

**Waimāero Fendalton-Waimairi-Harewood Community
Board Information Session/Workshop
MINUTES ATTACHMENTS**

Date: Monday 25 November 2024
Time: 4.30 pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

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Development of a Local Alcohol Policy

*Waimāero Fendalton-Waimairi-Harewood
Community Board*

Monday 25 November 2024

Philip Henderson – Senior Policy Analyst
Claire Fletcher – Senior Engagement Advisor
Aimee Martin – Research Analyst
Wade Morris – Legal Counsel

A Local Alcohol Policy and what it can do

- Policies about how alcohol is sold and supplied in all or part of a district.
- May include policies on:
 - Where licenced premises can be **located** – including any limits in particular areas or near certain types of facilities.
 - Whether any **new licences** or **types of licence** can be issued in the district (or any part of the district).
 - Restricting or extending the maximum **trading hours** set out in the Act.
 - Any **conditions** that licences or types of licences should be subject to (for example, ‘one-way door’ conditions).
- Must be considered by District Licensing Committee in licensing decisions.

A Local Alcohol Policy cannot...

- Include policies on anything that does not directly relate to licensing.
- Be a substitute for general alcohol harm reduction strategies or plans (e.g. *Christchurch Alcohol Reduction Plan 2017–21*).

What's the process?

- If we want a Local Alcohol Policy, we **must**:
 - Produce a draft policy that considers the nature and severity of alcohol-related harm in the district using local statistics available.
 - Provide the community with the opportunity to have their say on the draft policy using the Special Consultative Procedure.
- It must be robust to ensure no predetermination of outcomes



Project process so far

June 2024 – Council agreed to start developing a draft LAP

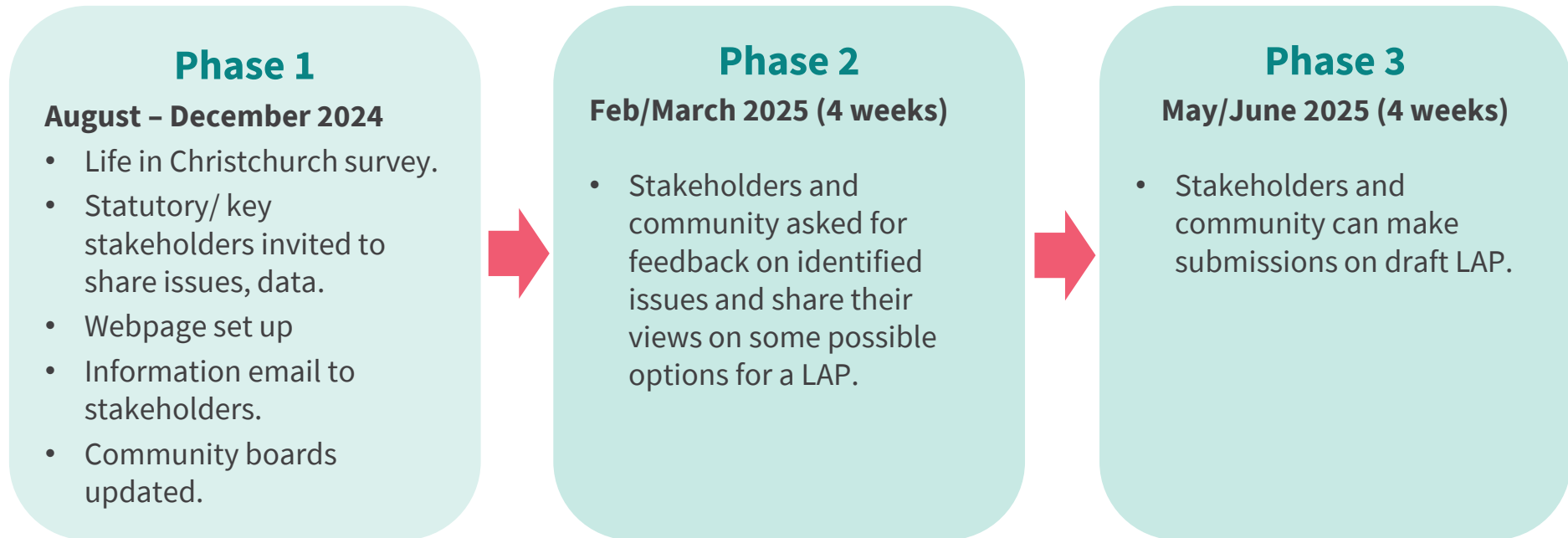
- **June/November – essential foundation work**

- Requesting and collating specific data and information required by Sale and Supply of Alcohol Act.
- Comprehensive information, social, health and economic impacts’ literature reviews.
- ‘Life in Christchurch’ survey and subsequent analysis of feedback.
- 20 November – Council meeting. Decisions required on timeline and decision-making arrangements.

- **October/November – early engagement**

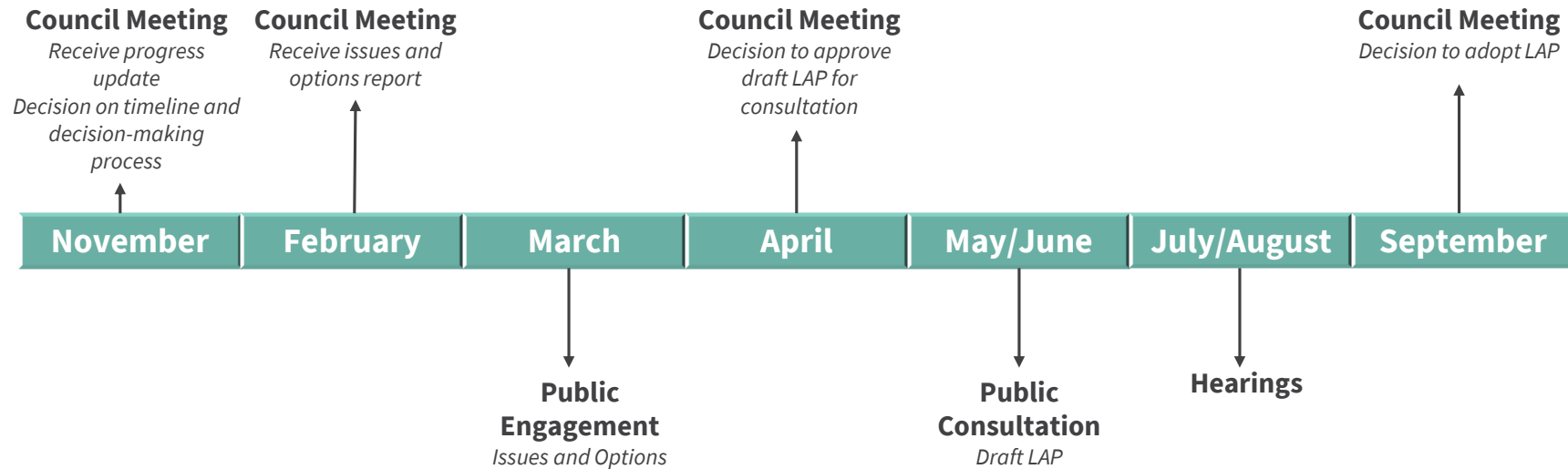
- Meetings with statutory and key stakeholders, email to known interested groups and other organisations to explain the policy process and ask for any relevant data.
- Council webpage – information about the policy process and the opportunities for community participation. www.ccc.govt.nz/localalcoholpolicy
- Information sessions for Community Boards.

How can stakeholders and communities participate



Proposed Timeline for completing a LAP before elections

Option 1	Continue at pace - needs to be decided on in Nov to be achievable (as set out below)
Option 2	Pause at issues/options stage in Feb – could be decided at Nov or Feb meeting
Option 3	Defer further progress until 2026 - could be decided at Nov, Feb, or April meeting



Elected Members' Information Sessions will be scheduled throughout the process

Community Board's role in the process

- Be the local knowledge.
 - Promote the opportunities for the community to participate.
 - Participate in events/ meetings within your board area.
 - **Submit feedback on proposals**
-
- Note: Councillors, as decision makers, will need to remain impartial throughout the development process.

Life in Christchurch survey

What your community told us...

Waimāero Fendalton-Waimairi-Harewood
Community Board.

November 2024

Who did we hear from?

Where do you live?	Number of Respondents	%* of Submitters
I live in Christchurch (including Banks Peninsula)	5,076	97%
I live elsewhere in Canterbury (e.g. Rolleston, Lincoln, Rangiora, Kaiapoi)	129	2%
I don't live in Christchurch or Canterbury, I live in...	43	1%
Total	5248	100%

Community Board	Number of Submitters	%* of Submitters
Te Pātaka o Rākaihautū Banks Peninsula	242	5%
Waitai Coastal-Burwood-Linwood	952	19%
Waipuna Halswell-Hornby-Riccarton	870	17%
Waimāero Fendalton-Waimairi-Harewood	926	18%
Waipapa Papanui-Innes-Central	982	19%
Waihoru Spreydon-Cashmere-Heathcote	1087	21%
Total	5076	100

Access and Control – DRAFT Findings

- **Half agree** that alcohol is too easy to get hold of in Christchurch generally and that more harm occurs in areas where there are more places to purchase alcohol.
- **Just over a third agree** that harm related to alcohol consumption is worse now than 5 years ago.
- **Just over a third agree** that the current rules, regulations and restrictions on the sale and supply of alcohol in Christchurch are adequate for addressing alcohol related harm.
- Respondents who live in the **Fendalton** and **Harewood** wards were statistically more likely to report that the current rules, regulation and restrictions are adequate for addressing alcohol related harm.
- **More than half** agree that their community should have more say regarding licensed premises in our neighbourhood.

Access and Harm – DRAFT Findings

Respondents were asked to provide feedback on the amount of alcohol related harm that they think occurs in:

- Private residences
- Pubs, bars or nightclubs
- Restaurants or cafés
- Social/sports clubs
- Public spaces (e.g. park or beach, streets)
- Public events (e.g. concert, festival, sports match)

- Just under a third think a lot of alcohol related harm occurs in private residences. Just under a third think that a moderate amount of harm occurs in private residences.
- Just under half think that a moderate amount of harm occurs in pubs, bars and nightclubs.
- Just over half think that a moderate amount of harm or a little alcohol related harm occurs in social/sports clubs.
- Around two thirds think that a moderate or a little alcohol related harm occurs in public spaces and at public events.
- Around three quarters think that a little harm or no/minimal alcohol related harm occurs at restaurants and cafes.

Neighbourhood Issues – DRAFT Findings

Ward	Frequently	Occasionally	Rarely	Never	Don't know
Fendalton	Loud Noise ∨∨∨	Vomiting & public urination ^		Non-violent crime ^^	Property Damage ∨
	Litter ∨	Property Damage ^^			
	Offensive and nuisance behaviour ∨				
	Vomiting & public urination ∨				
	Property Damage ∨				
	Physical violence & assault ∨				

Key

^ ^^ ^^^ The value is statistically higher than if there was no relationship between the variables.

∨ ∨∨ ∨∨∨ The value is statistically lower than if there was no relationship between the variables.

More arrows correspond to a higher degree of statistical significance

Neighbourhood Issues – DRAFT Findings

Ward	Frequently	Occasionally	Rarely	Never	Don't know
Harewood	Litter ▼	Public Disorder ▼▼	Offensive & nuisance behaviour ▲	Litter ▲▲	
	Offensive & nuisance behaviour ▼	Vomiting and/or public urination ▼		Public Disorder ▲	
	Property Damage ▼	Physical violence & assault ▼▼		Vomiting & public urination ▲	
	Non-violent crime ▼			Property Damage ▲	
				Physical violence & assault ▲	

Key

- ^ ▲ ▲▲ The value is statistically higher than if there was no relationship between the variables.
- ▼ ▼▼ ▼▼▼ The value is statistically lower than if there was no relationship between the variables.

More arrows correspond to a higher degree of statistical significance

Neighbourhood Issues – DRAFT Findings

Ward	Frequently	Occasionally	Rarely		Never		Don't know
Waimairi			Property Damage	^	Non-violent crime	v	

Key

- ^ > >> The value is statistically higher than if there was no relationship between the variables.
- v < << The value is statistically lower than if there was no relationship between the variables.

More arrows correspond to a higher degree of statistical significance

Licensed Premises– DRAFT Findings

- Generally, respondents feel that there are around the right number of licensed premises in their local neighbourhoods, though just under a third indicated that they think there are too many off licenses.
- When asked whether they would like to see more licensed premises in their local neighbourhood, generally the majority disagreed. The exception to this was restaurants and cafes, where more than half neither agreed nor disagreed.
- Around three quarters thought that bottle stores should have restrictions on how close they are to community facilities.
- More than two thirds thought pubs, bars and night clubs should have similar restrictions.
- Respondents thought these restrictions should apply around early childhood education centres and primary schools, secondary schools, medical/rehabilitation facilities and hospitals, and parks, playgrounds and sports facilities.

Hours of Licensed Premises – DRAFT Findings

- Generally, respondents were divided as to whether the hours of licensed premises in their local neighbourhood are about right or too long. 9 in 10 respondents fell into the about right or too long category.
- More than half indicated that they think the hours for social/sports clubs and pubs/bars or nightclubs and small grocery/convenience/specialty stores are too long.
- At a citywide level, comments indicated concern about the hours that these licensed premises are allowed to start selling alcohol in the morning. Many of the comments from the Waimāero respondents reflected this view.

Next steps

- Early 2025 Council meeting – decisions on timeline and decision-making options.
- Continued analysis of data and information from external agencies/key stakeholders.
- Bringing together the evidence base to identify key issues and options.
- February information session, followed by a report and decision on timeline.
- Community engagement on issues and options (subject to February decision).

Questions / discussion

Community Parks Rolling Renewal

Presenter:

Bridie Gibbings, Manager Operations – Community
Parks Development

What is the rolling renewal program

- We renew/replace assets when they reach the end of their useful life to ensure that everything, we own stays in good condition. Our goal is to keep all our assets rated at ‘good’ or higher, as per our asset management plan.
- Planned asset renewals include replacement, major refurbishment and/or component replacements

11/26/2024

How do we determine what is renewed

- Create a program based on out asset condition data. Priority is given to worst condition assets (rated poor or very poor)
- Asset data isn't always accurate, so we use information from field staff and the public to help prioritise our program

11/26/2024



Example A – Green Asset Renewal

- Before – Bare patches in garden
- After – Infill planting to bulk up garden bed



Example B – Green Asset Renewal

- Before – Bare patches in garden
- After – Infill planting garden bed and mulch

Transport Programmes Briefing

Monday 25th November 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

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								\$354,141
	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		\$87,794,562	\$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					Grand Total	
Activity	Programme Name	Project	FY25 Budget	FY26 Budget	FY27 Budget	FY28 Budget		FY29 Budget
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.

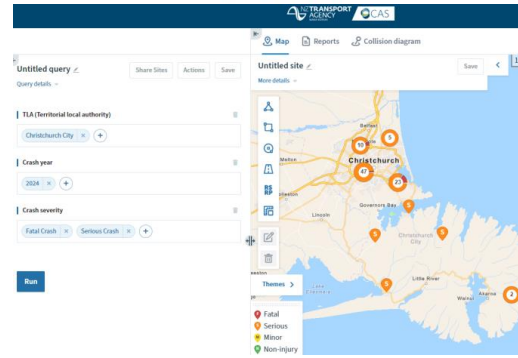
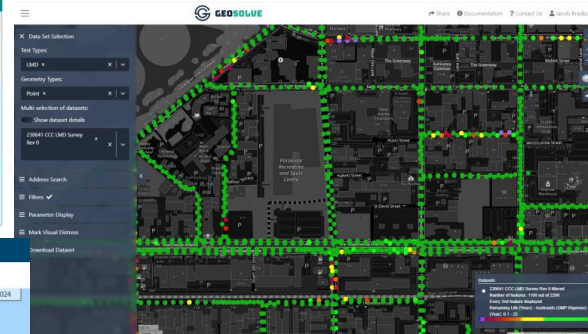
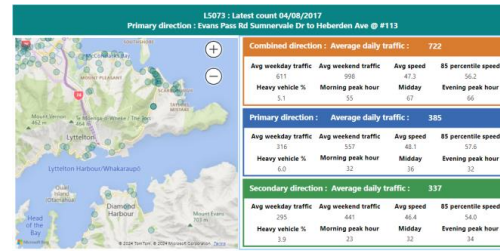
However, others – such as below - have elements which have not been drawn down, and staff need to develop the individual projects or sites that will best meet Council’s requirements. These are what we are here to discuss.

Sum of Sum of Budget		LTPYear											Grand Total		
Activity	Programme Name	Project	FY25 Budget	FY26 Budget	FY27 Budget	FY28 Budget	FY29 Budget	FY30 Budget	FY31 Budget	FY32 Budget	FY33 Budget	FY34 Budget			
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 McSaveney's 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

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



Phase type	RC	Profile	MSC	EMC	Total phase cost (\$000)	2024/25 (\$000)	2025/26 (\$000)	2026/27 (\$000)	2027/28 (\$000)	Expiring priority	Funding amount
Canterbury - Christchurch City Council - Local road improvements											
Northern Arterial Extension and Crawford Street Upgrade	Construction	80%	324	51	37,363.9	40.8	0.0	0.0	0.0	Committed	31
Subtotal for Canterbury - Christchurch City Council - Local road improvements - Committed											
Local road improvements	1	---	341	51	4,774.9	4,435.5	1,006.2	0.0	0.0	Approved	31
Maintenance Operations and Renewals Programme 2024-27											
Local Road - Work Category 236	1	---	216	51	6,000.0	1,335.5	1,360.0	1,364.5	0.0	Approved	31
MotorHouse & Stewart Intersection Improvements											
Local road improvements - Approved	4	80%	322	51	22,614.0	2,764.4	2,881.2	1,384.0	0.0	Probable	31
Pages Road Bridge Renewal	4	80%	322	51	5,000.0	0.0	1,330.0	1,330.0	0.0	Probable	31
Pages Road Bridge Renewal	4	80%	322	51	44,280.0	0.0	0.0	1,326.4	0.0	Probable	31
Pages Road Bridge Renewal	4	80%	322	51	370.0	188.7	0.0	0.0	0.0	Probable	31
Subtotal for Canterbury - Christchurch City Council - Local road improvements - Probable											
Local road improvements	4	80%	322	51	45,554.0	188.7	1,330.0	1,376.4	0.0	Probable	31
Total for Canterbury - Christchurch City Council - Local road improvements											
					96,922.8	3,051.9	3,086.2	4,382.4	0.0		

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

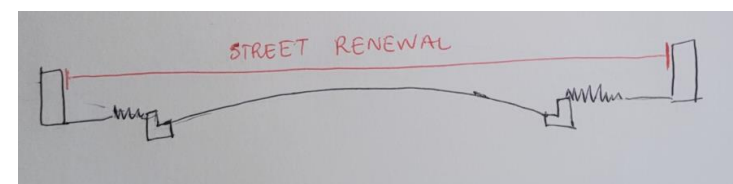
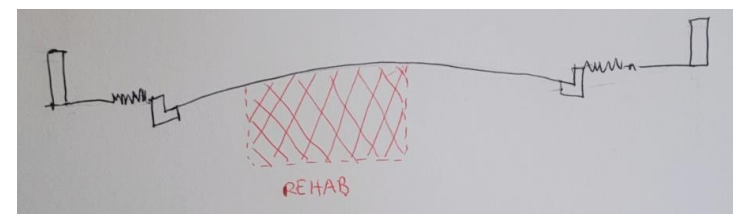
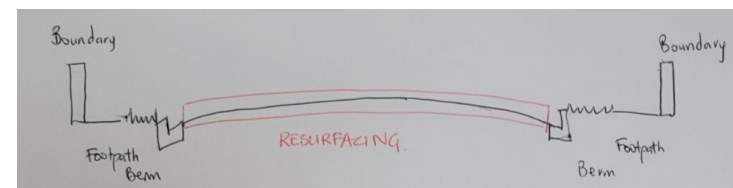
- We're told: NZTA funding through the NLTF is the second largest source of revenue after rates
- CCC were very successful in the 24-27 NLTF
 - Greater than 30% increase in allocated funding vs last NLTF, and well above South Island and comparable metropolitan councils.
 - However, to access this CCC 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/

<p>Programme: Road Surfacing Renewals</p>
<p>Aims /Objectives/LoS</p> <p>This programme aims to assess and prioritise locations requiring new pavement strengthening. The pavement rehabilitation will typically incorporate <u>digouts</u> 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:</p> <p>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 $\geq 4\%$</p> <p>16.0.2 <u>Improve</u> roadway condition, to an appropriate national standard, measured by smooth travel exposure $\geq 75\%$</p> <p>16.0.3 <u>Maintain</u> resident satisfaction with road condition $\geq 30\%$</p>
<p>Data Collection</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>Criteria for Selection</p> <p>Condition and remaining lifespan are the primary criteria for selection. Potential locations are initially determined from:</p> <ul style="list-style-type: none"> • 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
<p>Prioritisation – how and what</p> <p>The initial list of sites requiring resurfacing is compiled based on asset condition data. Prioritisation is then carried and includes the following considerations:</p> <ul style="list-style-type: none"> • Conflict/coordination with other projects and programmes in the same location • Significance and <u>amount</u> of defects present • Traffic volume and composition analysis • Local land use and facilities
<p>Validation</p> <p>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.</p>
<p>Cost Estimation and Assumptions</p> <p>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.</p>

Road Surfacing Renewals – Waimāero F-W-H (FY25)

Seal Type	Road	Start Name	End Name	Length (m)	Ward
Chip Seal	AIKMANS RD	ROSSALL ST	STIRLING ST	217	FENDALTON
Chip Seal	BRISTOL ST	CLARE RD	HOLLY RD	249	FENDALTON
Chip Seal	BROWNS RD	ST ALBANS ST	MANSFIELD AVE	166	FENDALTON
Chip Seal	BROWNS RD	MANSFIELD AVE	HAWKESBURY AVE	217	FENDALTON
Chip Seal	HARAKEKE ST	ROCHDALE ST	DAREBURY LN	39	FENDALTON
Chip Seal	HARAKEKE ST	DARESBURY LN	END OF CUL DE SAC	147	FENDALTON
Chip Seal	HARTLEY AVE	NORMANS RD	HALTON ST	314	FENDALTON
Chip Seal	HARTLEY AVE	HALTON ST	HAWTHORNE ST	154	FENDALTON
Chip Seal	IDRIS RD	JEFFREYS RD	WAIRAKEI RD INT	216	FENDALTON
Chip Seal	ILAM RD	CLYDE ROAD	BATEMAN AVENUE	132	FENDALTON
Chip Seal	ILAM RD	BATEMAN AVE	ROCHFORD PL	227	FENDALTON
Chip Seal	ILAM RD	ROCHFORD PL	WAIRAKEI RD	402	FENDALTON
Chip Seal	JOYCE CRES	ILAM RD	END OF CUL DE SAC	264	FENDALTON
Chip Seal	OFFICE RD 2 EAST OF WINCHESTER ST	OFFICE RD	AKELA	158	FENDALTON
Chip Seal	ORKNEY ST	JEFFREYS RD	PLYMOUTH RD	177	FENDALTON
Chip Seal	PITCAIRN CRES	CHRISTIAN ST	WAIRAKEI RD	219	FENDALTON
Chip Seal	ROCHDALE ST	STRAVEN	HARAKEKE	258	FENDALTON
Chip Seal	RUGBY ST	ROSSALL	NASEBY	190	FENDALTON
Chip Seal	RUGBY ST	NASEBY	WINCHESTER	239	FENDALTON
Chip Seal	TAYLORS AVE	IDRIS RD	GARREG RD	395	FENDALTON
Chip Seal	WAIRAKEI RD 1 EAST RUSSELLY RD	WESTHOLME ST	CHISLEHURST PL	572	FENDALTON
Chip Seal	WINCHESTER ST	MERIVALE LN	RUGBY ST	250	FENDALTON
Chip Seal	WINCHESTER ST	RUGBY ST	OFFICE RD	106	FENDALTON
Chip Seal	ENGLEFIELD RD	SEFTON ST	CONNEMARA DR	392	HAREWOOD
Chip Seal	ENGLEFIELD RD	CONNEMARA DR	SPRINGWATER AVE	166	HAREWOOD
Chip Seal	GRAYS RD	RYANS RD	GEORGE BELLEW RD	1140	HAREWOOD
Chip Seal	JOHNS RD OFF GARDINERS RD	GARDINERS RD	ROUNDABOUT	889	HAREWOOD
Chip Seal	RYANS RD	GREYS RD	POUND RD	944	HAREWOOD
Chip Seal	WAIRAKEI RD 2 WEST RUSSELLY RD	PETER LEEHNG RD	AC CUL DE SAC	112	HAREWOOD
Chip Seal	GREENS RD 1 SOUTH GRAHAM'S RD	MEMORIAL AVE	JELLY PARK	367	WAIMAIRI
Chip Seal	HAWTHORN DEN RD	MERRIN ST	BELLINGHAM PL	187	WAIMAIRI
Chip Seal	ROYDVALE AVE 1 SOUTH MEMORIAL AVE	22M PAST AVONHEAD RD INT.	34m BREFORE MEMORIAL AVE	278	WAIMAIRI
Chip Seal	WENTWORTH ST	WAIMAIRI RD	HOUNSLOW ST	294	WAIMAIRI

Seal Type	Road	Start Name	End Name	Length (m)	Ward
Second Coat Seal	GROYNES DRV	JOHNS RD	EMINENCE DRV	110	HAREWOOD
Second Coat Seal	GROYNES DRV	EMINENCE DRV	ROUNDABOUT	204	HAREWOOD
Chip and AC	HANOVER PL	TUDOR AVE	END OF CUL DE SAC	116	FENDALTON
Chip and AC	SEARELLS RD	NORMANS	CUL DE SAC	352	FENDALTON
Chip and AC	BRACKENDALE PL	HALLOW PL	END OF CUL DE SAC	200	WAIMAIRI
Asphalt	BLIGHS RD 2 EAST IDRIS RD	CONDELL AVE	MAIN NORTH RAILWAY LINE	239	FENDALTON
Asphalt	BLIGHS RD 2 EAST IDRIS RD	MAIN NORTH RAILWAY LINE	WATFORD ST	271	FENDALTON
Asphalt	FENDALTON RD 1 SOUTH	WAIWETU +105M	MEMORIAL AVE	107	FENDALTON
Asphalt	GLANDOVEY RD	#4	#26	188	FENDALTON
Asphalt	GLANDOVEY RD	#26A	BRYNDWR RD	192	FENDALTON
Asphalt	GLANDOVEY RD	PENTLOW PL	#72	75	FENDALTON
Asphalt	GLANDOVEY RD	#84	#100	137	FENDALTON
Asphalt	IDRIS RD	WAIRAKEI RD INT	WAIRAKEI RD INT	38	FENDALTON
Asphalt	IDRIS RD	WAIRAKEI RD INT	LEES RD STH	75	FENDALTON
Asphalt	MEDBURY TCE 1 OFF CLYDE RD	CLYDE	CUL DE SAC	141	FENDALTON
Asphalt	ROSSALL ST	22m BEFORE MILLBROOK RES ENT.	RHODES ST	135	FENDALTON
Asphalt	POUND ROAD	YALDHURST RD RAB	100m PAST RYANS RD INT.	997	HAREWOOD
Asphalt	AVONHEAD RD 1	AVONHEAD	RAB MAIDSTONE	51	WAIMAIRI
Asphalt	GRAHAM'S RD 2 WEST	MEMORIAL AVE	RUBENS PL	341	WAIMAIRI
Asphalt	GRAHAM'S RD 3 EAST	MEMORIAL AVE	RUBENS PL	337	WAIMAIRI
Asphalt	KARNAK CRES	MANSON PL	CHESTERFIELD MEWS	36	WAIMAIRI
Rejuvenation AC Seal	BLIGHS RD 2 EAST IDRIS RD	IDRIS RD / BLIGHS INT	CONDELL AVE	134	FENDALTON
Rejuvenation AC Seal	NORTHWOOD BLVD 1 SOUTH / TO RNBT	MAIN NORTH RD	ONEIL AVE RAB	112	HAREWOOD
Rejuvenation AC Seal	NORTHWOOD BLVD 2 NORTH / TO RNBT	MAIN NORTH RD	MOUNTER AVE RAB	111	HAREWOOD

Road Surfacing Renewals – Waimāero F-W-H (FY26)

Seal Type	Road	Start Name	End Name	Length (m)	Ward
Chip Seal	AKELA ST	OFFICE RD	COX ST	63	FENDALTON
Chip Seal	ANDOVER ST	HEWITTS RD	WINCHESTER ST	231	FENDALTON
Chip Seal	BRACO PL	WESTBURN TCE	END OF CUL DE SAC	129	FENDALTON
Chip Seal	CHEPSTOW AVE	JEFFREYS RD	VERRAN PL	122	FENDALTON
Chip Seal	CHEPSTOW AVE	VERRAN PL	END OF CUL DE SAC	233	FENDALTON
Chip Seal	DEVONPORT LANE	ST ALBANS ST	BEVERLEY ST	233	FENDALTON
Chip Seal	GLENEAGLES TCE	MEMORIAL AVE	WOODFORD TCE	269	FENDALTON
Chip Seal	GLENEAGLES TCE	WOODFORD TCE	END OF CUL DE SAC	118	FENDALTON
Chip Seal	HALTON ST 1 WEST WATFORD ST	WATFORD ST	HARTLEY AVE	357	FENDALTON
Chip Seal	LANSBURY AVE	HAWTHORNE ST	BEGINNING OF CUL DE SAC	199	FENDALTON
Chip Seal	LLOYD ST	STROWAN RD	END OF ROAD	132	FENDALTON
Chip Seal	MCDUGALL AVE	PAPANUI RD	MURRAY PL	144	FENDALTON
Chip Seal	MURRAY PL	PAPANUI RD	MCDUGALL AVE	276	FENDALTON
Chip Seal	OTARA ST	HAMILTON AVE	MEMORIAL AVE	194	FENDALTON
Chip Seal	PLYNLIMON RD	GARREG RD	LADBROKES PL	249	FENDALTON
Chip Seal	PLYNLIMON RD	LADBROKES PL	IDRIS RD	128	FENDALTON
Chip Seal	SOMME ST	HAWKESBURY AVE	ST ALBANS ST	383	FENDALTON
Chip Seal	ST ALBANS ST	PAPANUI RD	BRISTOL ST	295	FENDALTON
Chip Seal	ST ANDREWS SQ 1	# 35 ST ANDREWS SQ 1	NORMANS RD	409	FENDALTON
Chip Seal	WALNUT AVE	HAWTHORNE ST	END OF CUL DE SAC	181	FENDALTON
Chip Seal	WEKA ST	STRAVEN RD	KOTARE ST	617	FENDALTON
Chip Seal	WINCHESTER ST	ANDOVER ST	MERIVALE LN	276	FENDALTON
Chip Seal	CLARIDGES RD	TURRET PARK DR	WALTER CASE DR	135	HAREWOOD
Chip Seal	CLARIDGES RD	WALTER CASE DR	GARDINERS RD	101	HAREWOOD
Chip Seal	SAPPHIRE ST	HIGHSTED RD	# 29 SAPPHIRE ST	215	HAREWOOD
Chip Seal	SAWYERS ARMS RD 2 N/W NORTHCOTE RD	WAIMAKARIRI RD	# 457 SAWYERS ARMS RD	352	HAREWOOD
Chip Seal	DERENZY PL	MAIDSTONE RD	END OF CUL DE SAC	95	WAIMAIRI
Chip Seal	NORTONS RD	HARROWDALE DR	BEVINGTON ST	106	WAIMAIRI
Chip Seal	SEVENOAKS DRV	GREERS RD	DERWENT ST	250	WAIMAIRI
Second Coat Seal	GARDEN RD	WAIARARAPA TCE	GARDEN RD	10	FENDALTON
Asphalt	HEWITTS RD	# 70 HEWITTS RD	# 46 HEWITTS RD	112	FENDALTON
Asphalt	SEVENOAKS DRV	DERWENT ST	GRAHAMS RD	342	WAIMAIRI

<p>Programme: Road Pavement Rehabilitation</p> <p>Aims /Objectives/LoS</p> <p>This programme aims to assess and prioritise locations requiring new pavement strengthening. The pavement rehabilitation will typically incorporate <u>digouts</u> 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 <u>cost effective</u> solution over the pavement life. This is done in line with our Level of Service as defined in the Activity Management Plan Section 4:</p> <p><u>16.0.2 Improve</u> roadway condition, to an appropriate national standard, measured by smooth travel exposure $\geq 75\%$</p> <p><u>16.0.1 Maintain</u> roadway condition to an appropriate national standard, measured by the percentage of the sealed road network that is resurfaced each year $\geq 4\%$</p> <p><u>16.0.3 Improve</u> resident satisfaction with road condition $\geq 30\%$</p>
<p>Data Collection</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>Criteria for Selection</p> <p>Condition and remaining lifespan of the pavement structure are the primary criteria for selection. Potential locations are initially determined from:</p> <ul style="list-style-type: none"> • 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
<p>Prioritisation</p> <p>The initial list of sites requiring pavement rehabilitation is compiled based on asset condition data. Prioritisation is then carried and includes the following considerations:</p> <ul style="list-style-type: none"> • Conflict/coordination with other projects and programmes in the same location • Significance and <u>amount</u> of defects present • Remaining life left in the existing pavement • Traffic volume and composition analysis • Local land use and facilities.
<p>Validation</p> <p>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 <u>condition</u>. 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,</p>
<p>Cost Estimation and Assumptions</p> <p>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.</p>

WORKING DRAFT FOR LTP DEVELOPMENT

Road Rehabilitation

CPMS Project	Road	FY25	FY26	FY27	FY28-30
185 - Road Pavement Renewals		3,770,191	4,043,192	4,442,684	4,592,084
	Pound Road (Yaldhurst to Ryans)	3,770,191	-	-	-
	Greers Road (Memorial Ave - Jellie Park)	-	-	-	-
	Colombo Street (St Asaph - Tuam)	-	-	-	-
	Sparks Road (extent to be confirmed)	-	-	-	-

Programme: Street Renewals
Aims /Objectives/LoS
<p>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.</p> <p>This is done in line with our Level of Service as defined in the Activity Management Plan Section 4:</p> <p>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 $\geq 4\%$</p> <p>16.0.2 Improve roadway condition, to an appropriate national standard, measured by smooth travel exposure $\geq 75\%$</p> <p>16.0.3 Improve resident satisfaction with road condition ≥ 30</p>
Data Collection
<p>Asset data had been collected primarily by on-site inspection and assessments carried out <u>annually, and</u> 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.</p> <p>Data includes frequency of occurrence and types of faults such as:</p> <ul style="list-style-type: none"> longitudinal cracking, crazing, and shoving in carriageways cracking and levels in kerb and channel cracks, undulations, and tree roots in footpaths. <p>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.</p> <p>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.</p>
Criteria for Selection
<p>Condition and remaining lifespan of the three main assets are the primary criteria for selection. Potential locations are initially determined from:</p> <ul style="list-style-type: none"> Deferred locations from the previous year Condition ratings Contractor and council staff knowledge Hybris tickets Traffic count data analysis Budget constraints
Prioritisation
<p>The initial list of candidates for street renewal is compiled based on asset condition data.</p> <p>Prioritisation is then carried out and includes the following considerations:</p> <ul style="list-style-type: none"> 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. <p>Deconflicting with other works proposed in the local area is carried out to ensure the most <u>cost effective</u> solution for delivery.</p>
Validation
<p>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.</p>
Cost Estimation and Assumptions
<p>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</p> <p>Any works unable to be delivered in a financial year are moved into the following financial year as the highest priority.</p>

Street Renewals – Waimāero F-W-H

Selected for allocation

Road	Start Name	End Name	Length (m)	Channel type	Ward	FY25	FY26	FY27	FY28-30	FY31-34	Total
BRISTOL ST	GORDON AVE	ST ALBANS ST	170	Flat	FENDALTON	25,425	200,000	200,000	628,575	-	1,054,000
BURROWS PL	RAXWORTHY ST	CUL DE SAC	66	Flat	WAIMAIRI	50,000	359,200	-	-	-	409,200

Meet the criteria but not selected for allocation

Road	Start Name	End Name	Length	Estimate	Channel type	Ward
ABBERLEY CRES	SPRINGFIELD RD	KINLOCH ST	294	1,822,800	Flat and dish	FENDALTON
ALBANY ST	KINLOCH ST	ST ALBANS ST	238	1,475,600	Dish	FENDALTON
GORDON AVE	BRISTOL ST	ST ALBANS ST	261	1,618,200	Dish	FENDALTON
JACKSONS RD	WIDENS / BDY #31/33A LHS	WROXTON TCE	115	713,000	Dish	FENDALTON
JACKSONS RD	FENDALTON RD	WIDENS / BDY #31/33A LHS	294	1,822,800	Dish	FENDALTON
CINTRA PL	MENDIP PL	CUL DE SAC	119	737,800	Flat	HAREWOOD
ROLFE PL	BAINTON ST	CUL DE SAC	108	669,600	Flat	HAREWOOD
WESLEY PL	NORMANDY ST	CUL DE SAC	47	291,400	Flat	HAREWOOD

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: <ul style="list-style-type: none"> • 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 – Waimāero F-W-H

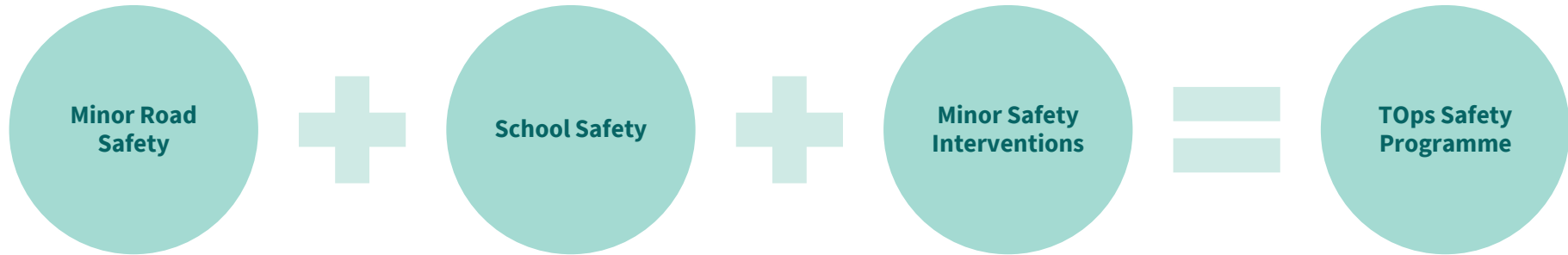
Road	Start Name	End Name	Length (m)	Sid	Ward	FY25
OAKHURST PL	BENTLEY ST	END	99	Left	Waimairi	15,147
OAKHURST PL	BENTLEY ST	END	96	Right	Waimairi	14,688

Road	Start Name	End Name	Length (m)	Sid	Ward	FY25	FY26
PARKSTONE AVE	ILAM PARK	AVONHEAD	675	Left	Waimairi		103,275
PARKSTONE AVE	LODGE	AVONHEAD	240	Right	Waimairi		36,720
PARKSTONE AVE	SOLWAY	LODGE	72	Right	Waimairi		11,016
PARKSTONE AVE	ILAM PARK	OAK	74	Right	Waimairi		11,322
HOOKER AVE	EARNSLAW	CLYDE	305	Left	Fendalton		46,665
HOOKER AVE	HOLLYFORD	EARNSLAW	99	Left	Fendalton		15,147
HOOKER AVE	BROOKSIDE	HOLLYFORD	87	Left	Fendalton		13,311
HOOKER AVE	LYALL	CLYDE	100	Right	Fendalton		15,300
HOOKER AVE	LYALL	BROOKSIDE	363	Right	Fendalton		55,539
CHISLEHURST PL	WAIRAKEI	CUL-DE-SAC	167	Right	Fendalton		25,551
CHISLEHURST PL	WAIRAKEI	CUL-DE-SAC	167	Left	Fendalton		25,551
WESTBURN TCE	GREERS	#24	214	Right	Fendalton		32,742
WESTBURN TCE	BRACO	#31A AND PARK	77	Both	Fendalton		11,781
WESTBURN TCE	BRACO	GRAHAMS	92	Both	Fendalton		14,076
BRACO PL	WESTBURN	CUL-DE-SAC	100	Both	Fendalton		18,360
NORTHFIELD RD	OMEGA	VEITCHES	185	Left	Harewood		28,305
BLOSSOMDALE PL	REYNOLDS	CUL-DE-SAC	152	Left	Harewood		23,256
BLOSSOMDALE PL	REYNOLDS	CUL-DE-SAC	166	Left	Harewood		25,398
AINTREE ST	GARDINERS	EGMONT	265	Left	Harewood		40,545
AINTREE ST	EGMONT	CUL-DE-SAC	112	Left	Harewood		17,136
AINTREE ST	GARDINERS	CUL-DE-SAC	376	Right	Harewood		57,528
EGMONT	AINTREE	CUL-DE-SAC	155	Left	Harewood		23,715
EGMONT	AINTREE	CUL-DE-SAC	170	Right	Harewood		26,010
CULLAHILL ST	GARDINERS	CROFTON	291	Right	Harewood		50,459
BLAIRDON PL	SAWYERS ARMS	CUL-DE-SAC	141	Left	Harewood		21,573
BLAIRDON PL	SAWYERS ARMS	CUL-DE-SAC	143	Right	Harewood		21,879
GREGAN CRES	GRAHAMS	#21	172	Both	Waimairi		26,316
GREGAN CRES	#47	#21	118	Left	Waimairi		18,054
GREGAN CRES	GRAHAMS	#47	218	Left	Waimairi		33,354

Safety Programmes:

- Minor Road Safety
- Minor Safety Interventions

Traffic Operations 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



<p>Programme: Minor Safety Improvements</p>
<p>Aims /Objectives/LoS</p> <ul style="list-style-type: none"> • 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.
<p>Data Collection</p> <ul style="list-style-type: none"> • 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
<p>Criteria for Selection</p> <p>High risk intersections</p> <ul style="list-style-type: none"> • Identified through workshops with NZTA. • High risk sites in <u>KiwiRAP</u>. <p>Schools</p> <ul style="list-style-type: none"> • Requests directly from Schools, the school community and the Community Board. Assessed for risk and added to the list.
<p>Prioritisation</p> <p>Multi-criteria analysis</p> <ul style="list-style-type: none"> • Risk – Personal & Collective risk (70%) – Likelihood of being in a crash using data from <u>MegaMaps</u> 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.
<p>Validation</p> <ul style="list-style-type: none"> • Annual and Long-Term Planning process. • Engagement and approval process.
<p>Cost Estimation and Assumptions</p> <ul style="list-style-type: none"> • 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.

WORKING DRAFT FOR LTP DEVELOPMENT

School Safety & Minor Road Safety 24/25 +

Project ID	Road Name	Comment / Status	IOC estimate)	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL	
41650	Programme - Minor Road Safety Improvements														
50462	Delivery Package - Minor Road Safety Improvements														
				LTP Budget	\$500,000	\$3,033,211	\$1,800,476	\$2,166,338	\$2,218,330	\$2,267,233	\$579,252	\$591,417	\$603,245	\$615,310	\$6,874,787
				LTP Budget	\$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 Forecast To	-\$2,017,200	\$624,034	\$675,476	\$112,588	\$362,080	\$654,733	-\$14,498	-\$114,833	-\$72,058	\$615,310	\$14,374,812
				Year Variance											
	Minor Safety Improvements														
	Ferry/Ensors/Aldvins	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/Valtham (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								
	Highest Rd & Sawgers 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/MoMahon 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/Valtham roundabout						\$65,000								
	Knights Stream - Halswell Junction Rd (New signalised 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								
	Ruwhiti - Bowhill Rd & Marriotts Rd & Kejes Rd (Roundabout improvements)						\$83,750								
	Parkview Primary - 77 Queenspark Dr (Raise existing zebra)							\$106,250							
	Westburn School - Waimairi Rd (Ventworth St - Rawworthy 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 - 23 Peer St								\$18,750						
	Merrin School - Merrin St (Vithells 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 - Pichmond Ave (Killarney Ave - Tongariro St)											\$106,250			
	Waimairi School - 117 Blyths Rd												\$69,053		

Focus on Moorhouse intersections Package - Yr 1

Focus on Halswell Schools Package - Yr 1

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%)



<p>Programme: Minor Safety Interventions</p>
<p>Aims /Objectives/LoS</p> <ul style="list-style-type: none"> - 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.
<p>Data Collection</p> <ul style="list-style-type: none"> - Customer Service and Elected Member Requests - Traffic, cyclist and pedestrian counts - Reported crash data - Desktop and on-site assessment
<p>Criteria for Selection</p> <ul style="list-style-type: none"> - Alignment with programme objectives. - Scale of works required (implementation cost) - Some projects do not get prioritised if they are of significant cost due 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 <u>there</u> a conflict with another project being undertaken in a specific location
<p>Prioritisation</p> <p>Multi-criteria analysis</p> <ul style="list-style-type: none"> - Risk – Personal & Collective risk (70%) – Likelihood of being in a crash using data from <i>MegaMaps</i> 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.
<p>Validation</p> <ul style="list-style-type: none"> - Annual and Long-Term Planning process. - Engagement and approval process.
<p>Cost Estimation and Assumptions</p> <ul style="list-style-type: none"> - 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.

WORKING DRAFT FOR LTP DEVELOPMENT

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
					Year Forecast Total	\$298,000	\$346,500	\$625,025
					Year Variance	\$2,000	\$634	\$6,958
		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 / Sandysford/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: Waimāero F-W-H

Programme: New Footpaths
Aims /Objectives/LoS Identify, evaluate and prioritise streets within key suburban areas needing new footpaths. This programme will ensure safer and more accessible pedestrian routes in areas demonstrating prioritised need for improved connectivity.
Data Collection This is a new programme in the LTP 2025-34 and the first year of the programme will be spent defining the future scope of works using the following sources for candidates. Current sources of information regarding the need for new footpaths comes from Community Boards, elected members, operations and maintenance teams, asset and network planning team, understanding of new subdivision development timelines, public requests through Hybris system and the Annual and Long Term planning feedback process.
Criteria for Selection Population density; existing and future demand analysis Proximity to key destinations; schools, parks, commercial centres, health care facilities and public transport hubs Potential for mode shift; prioritising footpath projects where there is high potential for mode shift Presence of underserved communities; prioritising footpaths in communities where there are barriers to accessing safe pedestrian infrastructure to reach essential services and facilities improving social equity, quality of life and transport equality One Network Framework classification of the road; the LoS of the pedestrian facilities should match the modal priorities of the road within the network Future Projects or overlaps; to ensure cohesive urban planning and avoid redundant efforts, seeking synergy with other projects such as combining footpath construction with road maintenance or public transport enhancements
Prioritisation – how and what Safety; identifying all elements of safety management to ensure areas of high pedestrian activity with higher risk are prioritised Latent demand; analysis of current and likely future population density Key destinations; proximity and likely volume of pedestrians accessing neighbouring facilities Cost analysis; estimating construction costs in identified areas, maintenance costs and long-term sustainability Feasibility; assessment including physical space available in road reserve and other factors effecting feasibility Constructability; technical constraints will be assessed Developer; likelihood of developer initiating new footpath construction within next five years
Validation Annual and Long Term Planning process
Cost Estimation and Assumptions Standard cost estimation process using recent contract rates, with internal Quantity Surveyor review

New Footpaths

The first year of this programme will be focused on understanding the candidate projects: developing scopes, high level cost estimates, and prioritising the projects for delivery from Y2 onwards.

Candidate projects are:

- Cashmere Road (three locations)
- Sabys - Dunbars
- Vickers Road
- Cresswell Road (Governors Bay)
- Janell Place
- Prestons/Lambies connection
- Kirk Road (outside school gate)
- Waimairi Road (on Waimairi Stream side)
- Halswell Junction Road (Albert Wills Avenue - McTeigue Road)
- Treffers Rd
- Quaifes Rd- Murphys Rd- Glengael Dr
- Quaifes, incl. Glengael- Sabys
- Marine Dr/ Ngatea Rd
- Marine Drive footpath improvements
- Cashmere/Boonwood
- Sparks Road (Sutherlands)
- Springs Road - Halswell Junction Road to Boston Avenue
- Lesley Keast Place, Hornby
- Sparks Road (Butcher etc. to 747)
- Kennedys Bush Road - Entrance to Halswell Quarry parking area to Cashmere Road

Other Programme & Annual Plan considerations

- **Subdivisions** – money on budget to support developments at Cavendish/Sturrocks (expected FY29/30)
- **MCR Wheels to Wings & Breens/Gardiners/Harewood** – staff have provided Council with a number of options, and are awaiting direction. This will affect budget and/or timing and/or the scope of the project.
- **MCR Nor’West Arc** – currently procuring the section from Brookside to Condell, ahead of works starting in January 25. The remaining sections will be procured later.
- **Gardiners Road** – Scheme design and estimate underway. Expecting to come to the Board to discuss the design around Easter 2025.
- **Pound Road** – Looking at pavement strengthening and shoulder widening, and minor drainage works, to make the road more resilient.
- **Radcliffe Road** – This is a priority for KiwiRail due to crashes and condition, so looking to accelerate the rail crossing upgrade in line with their maintenance works.
- **Glandovey/Idris** – Looking at other potential options – staff will set up a workshop with the Board early in 2025.

Questions?