Workshop - Council
NOTES ATTACHMENTS

Date: Tuesday 3 February 2026
Time: 10 am
Venue: Camellia Chambers, Civic Offices, 53 Hereford Street, Christchurch

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Draft submission on development levies proposals

Council briefing

3 February 2026

Agenda

- Background
- Why change is proposed
- Key policy proposals and draft Council position
- Next steps
- Questions

Background: Development contributions (DCs)

Development contributions is a cost recovery tool for the growth component of capital projects in LTP.

Development contributions enable the Council to:

> *"…recover from those persons undertaking development a **fair, equitable, and proportionate** portion of the total cost of capital expenditure"* (s197AA LGA 2002).

Infrastructure projects need to be in the capital programme to recover development contributions for them.

Background: cost drivers for capital expenditure

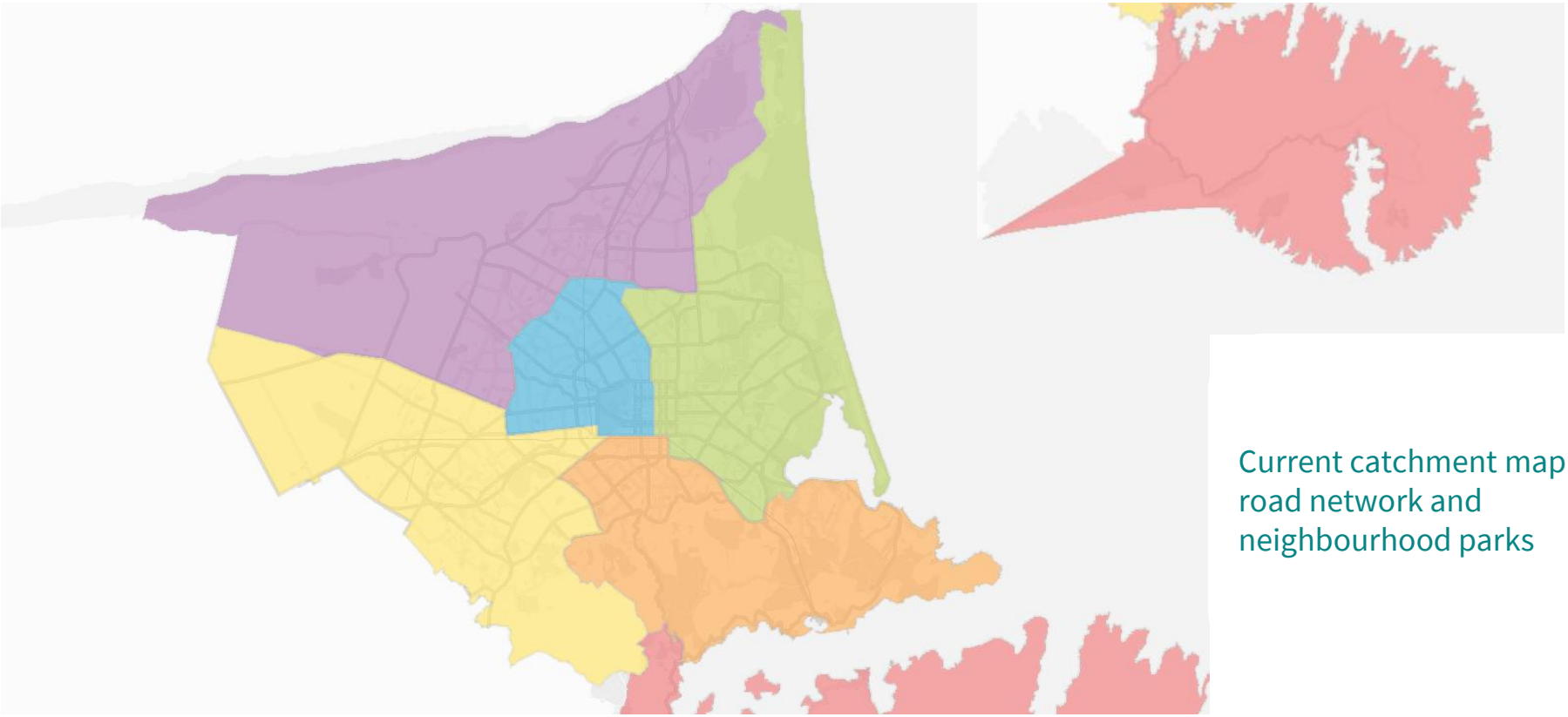
Rates/non-DC funded

- Renewals
- Backlog
- Increased level of service

DC funded

- Growth

Background: catchments



Current catchment map for road network and neighbourhood parks

Background: calculating per-HUE charges

Development contributions charge per HUE (household unit equivalent) is calculated by:

$$\frac{\text{Cost of growth}}{\text{Growth}}$$

Why is change proposed?

"Freeing up land is not enough to support more housing. We also **need the timely delivery of infrastructure.** Put simply, you can't have housing without water, transport, and community facilities".

"Our infrastructure funding system for housing is broken, with **councils unable to effectively recover the costs** of enabling infrastructure for urban growth. This leads either to **existing ratepayers picking up the tab** (which is unfair), or it **stops more houses being built** (which perpetuates the problem)".

"Our core objective is to create a system where **"growth pays for growth"**. We want to move to a future state where funding and financing tools enable a responsive supply of infrastructure in places where it is commercially viable to build new houses".

Hon. Chris Bishop (Minister of Housing)

Development levies proposals

- Policy proposals and partial exposure draft released late last year.

- Overarching principle: "**growth pays for growth**".

- A draft submission has been prepared which
  - generally **supports the intent and direction** of the development levies system
  - **raises concerns** about the **workability** of some proposals particularly **bespoke assessments** and **standardised methodology.**

Issue: catchments

What is proposed

- Levies will be charged across a levy area.
- Councils required to set one levy area.
- No more catchments and flat levies.
- Developments pay a share of aggregate growth costs.

Draft Council position

- Support.
- Catchment system is no longer fit for purpose in the current planning environment.
- Large levy areas are more reflective of the realities of responding to growth.

Issue: high-cost overlay

What is proposed

- Can set a high-cost overlay for expensive infrastructure assets.
- High-cost areas charged the base levy plus an additional charge.
- Revenue from additional charges ringfenced to the area where they were collected.

Draft Council position

- In principle, support ability to set overlays.
- Important that high-cost overlays still allow councils to fully recover the cost of growth infrastructure.
- Do not want high-cost overlays to discourage development.

Issue: out-of-sequence and unplanned development

What is proposed

- Bespoke levy assessments for out-of-sequence and unplanned development.
- For infrastructure not in capital programme.
- Costs to provide this infrastructure will fall to the developer.

Draft Council position

- Assessments will be resource-intensive to produce.
- Only want these to be used in very specific circumstances
  - large developments.
- Councils need discretion to decline to undertake bespoke assessment.

Issue: prescribed methodology

What is proposed

- Set method to undertake cost allocation of projects.
- Standard levels of assumed average demand for 1 HUE.
- Set average demand for development categories.

Draft Council position

- Support, in principle.
- One-size-fits-all approach will not always be appropriate.
- Standardisation needs to recognise local differences.
- Proposed non-residential development categories too broad.
- Request further engagement with councils.

Other submission points

- Administration fee should cover cost to undertake assessments.
- Support collecting levies intangible assets.
- Crown must pay levies.
- Councils should be able to recover levies for development in neighbouring districts.

Next steps

Date	Milestone
Wednesday 11 February 2026	Submission endorsed at Policy and Planning Committee meeting
Thursday 12 – Thursday 19 February 2026	(If required) Changes made to submission and submission finalised
Friday 20 February 2026	Submissions due
Mid-2026	Development levies bill released
Q1 2027	Legislation passed
July 2028	Development levies in effect
July 2030	Development contributions cease

Questions/Feedback

Traffic Signal Operation and Optimisation

Gerard Rooney, Stephen Wright &
Lachlan Beban

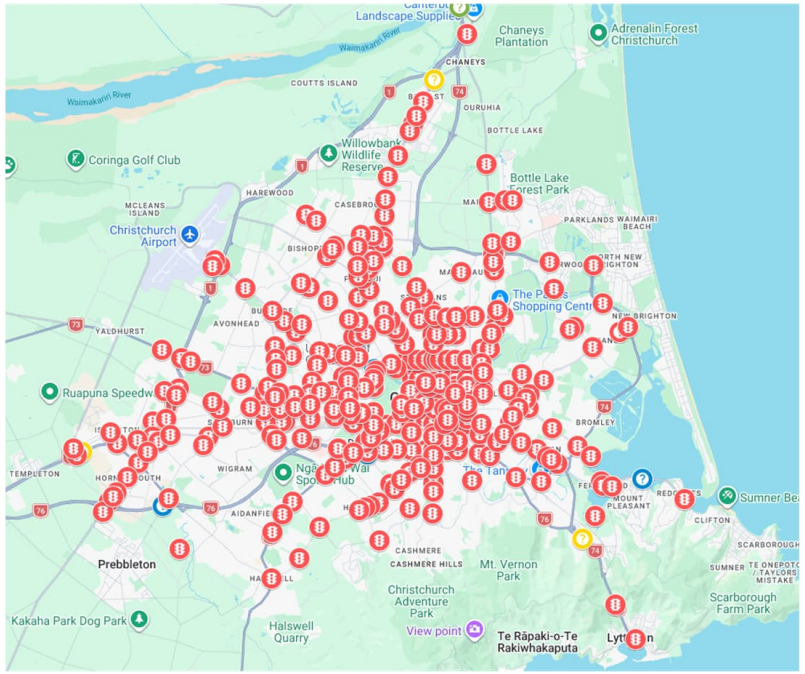
03 February 2026

Contents

Real Time Operations

Real Time Operations

- RTO manages, maintains and operates a network of over 377 CCC signalized sites
- Operate 43, on behalf of NZTA, WDC, SDC and the airport.
- 100's of CCTV
- A vast communications networks connecting to all these assets



SCATS

- CCC uses the Sydney Coordinated Adaptive Traffic System (SCATS).
- SCATS continuously collects data from vehicle detectors
- SCATS automatically adjusts signal timings:
  - Overall cycle length
  - Phase splits
  - Offsets between intersections
- Adjustments occur both at individual intersections and across the wider network

scats Move Smarter

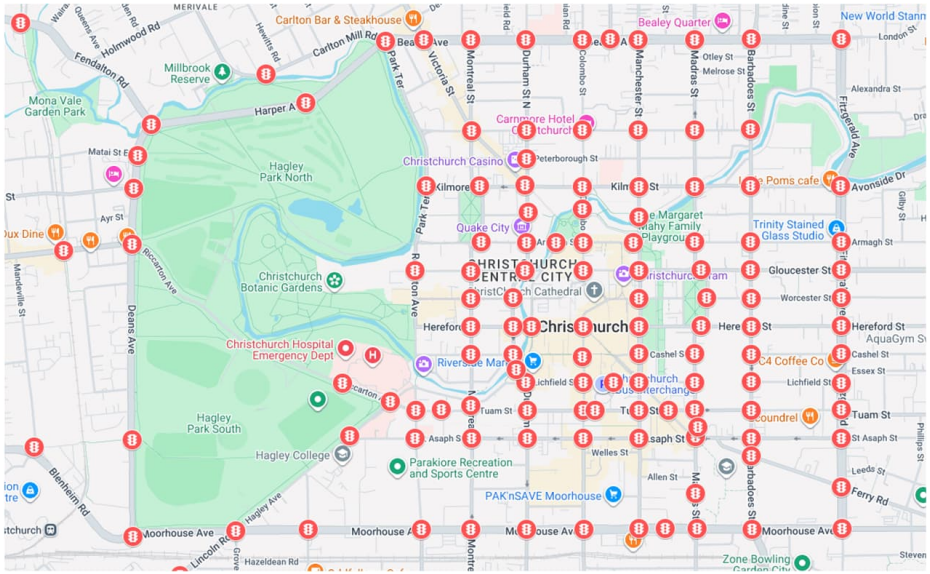
SCATS Issues

- 1. Limitations and problems in real-world operation.
- 2. Struggles under heavy or unusual congestion.
- 3. Detection reliance and limitations.
- 4. Dependent on reliable hardware and communications

Central City traffic signals

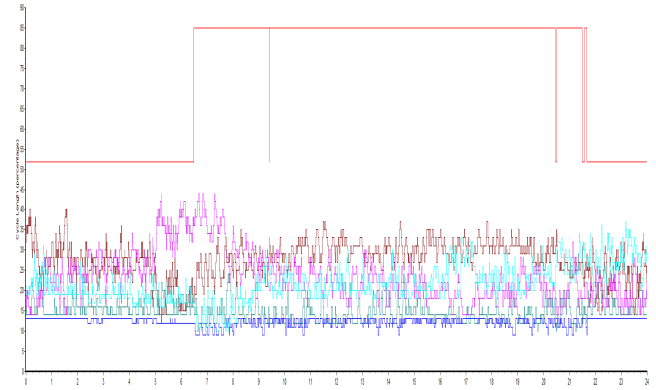
Central City traffic signal timings and coordination

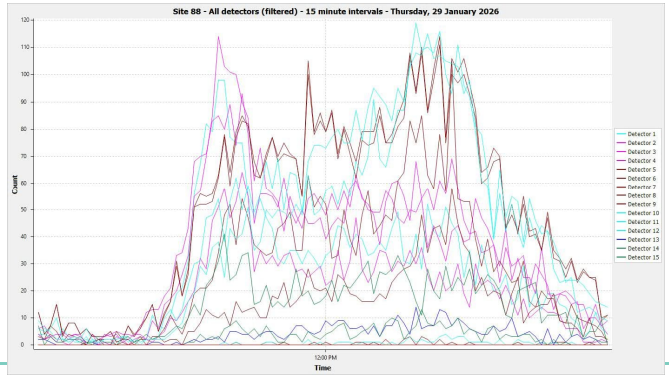
- CBD network operates on two fixed cycle lengths
- Cycle length is time for all movements /phases to run at an intersection
- Two fixed cycle lengths:
- 45s for low demand conditions
- 78s for higher demand conditions (i.e. daytime hours)



Central City traffic signal timings and coordination

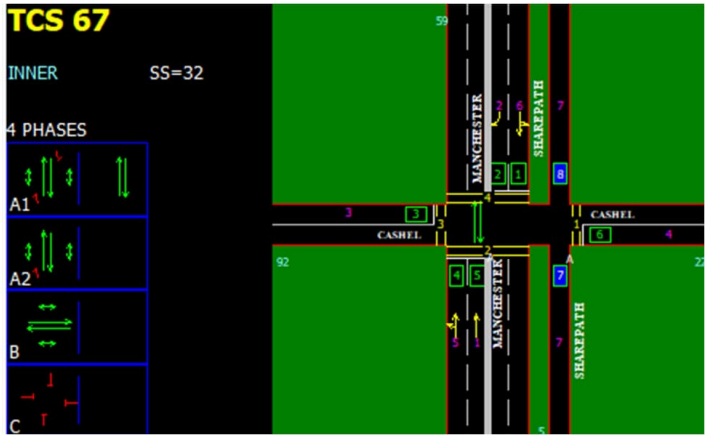
- Cycle time within four aves determined by data collected at key CBD sites.
- Higher cycle times result in
  - To a point, more throughput of traffic (less red/yellow time per hour)
  - Longer waits between phases
  - Less frequent pedestrian crossing opportunities.
  - Longer delay for low volume side roads





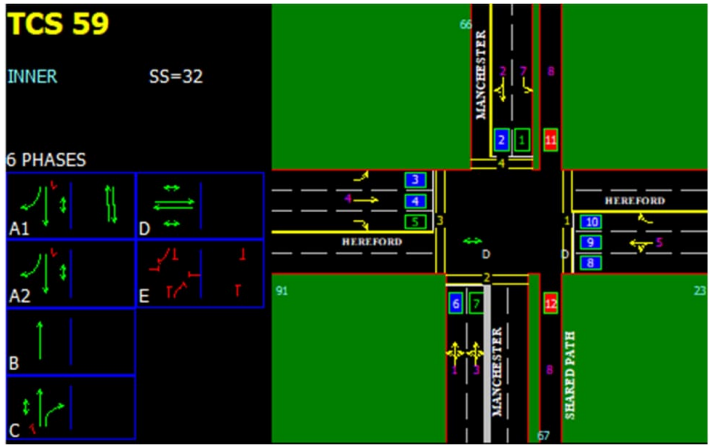
Central City traffic signal timings and coordination

- At a two-phase intersection such as Manchester / Cashel, the limitations imposed by cycle length work well.



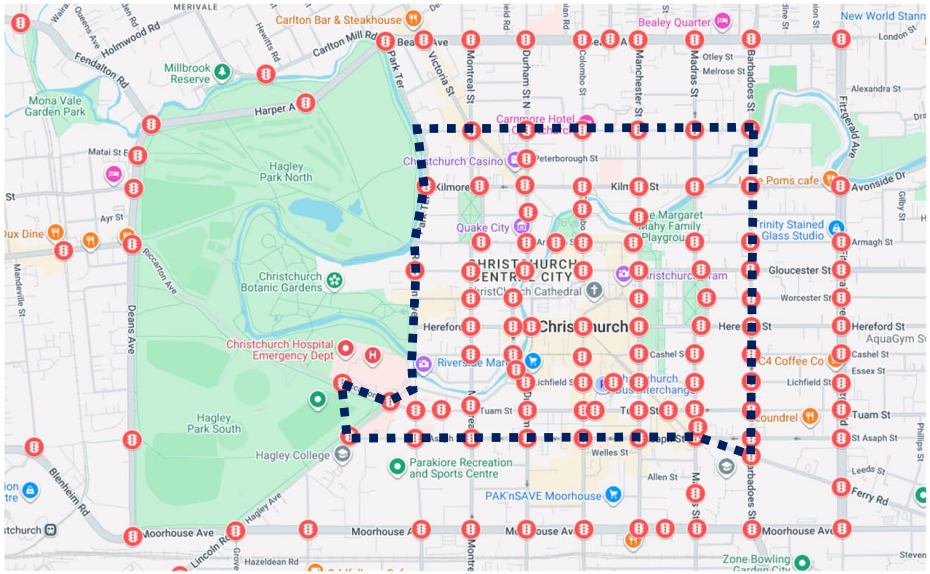
Central City traffic signal timings and coordination

- At a four-phase intersection such as Hereford / Manchester, working within a fixed cycle length creates some issues.



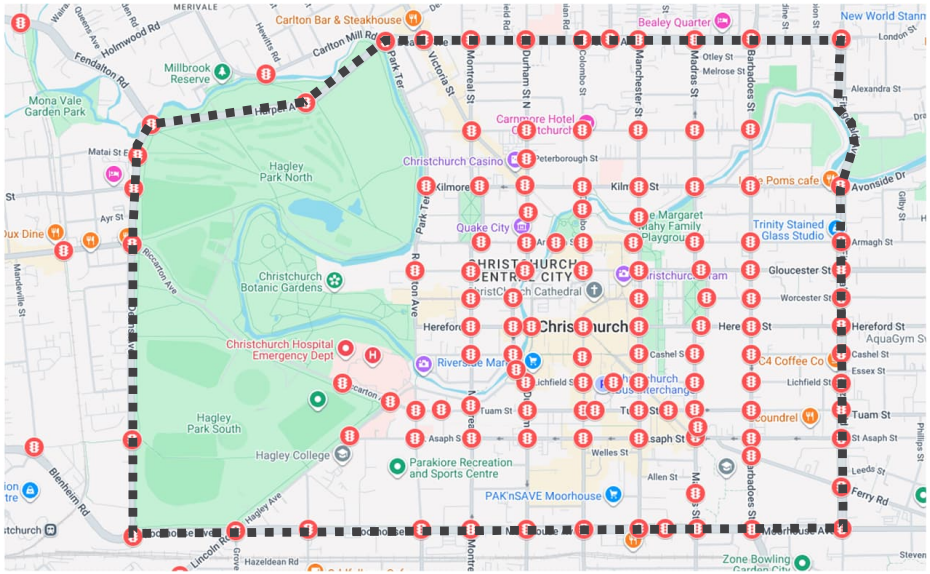
Co-ordination - Inner City (within the Four Aves)

- Coordination on the one-way system operates only within the Four Avenues.
- “Green wave”
- Issues at intersections where two one-way systems meet.
- Additional allowance to clear any queued vehicles

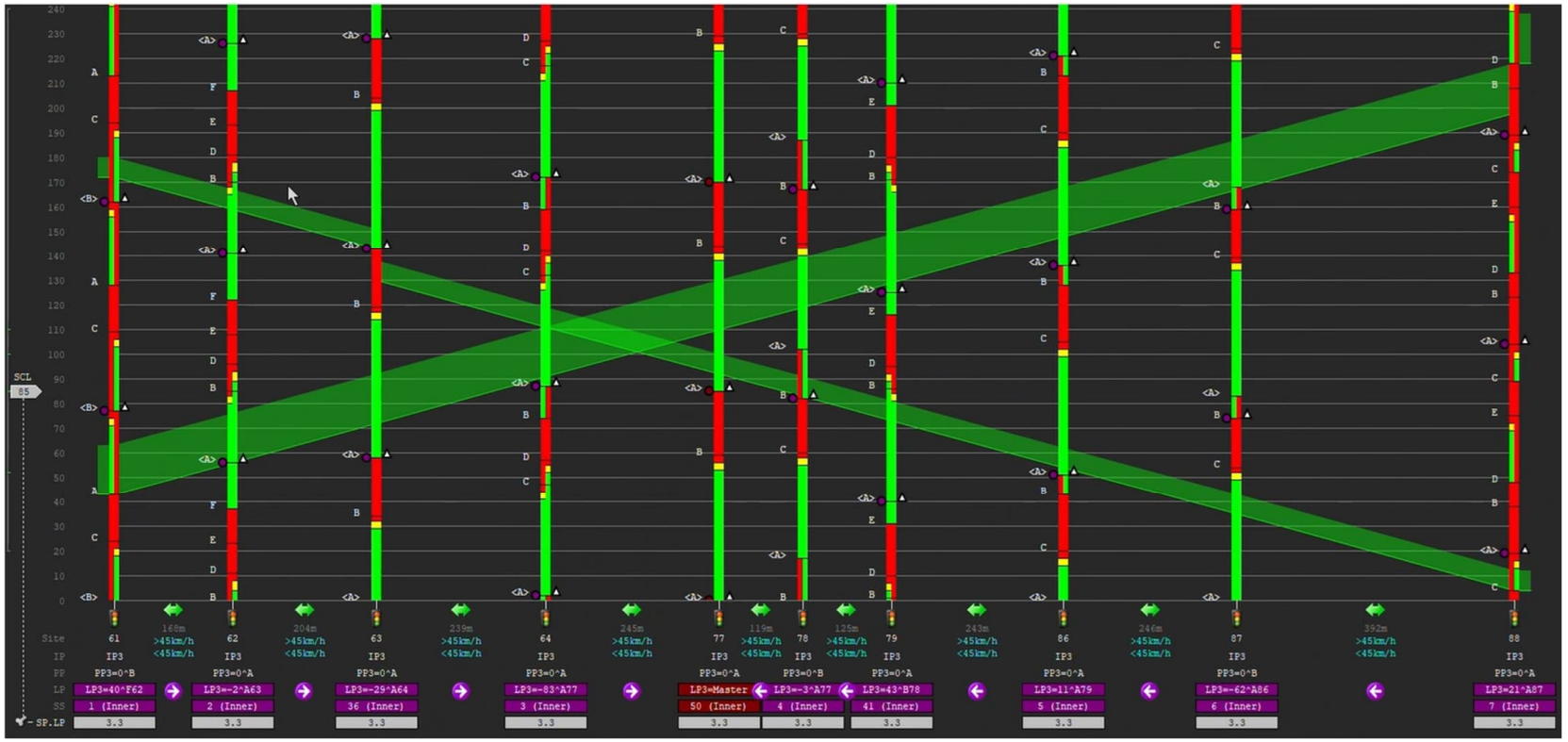


Co-ordination - Four Aves

- Easier to coordinate for one direction of travel.
- Good two-way coordination, relies on factors such as:
  - Spacing between intersections
  - Number of phases at each site.
- In peak periods, tidal flow prioritised.

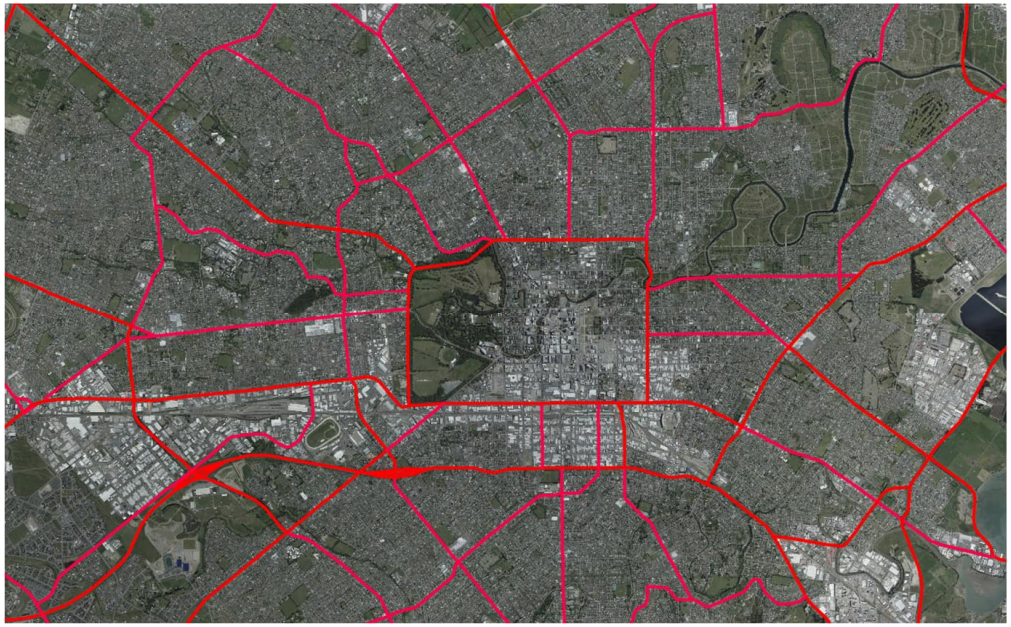


Co-ordination - Four Aves



Co-ordination – Arterials

- More difficult to achieve effective two-way coordination
- Generally coordinated to tidal flows during the morning and evening peaks.



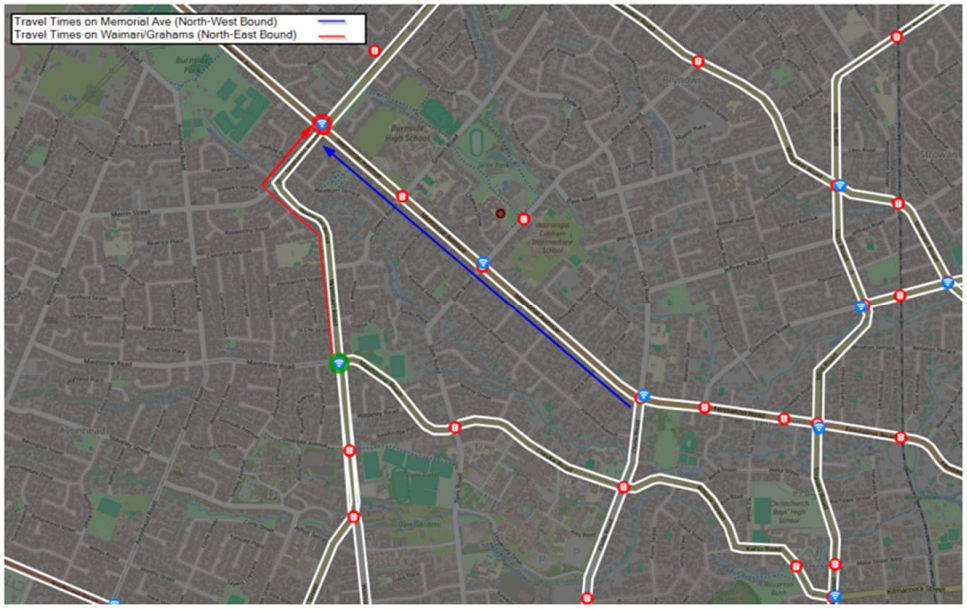
Common requests and complaints – right turn arrows

Right Turn Phases

- One of the most common requests from the public.
- A range of factors are considered, including:
  - Traffic volume
  - Crash history
  - Intersection geometry
  - Speed environment
- Trade-offs, May improve travel time and/or safety for some users but increase delays for others.

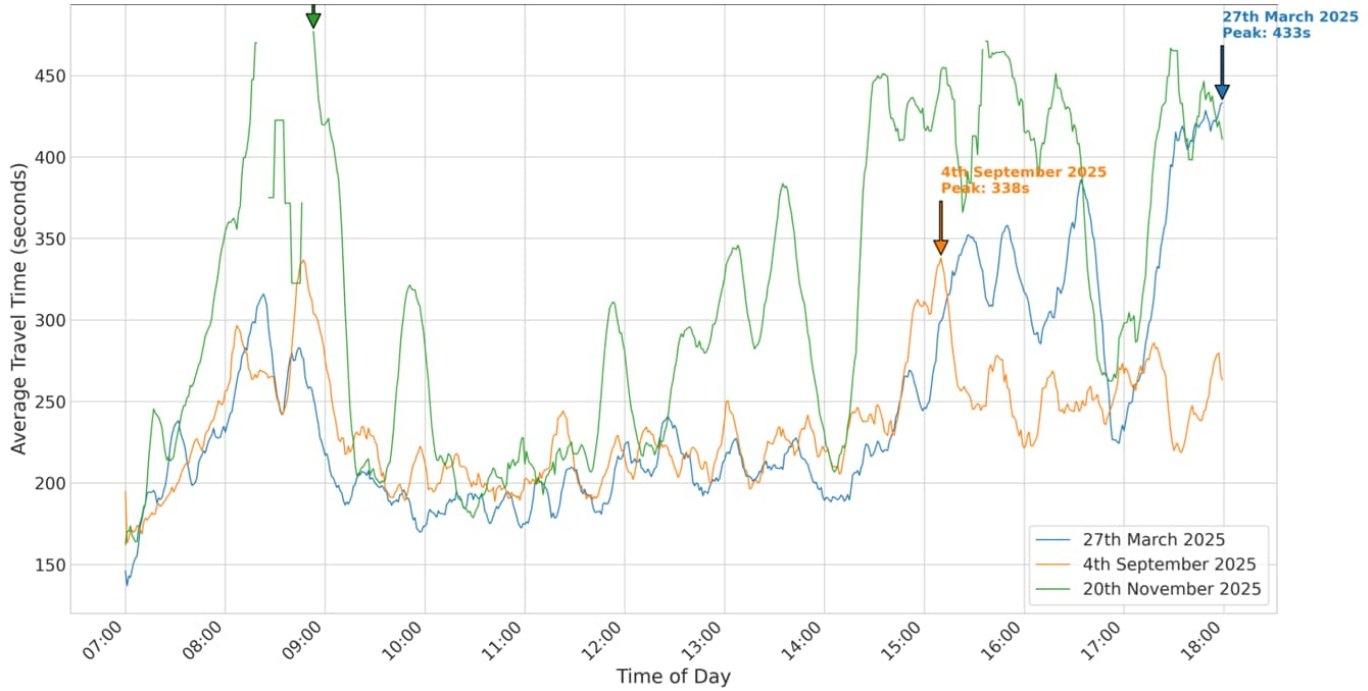
Case Study: Memorial Ave/Grahams Rd Intersection

- Phase for RT movement from Grahams to Memorial citybound added 5th September 2025
- Eased congestion on Grahams Rd but what were the affects on Memorial Ave?
- Used average travel time data to provide a comparison of before and after.



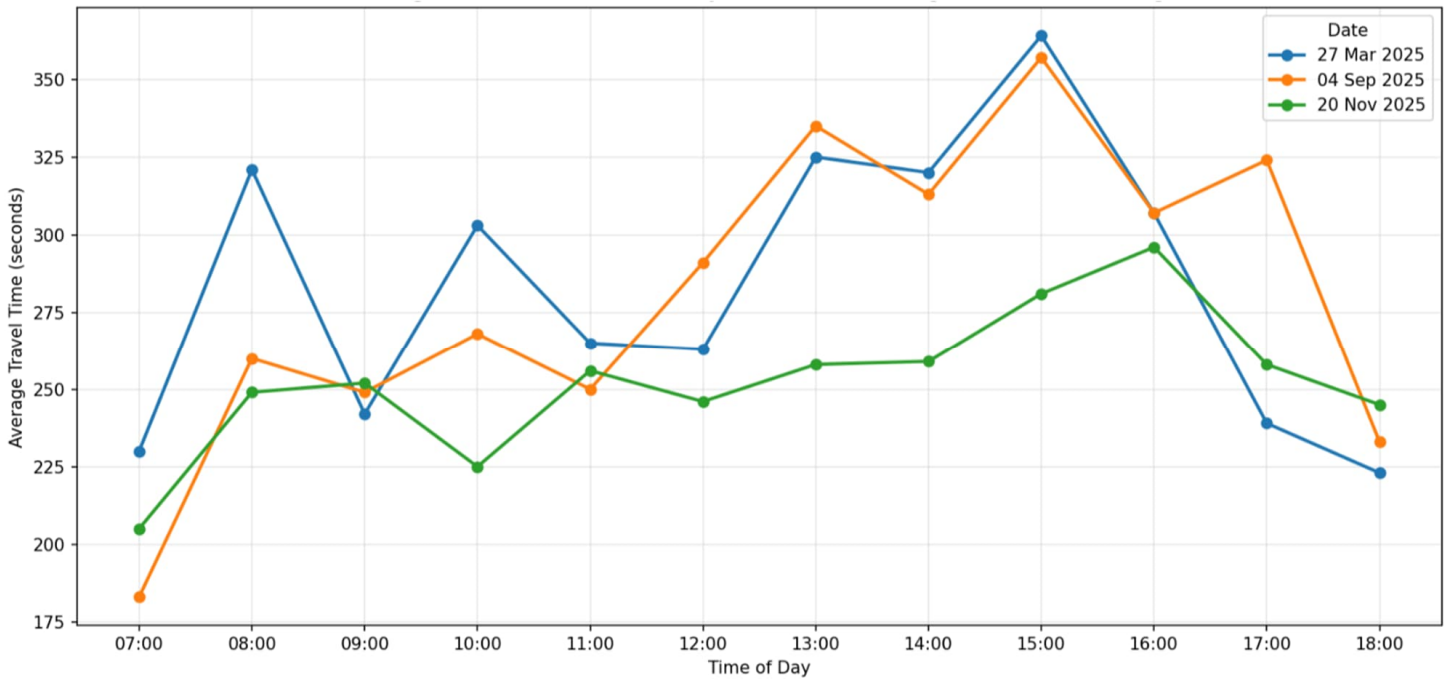
Case Study: Memorial Ave/Grahams Rd Intersection

Average Travel Time - Memorial/Clyde to Memorial/Grahams



Case Study: Memorial Ave/Grahams Rd Intersection

Average Travel Time - Maidstone/Waimairi to Memorial/Grahams



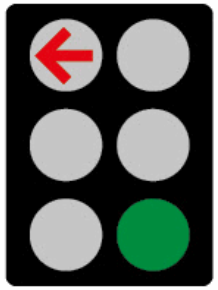
Case Study: Memorial Ave/Grahams Rd Intersection

- Improved travel times on Grahams Road for north-eastbound traffic.
- Increase in travel time on Memorial Avenue was greater than the time gain on the Grahams Road.

	8am		12pm		3pm	
	27/03/2025	20/11/2025	27/03/2025	20/11/2025	27/03/2025	20/11/2025
Memorial Ave	240 sec	350 sec (45.8%)	220 sec	290 sec (31.82%)	245 sec	410 sec (67.35%)
Grahams Rd	320 sec	250 sec (21.88%)	260 sec	245 sec (5.77%)	360 sec	290 sec (19.44%)

Pedestrian Protection

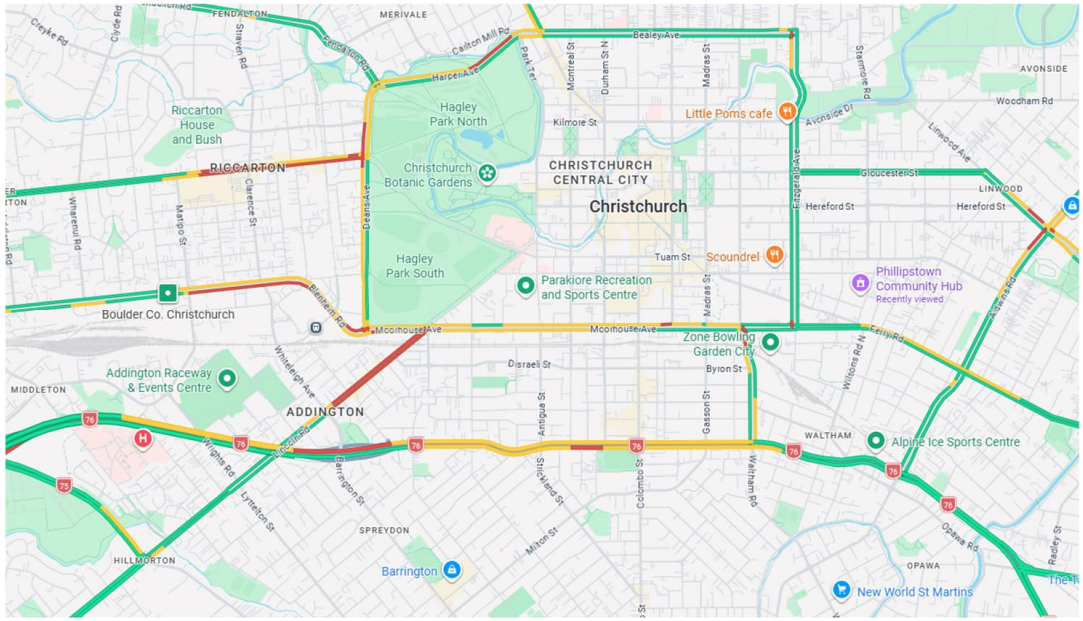
- Most commonly a directional red arrow.
- Can also be a Late Start, pedestrian crossing starts before full green signal for traffic.
- Impact on traffic?



Monitoring and optimisation opportunities

Congestion monitoring

- Multiple tools used, high awareness of network performance and issues
- SCATS Unusual Congestion monitor
- NZTA Traffic Watcher
- AddInsight
- CCTV



Opportunities for Optimisation

- Cant create time
- Optimisation is about minimising wasted time – difficult in co-ordinated network
- BAU RTO optimisation
- Asset upgrades (cant always add newer equipment without a whole renewal)
- New technologies
- Review of CBD signal timings
- Will collate feedback from existing sources and potentially through Life in Christchurch Survey to pain points


Questions?
Christchurch City Council

Gapping out

- An important aspect of traffic flow is the concept of gapping out. Gapping out occurs when the time between arriving vehicles becomes too large. In the first 10 seconds of a green phase, after the initial start-up delay, queued vehicles discharge quickly with small gaps between them. Later in the phase, as vehicles increase speed past the stop line and the gaps naturally widen, the movement becomes less efficient because fewer vehicles will enter the intersection. Typically, between 35 and 45 seconds into a phase, fewer vehicles pass through the intersection than in the first 10 seconds.
- In many cases, it is more efficient to run shorter phases so that more vehicles are queued at the stop line at the start of green, rather than extending the phase to clear all remaining traffic when gaps have increased. Although this can create some friction for individual drivers, it often provides an overall benefit to the average road user.
- This effect is highly dependent on intersection layout and approach configuration, but it is commonly seen where single-lane approaches meet multi-lane approaches. Certain road layouts, particularly where a corner is close to the stop line, can also exaggerate this effect by limiting the speed at which vehicles can accelerate into the intersection.