
This is done in line with our Level of Service as defined in the Activity Management Plan Section 4:

16.0.2 Improve roadway condition, to an appropriate national standard, measured by smooth travel exposure ≥75%
16.0.1 Maintain roadway condition to an appropriate national standard, measured by the percentage of the sealed road network that is resurfaced each year ≥4%
16.0.3 Improve resident satisfaction with road condition ≥30%

Data Collection

Asset data had been collected primarily by on-site inspection and assessment, and is stored in RAMM, the asset management tool all roading authorities are required to use if they are going to seek NZTA funding contributions.
Data includes frequency of occurrence and types of faults such as longitudinal cracking, crazing, shoving. A road roughness survey is carried out to determine each roads rating. This is done by a contractor with a special vehicle and equipment. Going forward NZTA are taking over this assessment on all roads nationwide and will supply information to councils.
Very recently, technology has allowed a new form of testing which provides information on the remaining carriageway life. This testing will be used to provide an additional level of data for assessment that has not been previously available.

Criteria for Selection

Condition and remaining lifespan of the pavement structure are the primary criteria for selection. Potential locations are initially determined from:

- Deferred locations from the previous year
- Contractor and council staff knowledge
- Hybris tickets
- Condition survey data
- Surface layer age analysis
- Pavement condition (layers below the top seal)
- Residual axle-loadings remaining
- Roughness rating
- Traffic count data analysis
- Budget constraints

Prioritisation

The initial list of sites requiring pavement rehabilitation is compiled based on asset condition data.
Prioritisation is then carried and includes the following considerations:

- Conflict/coordination with other projects and programmes in the same location
- Significance and amount of defects present
- Remaining life left in the existing pavement
- Traffic volume and composition analysis
- Local land use and facilities.

Validation

Validation of the prioritised list is completed initially by office based virtual inspection and then by on-site inspections to ensure the data is reflective of actual condition During the year of actual delivery further on-site validation assessments are conducted by the Capital Delivery Team and contractors during the scoping phase to consider efficiencies in delivery and achievement of levels of service relating to length of asset resurfaced,

Cost Estimation and Assumptions

Cost estimates are based on rates derived across all maintenance contracts. Delivery is managed to ensure it remains within budget; any works unable to be delivered in a financial year are moved into the following financial year as the highest priority.

Road Rehabilitation – Banks Peninsula

No Road Rehabs currently scheduled in the Board area

Programme: Street Renewals

Aims /Objectives/LoS

This program is for renewal of all street assets boundary to boundary and is based on an assessment of the condition of the carriageway, kerb and channel, and footpaths. The aim is to address amenity in conjunction with renewals, and therefore is based on the condition of the three main assets to ensure best value for money in the programme.
This is done in line with our Level of Service as defined in the Activity Management Plan Section 4:

16.0.1 Maintain roadway condition to an appropriate national standard, measured by the percentage of the sealed road network that is resurfaced each year ≥4%
16.0.2 Improve roadway condition, to an appropriate national standard, measured by smooth travel exposure ≥75%
16.0.3 Improve resident satisfaction with road condition ≥30

Data Collection

Asset data had been collected primarily by on-site inspection and assessments carried out annually, and is stored in RAMM which is the asset management tool all roading authorities are required to use if they are going to seek NZTA funding contributions.
Data includes frequency of occurrence and types of faults such as:

- longitudinal cracking, crazing, and shoving in carriageways
- cracking and levels in kerb and channel
- cracks, undulations, and tree roots in footpaths.

A road roughness survey is carried out by a contractor with a special vehicle and equipment which determines the smoothness of a ride. Going forward NZTA are taking over this assessment on all roads nationwide and will supply information to councils.
Very recently, technology has allowed a new form of testing which provides information on the remaining carriageway life. This testing will be used to provide an additional level of data for assessment that has not been previously available.

Criteria for Selection

Condition and remaining lifespan of the three main assets are the primary criteria for selection. Potential locations are initially determined from:

- Deferred locations from the previous year
- Condition ratings
- Contractor and council staff knowledge
- Hybris tickets
- Traffic count data analysis
- Budget constraints

Prioritisation

The initial list of candidates for street renewal is compiled based on asset condition data.
Prioritisation is then carried out and includes the following considerations:

- Conflict/coordination with other projects and programmes in the same location
- Significance and amount of defects present
- Remaining life left in the existing pavement
- Traffic volume and composition analysis
- Local land use and facilities.

Deconflicting with other works proposed in the local area is carried out to ensure the most cost effective solution for delivery.

Validation

Validation of the prioritised list is completed initially by office based virtual inspection and then by on-site inspections to ensure the data is reflective of actual condition.

Cost Estimation and Assumptions

Cost estimates are based on rates across recent street renewal projects. Conditions and constraints on individual projects can vary and budget requirements will be managed within the programme
Any works unable to be delivered in a financial year are moved into the following financial year as the highest priority.

Street Renewals – Banks Peninsula

No Street Renewals currently scheduled in the Board area

Programme: Footpath Renewals

Aims /Objectives/LoS

The Footpath Programme aims to identify and prioritize locations requiring intervention to improve the condition of the footpath network. The objective is to provide a well-maintained network that serves all residents, regardless of age or mobility, ensuring safe and accessible active travel for everyone.

Data Collection

Footpath condition assessment capabilities are being improved through the adoption of advanced techniques and technology. The aim is to have improved data on the network and facilitate more effective monitoring going forward. A 100% comprehensive assessment of the network, in a consistent and repeatable manner, is expected to be completed by the end of 2024. In utilizing AI for condition rating, Christchurch City is the first council to implement this technology for a full network assessment.

Criteria for Selection

Condition and remaining lifespan are the primary criteria for selection. Potential locations are initially identified through multiple sources, including:

- Deferred locations from the previous year
- Recommendations from contractors and council staff
- Hybris tickets
- Results from the Life in Christchurch Survey
- Condition survey data
- Surface layer age analysis

Prioritisation

An initial draft is refined based on asset condition and the nature of defects, impact on residents, and the remaining lifespan of the asset, to produce a second list which is then prioritized.
The process begins with clash detection to assess the potential impact on, or conflict with, proposed works on other projects. Projects with significant conflicts are deferred to a later phase of the program.

Validation

Once prioritised an initial virtual inspection to visually assess the condition and identify any issues not captured in the existing data is completed. This is followed during the year of delivery by on-site assessments conducted by the Capital Delivery Team and contractors during the scoping phase.

Cost Estimation and Assumptions

Indicative pricing based on rates derived cross all maintenance contracts is used to assemble the programme. Delivery is managed to ensure it remains within budget; any scope unable to be delivered is moved into following financial year.

Footpath Renewals – Banks Peninsula

Road	Start Name	End Name	Length	Side	Ward	FY25	FY26	FY27	FY28-30	F31-34
Bank Peninsula Contract Area Planned allocation						-	81,875	-	-	-
Bank Peninsula FY25										
Bank Peninsula FY25 TOTAL			0				-			
Bank Peninsula FY26										
ROSS TERRACE	Shackleton	Selwyn LN	27	Left	BP		4,131			
ST DAVIDS STREET	STEVENSONS STEP	EXETER ST	93	Left	BP		13,280			
KAIKOMAKO PLACE	GOVERNORS BAY ROAD	TURNING HEAD	160	Left	BP		22,848			
WILLIAM STREET	BRUCE TCE	AYLMERS VALLEY RD	130	Right	BP		19,890			
RUE LAVAUD	RUE VIARD	RUE BRITTAN	142	Right	BP		21,726			
Bank Peninsula FY26 TOTAL			**552**				**81,875**			
Bank Peninsula FY27										
Bank Peninsula FY27 TOTAL			**0**				-	-	-	-

Safety Programmes:

- Minor Road Safety
- Minor Safety Interventions

Traffic Operations Safety Programme

Minor Road Safety + School Safety + Minor Safety Interventions = TOps Safety Programme

School Safety & Minor Road Safety

- How do we prioritise the programme?

Non-School Improvements (Minor Road Safety)	School Improvements
Pipeline Development Tool & High Risk Intersections KiwiRap	Risk (70%)
	Accessibility (10%)
	Community (10%)
	Equity (10%)

- Other considerations
  - Timing of other Capital Projects
  - Maintenance programme
  - Re-cabling programme

Programme: Minor Safety Improvements

Aims /Objectives/LoS

- We want everyone to get where they're going safely, regardless of how they are travelling.
- Having safer infrastructure is part of our solution to a safer network.
- People should feel safe while using our streets.
- Make our city more healthy, liveable and vibrant by creating streets where people including our tamariki (children) and kaumātua (elders) feel comfortable using active modes of transport, like walking and cycling.
- Align with our Road Safety Action Plan.
- Deliver interventions to address identified road safety issues particularly at high-risk intersections and for school safety.

Data Collection

- High risk sites are identified from the Pipeline Development Tool workshops completed with *NZTA*.
- Customer Service and Elected Member Requests
- Traffic, cyclist and pedestrian counts
- Reported crash data
- Desktop and on-site assessment

Criteria for Selection

High risk intersections

- Identified through workshops with *NZTA*.
- High risk sites in *KiwiRAP*.

Schools

- Requests directly from Schools, the school community and the Community Board. Assessed for risk and added to the list.

Prioritisation

Multi-criteria analysis

- Risk – Personal & Collective risk (70%) – Likelihood of being in a crash using data from *MegaMaps* with additional information then sought from *CAS*.
- Accessibility (10%) – Considers surrounding land-use so large residential areas around a school are likely to generate more active modes.
- Community (10%) – The considers level of interest by the school, community, elected members and community boards.
- Equity (10%) - social deprivation index has been added, where a decile/score of 1 is least deprived, 10 is most deprived.

Validation

- Annual and Long-Term Planning process.
- Engagement and approval process.

Cost Estimation and Assumptions

- Cost estimates based on project of similar nature and scale.
- Standard cost estimation process using recent contract rates undertaken by Council's Technical Services & Design Unit.
- Includes allowance for design and supervision during construction.

Christchurch City Council

School Safety & Minor Road Safety 24/25 +

Project ID	Road Name	Comment / Status	(OC estimate)		FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
41650	Programme - Minor Road Safety Improvements			LTP Budget					$2,218,330	$2,267,233	$579,252	$591,417	$603,245	$615,310	$6,874,787
50462	Delivery Package - Minor Road Safety Improvements			LTP Budget	$500,000	$3,033,211	$1,800,476	$2,166,338							$7,500,025
				Year Forecast To	$2,517,200	$2,409,178	$1,125,000	$2,053,750	$1,856,250	$1,612,500	$593,750	$706,250	$675,303	$0	$0
				Year Variance	-$2,017,200	$624,034	$675,476	$112,588	$362,080	$654,733	-$14,498	-$114,833	-$72,058	$615,310	$14,374,812
	Minor Safety Improvements														
	Ferry/Ensors/Aldwins	Currently being priced by Isaacs			$450,000										
	Upper Riccarton Safety Improvements	Currently being delivered by Fulton Hogan			$1,210,000										
	Main South/Yaldhurst/Riccarton	Currently going through approvals - value engineering currently			$800,000										
	Grahams/Waimairi	Being delivered by Higgins			$39,600										
	Dyers Pass at Rhodesvale Barrier	Being delivered by Higgins			$17,600										
	Greers/Wairakei (Cheapest Option of 3)					$145,000									
	Moorhouse/Barbadoes/Waltham (new crossing on east side)					$300,000									
	Moorhouse Ave & Madras & Gasson (Remove slip lanes for pedestrian safety & new crossing on east side - One Stadium)					$650,000									
	Blenheim Rd & Clarence St (inc slip lane)						$300,000								
	Harper Ave & Carlton Mill Rd						$700,000								
	Moorhouse Ave & Antigua St							$500,000							
	Memorial/Grahams							$250,000							
	Highsted Rd & Sawyers Arms Rd							$250,000							
	Straven Road & Kilmarnock Street								$500,000						
	Riccarton Rd & Matipo St								$250,000						
	Akaroa St & Briggs & Emmett									$1,250,000					
	Pages 300 Pages - 349 Pages									$300,000					
	Stanmore Rd (Warwick - North Avon)											$300,000			
	Memorial Ave & Greers Rd											$300,000			
	Pages Rd & Breezes Rd												$500,000		
	School Safety														
	Ilam School and UoC - Ilam Road (Possible cost share with UoC)					$593,750									
	Halswell School - Sabys Road & O'Halloran Drive					$345,428									
	Oaklands School - Dunbars Rd/Hindess St/McMahon Dr (Roundabout improvements)					$375,000									
	Waitakiri Primary - Burwood Rd (Newhaven St - SH74)						$106,250								
	Te Waka Unua - Ferry Road						$18,750								
	Villa Maria - Peer St at Athol Terrace (new signalised crossing for BUPA also)							$593,750							
	St Albans - Springfield Rd & Edgeware & Abberley							$218,750							
	Hillview Christian - St Martins/Waltham roundabout							$65,000							
	Knights Stream - Halswell Junction Rd (New signalsied crossing)								$593,750						
	Riccarton High - Suva, Owens & Hillary at Curletts Road (Traffic calming on side roads)							$37,500							
	Cashmere High - Rose Street (Traffic calming)							$55,000							
	Rāwhiti - Bowhill Rd & Marriotts Rd & Keyes Rd (Roundabout improvements)							$83,750							
	Parkview Primary - 77 Queenspark Dr (Raise existing zebra)								$106,250						
	Westburn School - Waimairi Rd (Wentworth St - Raxworthy St)								$106,250						
	Avonhead School - 55 Avonhead Rd								$106,250						
	Redcliffs School - Main Road, Redcliffs								$106,250						
	Kirkwood Int - Kirkwood Ave (Ilam Rd - Clyde Rd SNP)								$43,750						
	Mairehau High - Hills Road								$43,750						
	Villa Maria - 29 Peer St									$18,750					
	Merrin School - Merrin St (Withells Rd - Avonhead Rd)									$43,750					
	Burnside/Christ - Greers Rd (Guildford St - Memorial Ave)										$593,750				
	Our Lady of Victories - Main South Rd (Weaver Pl - Colman Ave)											$106,250			
	Knights Stream - Richmond Ave (Killarney Ave - Tongariro St)												$106,250		
	Waimairi School - 117 Blighs Rd												$69,053		

Focus on Moorhouse intersections Package – Yr 1

Focus on Halswell Schools Package – Yr 1

church Council

Minor Safety Intervention Programme (#65924)

- How do we create the programme?
  - All based on community feedback
  - Entered into a spreadsheet tool
- How do we prioritise the programme?
  - Based on a similar approach to schools
  - Some projects do not get ranked if of significant cost for this programme (i.e some signal upgrades that require large amounts of civil works)

All community driven
Hybris Tickets/Message to the Mayor etc
Community Board Actions
Elected Member Feedback

Prioritisation
Risk (70%)
Accessibility (10%)
Community (10%)
Equity (10%)

Programme: Minor Safety Interventions

Aims /Objectives/LoS

- Low cost interventions to address identified road safety issues.
- Improvements in safety and accessibility for active modes.
- Responding to community requests.
- Align with our Road Safety Action Plan.

Data Collection

- Customer Service and Elected Member Requests
- Traffic, cyclist and pedestrian counts
- Reported crash data
- Desktop and on-site assessment

Criteria for Selection

- Alignment with programme objectives.
- Scale of works required (implementation cost) - Some projects do not get prioritised if they are of significant cost fdue to the budget for this programme (i.e some signal upgrades that require large amounts of civil works).
- Meeting *NZTA* criteria for funding assistance.
- Is there a conflict with another project being undertaken in a specific location

Prioritisation

Multi-criteria analysis

- Risk – Personal & Collective risk (70%) – Likelihood of being in a crash using data from *MegaMaps* with additional information then sought from *CAS*.
- Accessibility (10%) – Considers surrounding land-use so large residential areas around a school are likely to generate more active modes.
- Community (10%) – The considers level of interest by the school, community, elected members and community boards.
- Equity (10%) - social deprivation index has been added, where a decile/score of 1 is least deprived, 10 is most deprived.

Validation

- Annual and Long-Term Planning process.
- Engagement and approval process.

Cost Estimation and Assumptions

- Cost estimates based on project of similar nature and scale.
- Standard cost estimation process using recent contract rates undertaken by Council's Technical Services & Design Unit.
- Includes allowance for design and supervision during construction.

Minor Safety Intervention Programme (#65924)

Priority	Project ID	Road Name	Comment / Status	(ROC estimate)		FY25	FY26	FY27	FY28
	60113	Programme - Minor Safety Intervention			LTP Budget				
	65924	Delivery Package - Minor Safety Interventions			LTP Budget	$300,000	$347,134	$631,983	$645,900
					Year Forecast Total	$298,000	$346,500	$625,025	$122,475
					Year Variance	$2,000	$634	$6,958	$523,425
		Wakefield Ave (at Sunmnervale)	Out for pricing by Higgins			$70,000			
		Cypress St (speed humps)	Completed			$35,000			
		Whiteleigh Ave at Leamington Street (new island)				$43,000			
		Colombo / Sandyford/Byron (Align RT bays to improve visibility)				$150,000			
		Ferry Road at Hargood (Pedestrian protection however further investigation req)					$172,500		
		English St by Main Sth Rd (new cut-down and median island)					$60,375		
		Cashmere Road / Fairview (new cut-down and crossing improvement)					$8,625		
		New Brighton - Shaw Ave/Hawke St (pedestrian crossings)					$85,000		
		Banks Peninsula Minor Safety					$20,000		
		Radley Street (new cutdown)						$17,250	
		Colombo St Refuge Island outside Library (Improve Island)						$51,750	
		Centaurus Road Pedestrian crossing facility at St Martins Road						$73,125	
		Springs Road / Main South Road intersection (pedestrian improvements)						$100,000	
		Oakridge at Nicholls Road (new pedestrian refuge)						$51,750	
		Avonside Dr / Stanmore Rd (Non filter RT)						$70,000	
		Inwoods Rd/Queenspark Dr (Roundabout treatment)						$73,125	
		Woodbury/Withells/Staveley (Roundabout treatment)						$79,350	
		Parnwell Street/Basset Street (Traffic calming & crossing)						$108,675	
		Memorial Avenue (Gleneagles/Chilcombe)							$43,125
		Carlton Mill Road (Pedestrian lights)							$8,625
		Antigua St / Burke St (Tactile paving)							$17,250
		Sturrocks Road at Redwood Park (Crossing & Calming)							$44,850
		Bridle Path / Main Rd (Cut-down)							$8,625

Board Specific:
Banks Peninsula

Programme: Retaining Wall Renewals (including seawalls)

Aims /Objectives/LoS

This programme allows for the renewal of existing retaining walls as they reach the end of their economic life (which varies depending on the type of wall and the materials used).

Reasons for the need to replace include material degradation or failure, and instability due to traffic and other surcharge, slope slippage and poor drainage. The increased occurrence of extreme weather events in recent years has caused accelerated deterioration and premature failure before our assets reach the end of their design life.

Data Collection

Condition data are obtained from:

- 3 yearly General Inspections for high risk walls
- 6 yearly General Inspections for low risk walls
- Special Inspections and further investigations as required

Inspection procedure and reporting are carried out in accordance with the *NZTA S6 Structures Inspection Policy*.

Criteria for Selection

1. Condition of structural elements
2. Risk

- Proximity of public/private assets being supported
- Safety from falling (Road users from above the wall)
- Vulnerability of instability
- Network redundancy
- Seismic vulnerability
- Tsunami vulnerability

Prioritisation – how and what

- **Layer 1 – Remaining useful life**: Assets with the shortest remaining useful life (RUL) are ranked first. The categories of RUL are 1, 2, 5, 10, 15 and 20 years.
- **Layer 2 – Condition:** Assets with the worst condition score are ranked first. The condition score ranges from 1 (Excellent) to 5 (Very poor).
- **Layer 3 – Risk**: Assets with the highest risk score are ranked first. The risk score ranges from 1 (Low risk) to 5 (High risk).
- **Layer 4 – Funding**: The prioritisation list may require minor reordering to fit within the available funding, rather than solely based on actual need.

Validation

The Asset Management Team collaborates closely with the Technical Services and Design Team (TSD). We utilise TSD's technical expertise and their familiarity with our assets to carry out sanity checks for our prioritisation process and outcomes. The prioritisation list is a live programme that is constantly being reviewed and updated to reflect the latest data.

Cost Estimation and Assumptions

Cost estimate

The latest market rates in $/m^2 are used for the construction cost estimates. The rates are derived from similar previous projects and recommendations from our structures inspection consultant. Rates can vary considerably depending on various factors, including retained height, assumed material, TTM requirements, etc.

Assumptions

Design + Project management + Consenting is assumed to be 15% of the total construction cost.

Christchurch City Council

Retaining Walls Renewals – Banks Peninsula

B	Priorit	Project ID	Road Name	(ROC estima		FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
		76052	Programme - Transport Structures Renewals (includes all structures)		LTP Budget					$2,199,430	$2,560,228	$3,321,619	$2,567,885	$2,629,860	$2,607,143
		37117	Delivery Package - Retaining Wall Renewals		LTP Budget	$2,296,038	$1,242,560	$1,124,000	$1,043,742						
					Year Forecast Total	$2,219,500	$1,432,090	$1,110,671	$1,196,902	$992,702	$1,210,082	$1,540,812	$1,185,791	$1,315,074	$1,169,089
		Wall ID			Year Variance	$76,538	-$189,530	$13,329	-$153,160	$1,206,728	$1,350,146	$1,780,807	$1,382,094	$1,314,786	$1,438,054
					Asset %	N/A	N/A	N/A	N/A	45%	47%	46%	46%	50%	45%
BP	Lyttelton	2176	Anglican Cemetery (Canterbury Street)	$ 480,000		**$480,000**									
BP	Lyttelton	2038	Catholic Cemetery (Reserve Terrace)	$ 230,000		**$230,000**									
BP	Lyttelton	2784	1 Keebles Lane	$ 300,000		**$300,000**									
BP	Lyttelton	1898	44 Hawkhurst Rd - fronting Selwyn Rd	$ 400,000			$62,040	**$423,113**							
BP	Lyttelton	2333	Saint Davids Street	$ 500,000			$77,550	**$528,891**							
BP	Lyttelton	2273	47 Dublin St (Keebles Lane)	$ 300,000				$47,600	**$324,951**						
BP	Lyttelton	1570	Cressy Terrace	$ 700,000				$111,067	**$758,218**						
BP	Lyttelton	2003	30 Cornwall Rd	$ 200,000					$32,495	**$221,833**					
BP	Lyttelton	1748	Bridle Path (above tunnel roundabout)	$ 500,000					$81,238	**$554,582**					
BP		2984	Governors Bay Rd	$ 500,000						$83,187	**$566,783**				
BP	Lyttelton	1925	Selwyn Rd Fork	$ 350,000						$58,231	**$396,748**				
BP	Lyttelton	3149	22 Sumner Rd	$ 200,000						$33,275		**$231,701**			
BP	Lyttelton	1723	21 Cunningham Tce	$ 150,000							$25,505	**$173,776**			
BP	Lyttelton	1721	19 Cunningham Terrace	$ 150,000							$25,505	**$173,776**			
BP	Lyttelton	1717	17 Cunningham Tce	$ 150,000							$25,505	**$173,776**			
BP	Lyttelton	2420	25 Dudley Rd (Culdesac)	$ 250,000							$42,509	**$289,626**			
BP	Lyttelton	1957	16 Jacksons Road	$ 200,000							$34,007		**$236,567**		
BP	Lyttelton	2312	22-42 Reserve Terrace	$ 550,000							$93,519		**$650,558**		
BP	Lyttelton	1788	10 Ticehurst Rd	$ 200,000								$34,755	**$236,567**		
BP		2385	Governors Bay Rd	$ 200,000								$34,755		**$241,298**	
BP		3236	Onawe Flat Rd	$ 250,000								$43,444		**$301,623**	
BP	Lyttelton	3151	London St	$ 400,000										$72,389	**$492,248**

Christchurch City Council

Programme: New Retaining Walls

Aims /Objectives/LoS

This programme allows for the construction of new retaining walls at slip sites without existing walls. It includes slips that are both above and below the road, provided the slope is within Council road reserve and the primary beneficiary from the existence of the slope is the Council. The slips must have formed over an extended period time, eg. long term erosion of a bank over months or years.

This programme does not cover slips that occurred as a result of a short period of concentrated rainfall (which is covered by the Storm Damage Programme managed by the Maintenance Team).

Both hard solutions (structural retaining wall) and soft solution (eg. hydroseeding or revegetation) qualify for this programme.

Data Collection

Candidate slip sites are identified via:

- Routine inspections carried out by the Council Maintenance Team
- Routine inspections carried out by the Area Maintenance Contractor
- Tickets and complaints received from residents and members of the public.

Criteria for Selection

1. Factor of safety under global stability
2. Risk
- Proximity of public/private assets above/below the slip
- Network redundancy
- Seismic vulnerability
- Tsunami vulnerability

Prioritisation – how and what

- **Layer 1 – Factor of safety:** Slips with the lowest factor of safety are ranked first.
  A factor of safety of less than 1 indicates the slip is at further risk of instability.
- **Layer 2 – Risk**: Slips with the highest risk score are ranked first. The risk score ranges from 1 (Low risk) to 5 (High risk).
- **Layer 3 – Funding**: The prioritisation list may require minor reordering to fit within the available funding, rather than solely based on actual need.

Validation

The Asset Management Team collaborates closely with the Council's Technical Services and Design Team (TSD). We utilise TSD's technical expertise and their familiarity with our assets to carry out sanity checks for our prioritisation process and outcomes. The prioritisation list is a live programme that is constantly being reviewed and updated to reflect the latest data.

Cost Estimation and Assumptions

Cost estimate

The latest market rates in $/m^2 are used for the construction cost estimates. The rates are derived from similar previous projects and recommendations from our structures inspection consultant. Rates vary depending on various factors, including retained height, assumed material, TTM requirements, etc.

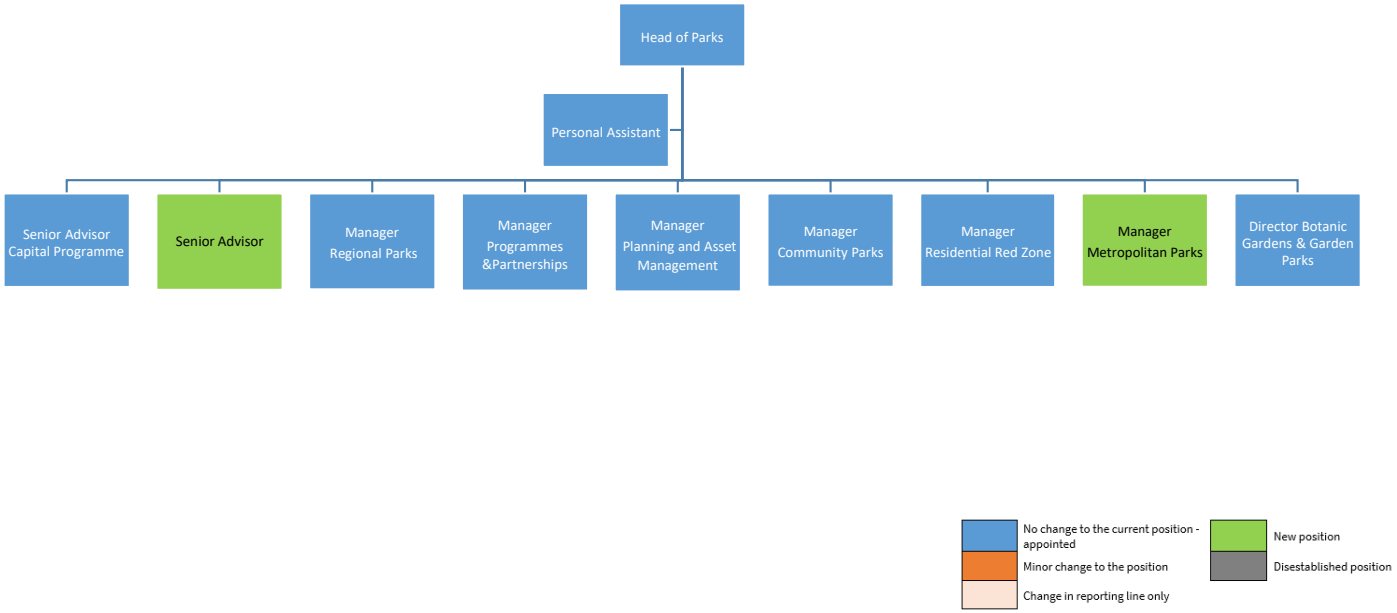
Assumptions

Design + Project management + Consenting is assumed to be 15% of the total construction cost.

New Retaining Walls – Banks Peninsula

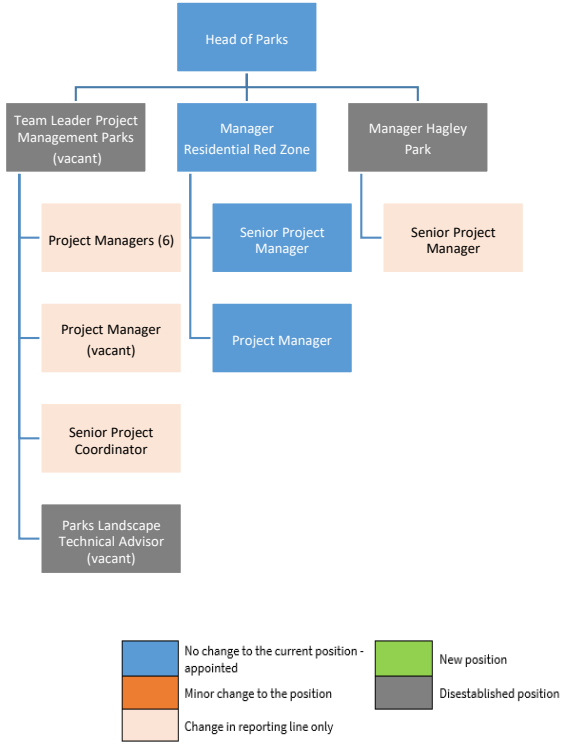
Project ID	Road Name	(ROC estima		FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
76052	Programme - Transport Structures Renewals (includes all structures)		LTP Budget				$3,145,522	$3,221,015	$6,692,576	$3,364,298	$3,434,948	$3,503,648	$3,573,720
37117	Delivery Package - Retaining Wall Renewals		LTP Budget	$1,107,083	$1,151,793	$3,373,188							
			Year Forecast Total	$1,187,500	$1,160,665	$3,320,544	$1,806,184	$499,124	$0	$0	$0	$0	$0
Wall ID			Year Variance	-$80,417	-$8,872	$52,644	$1,339,338	$2,721,891	$6,692,576	$3,364,298	$3,434,948	$3,503,648	$3,573,720
3753	Summit Rd Kiwi - Gebbies	$ 600,000		**$600,000**									
3748	Summit Rd Kiwi - Gebbies	$ 265,000		**$265,000**									
3572	5 Bayview Crescent, Akaroa	$ 350,000		**$402,500**									
3534	20 Randolph Terrace	$ 250,000			**$297,275**								
3574	1 Keebles Lane	$ 350,000			$54,285	**$370,224**							
3573	10 Simeon Quay	$ 350,000			$54,285	**$370,224**							
3580	Onawe Flat Rd 1 Chainage 1379 Check photo matches location	$ 300,000			$46,530	**$317,335**							
3581	Onawe Flat Rd 2	$ 300,000			$46,530	**$317,335**							
3582	Onawe Flat Rd 3	$ 300,000			$46,530	**$317,335**							
3583	Onawe Flat Rd 4	$ 300,000			$46,530	**$317,335**							
3576	Cornwall Road	$ 250,000				$38,775	**$270,792**						
3737	65 Jacksons Rd	$ 250,000				$39,667	**$270,792**						
3575	76 Park Tce	$ 200,000				$31,733	**$216,634**						
3610	Jacksons Rd Ramp (between Nos 49 and 32)	$ 150,000				$23,800	**$162,475**						
3774	Holmes Bay Road	$ 150,000				$23,800	**$162,475**						
ID No?	Robinsons Bay Valley Road	$ 200,000					$32,495	**$221,833**					

Management Team Structure



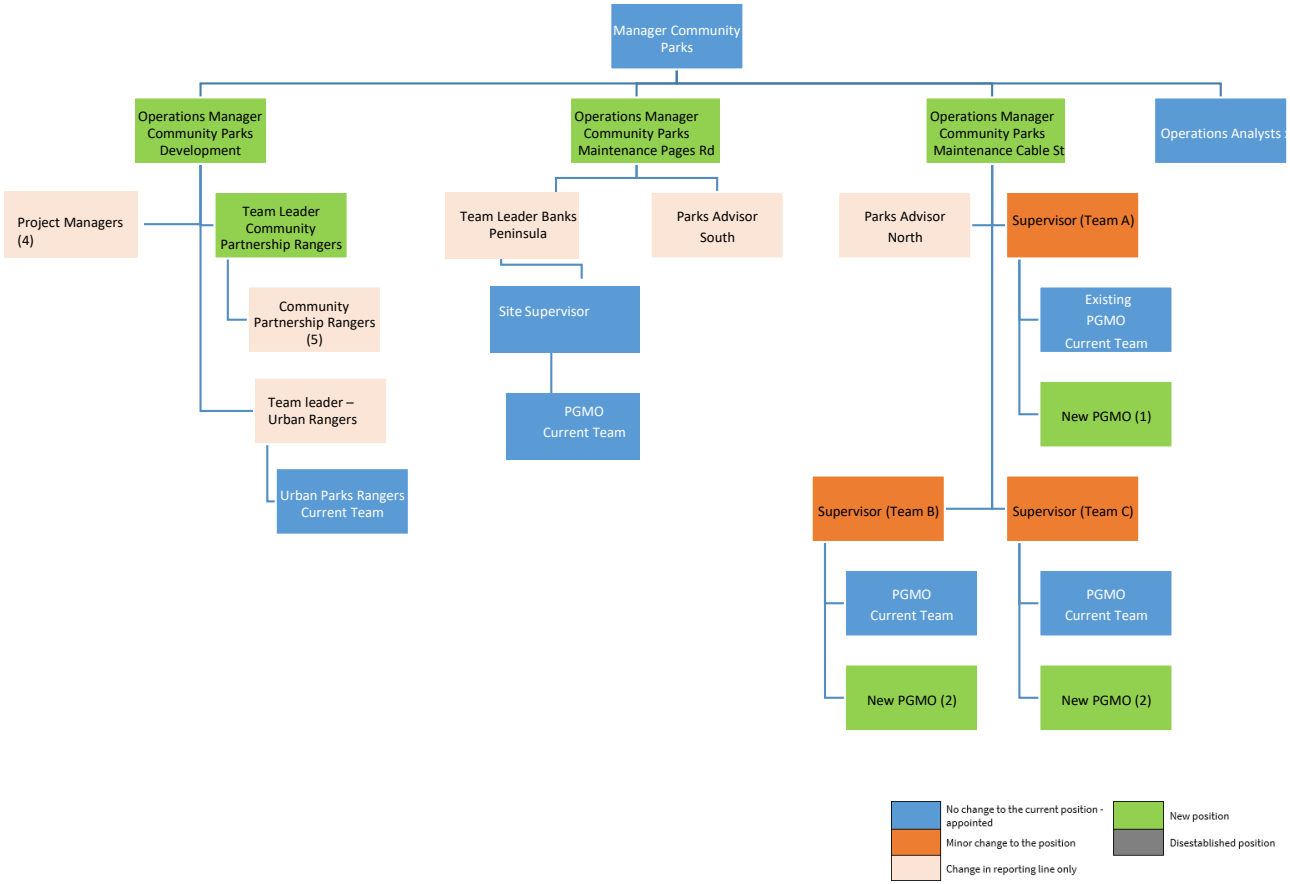
9

Current Project Management Team Structure

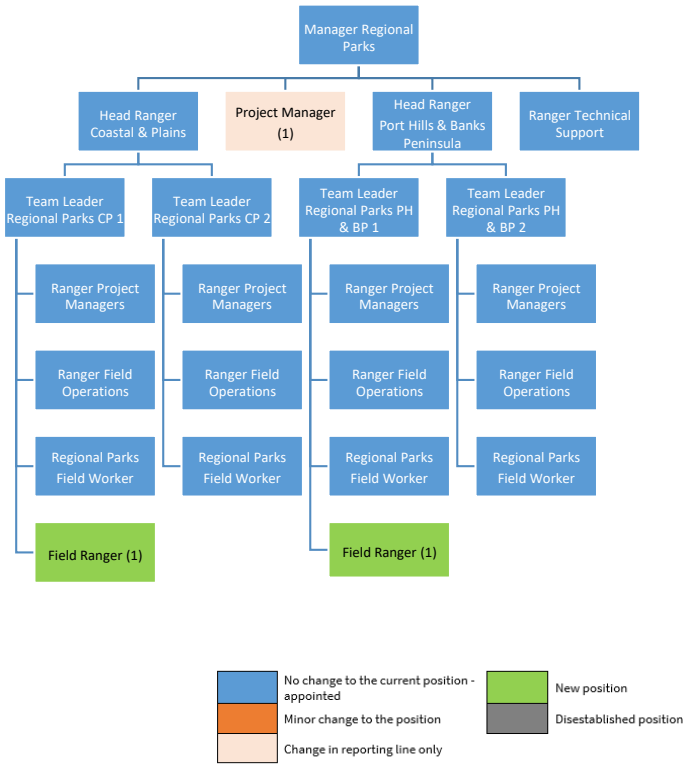


Proposed Distribution of Project Managers across the Parks Unit (Includes existing PM roles already domiciled to Parks Unit teams)	
Team	**Project Manager Placements**
Botanic Gardens and Garden Parks	Project Manager (1)
Community Parks	Project Managers (4)
Regional Parks	Project Managers (1) *Note that the Regional Parks team already has several Ranger Project Manager roles*
Residential Red Zone	Senior Project Manager (1)- Existing, unchanged Project Manager (1) – Existing, unchanged
Metropolitan Parks	Senior Project Manager (1) – Existing, Change in reporting line to Manager Metropolitan Parks. Project Manager (2)
Total number of placements determined by EOI	**6**
By recruitment	**1**
Existing within Operations teams	**3**
Total Number of Project Manager positions across the Unit.	**10**

Community Parks Structure



Proposed Regional Parks Structure



Regional Parks

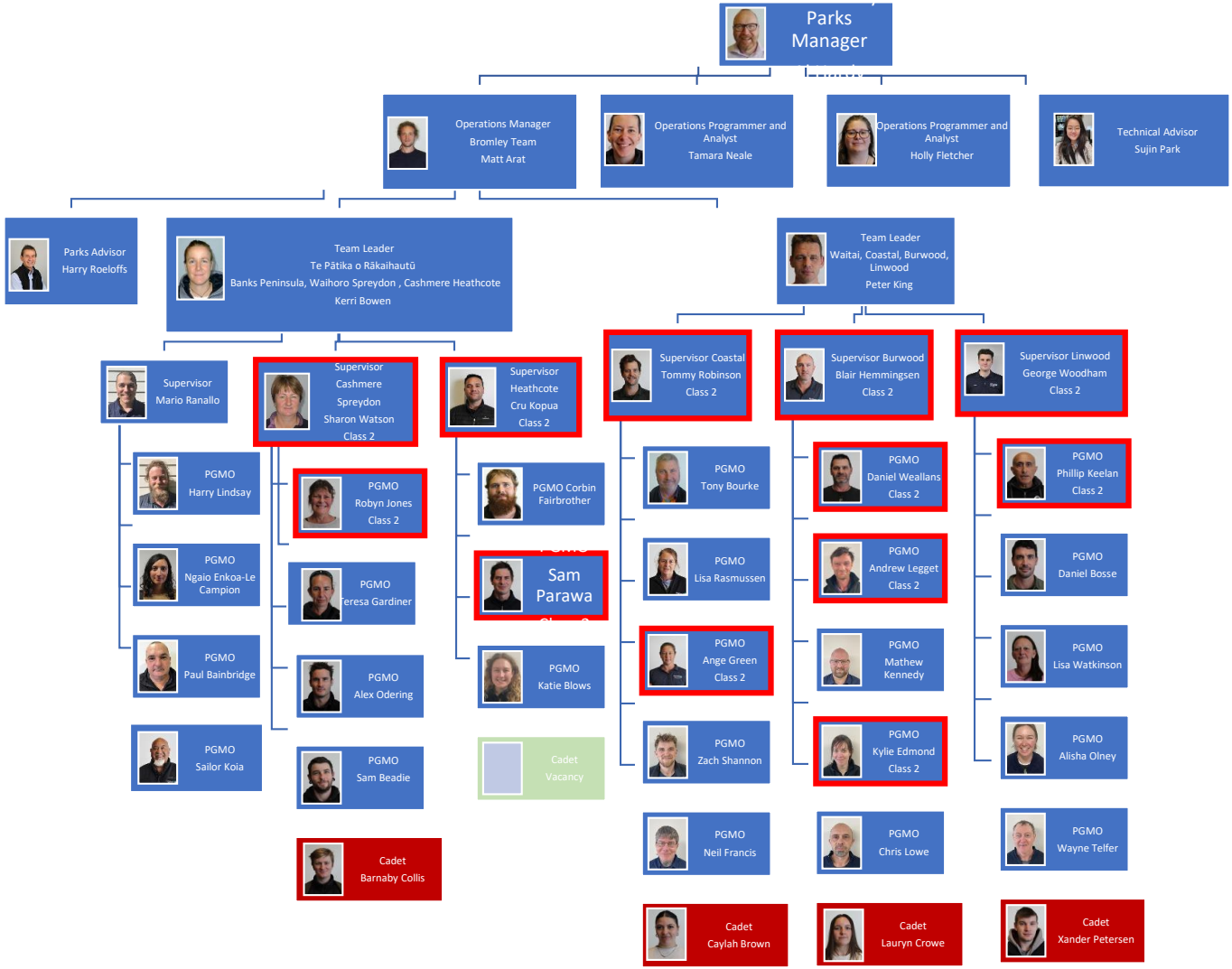
The Regional Parks team remains unchanged except for the proposal to include a Capital Project Manager role
previously discussed into the Regional Parks team. This role will also assist at the programme level as well as
continuing to deliver significant capital projects for Regional Parks.

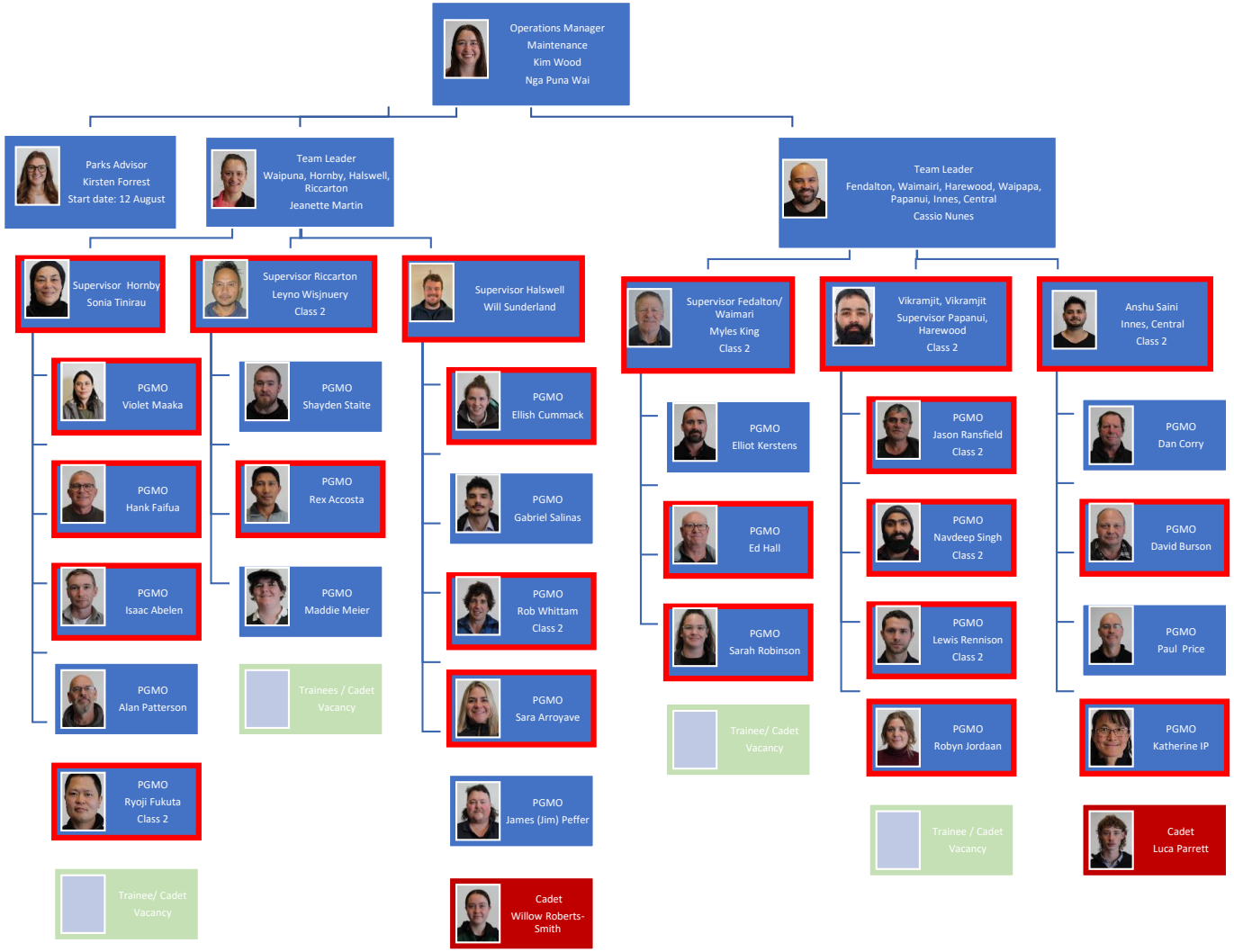
This does not alter the current programme of capital works currently delivered by the Ranger

Project Managers. We

are proposing that 2FTE are added to the team funded by the Governments Better off funding programme once the
funding is confirmed.

Current Regional Parks Structure


Parks Manager
Operations Manager Bromley Team Matt Arat
Operations Programmer and Analyst Tamara Neale
Operations Programmer and Analyst Holly Fletcher
Technical Advisor Sujin Park
Parks Advisor Harry Roeloffs
Team Leader Te Pātika o Rākaihautū Banks Peninsula, Waihoro Spreydon , Cashmere Heathcote Kerri Bowen
Team Leader Waitai, Coastal, Burwood, Linwood Peter King
Supervisor Mario Ranallo
Supervisor Cashmere Spreydon Sharon Watson Class 2
Supervisor Heathcote Cru Kopua Class 2
Supervisor Coastal Tommy Robinson Class 2
Supervisor Burwood Blair Hemmingsen Class 2
Supervisor Linwood George Woodham Class 2
PGMO Harry Lindsay
PGMO Robyn Jones Class 2
PGMO Corbin Fairbrother
PGMO Tony Bourke
PGMO Daniel Weallans Class 2
PGMO Phillip Keelan Class 2
PGMO Ngaio Enkoa-Le Campion
PGMO Teresa Gardiner
Sam Parawa
PGMO Lisa Rasmussen
PGMO Andrew Legget Class 2
PGMO Daniel Bosse
PGMO Paul Bainbridge
PGMO Alex Odering
PGMO Katie Blows
PGMO Ange Green Class 2
PGMO Mathew Kennedy
PGMO Lisa Watkinson
PGMO Sailor Koia
PGMO Sam Beadie
Cadet Vacancy
PGMO Zach Shannon
PGMO Kylie Edmond Class 2
PGMO Alisha Olney
Cadet Barnaby Collis
PGMO Neil Francis
PGMO Chris Lowe
PGMO Wayne Telfer
Cadet Caylah Brown
Cadet Lauryn Crowe
Cadet Xander Petersen


Operations Manager
Maintenance
Kim Wood
Nga Puna Wai
Parks Advisor
Kirsten Forrest
Start date: 12 August
Team Leader
Waipuna, Hornby, Halswell, Riccarton
Jeanette Martin
Team Leader
Fendalton, Waimairi, Harewood, Waipapa, Papanui, Innes, Central
Cassio Nunes
Supervisor Hornby
Sonia Tinirau
Supervisor Riccarton
Leyno Wisjnuery
Class 2
Supervisor Halswell
Will Sunderland
Supervisor Fedalton/ Waimari
Myles King
Class 2
Vikramjit, Vikramjit
Supervisor Papanui, Harewood
Class 2
Anshu Saini
Innes, Central
Class 2
PGMO
Violet Maaka
PGMO
Shayden Staite
PGMO
Ellish Cummack
PGMO
Elliot Kerstens
PGMO
Jason Ransfield
Class 2
PGMO
Dan Corry
PGMO
Hank Faifua
PGMO
Rex Accosta
PGMO
Gabriel Salinas
PGMO
Ed Hall
PGMO
Navdeep Singh
Class 2
PGMO
David Burson
PGMO
Isaac Abelen
PGMO
Maddie Meier
PGMO
Rob Whittam
Class 2
PGMO
Sarah Robinson
PGMO
Lewis Rennison
Class 2
PGMO
Paul Price
PGMO
Alan Patterson
Trainees / Cadet Vacancy
PGMO
Sara Arroyave
Trainee/ Cadet Vacancy
PGMO
Robyn Jordaan
PGMO
Katherine IP
PGMO
Ryoji Fukuta
Class 2
PGMO
James (Jim) Peffer
Trainee / Cadet Vacancy
Cadet
Luca Parrett
Trainee/ Cadet Vacancy
Cadet
Willow Roberts-Smith