

## **Council Workshop**

### **AGENDA**

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#### **Notice of Workshop Te Pānui o te Hui:**

A Council Workshop will be held on:

**Date:** **Tuesday 19 May 2026**  
**Time:** **9.30 am – public excluded**  
**10.30 am – open to the public**  
**Venue:** **Camellia Chambers, Civic Offices,**  
**53 Hereford Street, Christchurch**

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#### **Membership Ngā Mema**

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

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#### **Principal Advisor**

Bede Carran  
Interim Chief Executive  
Tel: 941 8999  
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**15 May 2026**

#### **Meeting Advisor**

Ruth Close  
Democratic Services Advisor  
Tel: 941 5561  
[ruth.close@ccc.govt.nz](mailto:ruth.close@ccc.govt.nz)

**Note:** This forum has no decision-making powers and is purely for information sharing.

To find upcoming meetings, watch a recording after the meeting date, or view copies of meeting Agendas and Notes, go to:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



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## TABLE OF CONTENTS NGĀ IHIRANGI

1. Apologies Ngā Whakapāha ..... 3

### WORKSHOP ITEMS

2. National direction on natural hazards for resource consenting ..... 5

Scheduled time – 10.30am

*[Presenter: Paul Lowe, Manager Resource Consents; Nathan Harris, Team Leader Resource Consents ]*

3. Governance Update - Q3 2025/2026 (January - March 2026) ..... 7

Scheduled time – 11.15 am

*[Presenter: Matt Boulton, Acting Community Facilities & Activation Manager / Team Leader Governance Process  
Sean Rainey, Manager Official Information]*

4. Cathedral Square project update ..... 23

Scheduled time – 11.45 am

*[Presenter: John Higgins, Mark Stevenson, Hannah Pirie]*

5. Footpaths Programme Process and Update ..... 25

Scheduled time – 12 noon

*[Presenter: Stephen Wright, Head of Transport and Waste]*

6. Environment Canterbury Briefing - Public Transport Improvement Programme  
and Network Review Public Engagement ..... 27

Scheduled time – 1.30 pm

*[Presenter: Stewart Gibbon, General Manager Public Transport, Environment Canterbury and Sonia Pollard, Manager Public Transport Strategy & Planning, Environment Canterbury]*

7. Items Closed to the Public ..... 83

## 1. Apologies Ngā Whakapāha

An apology for absence was received from Councillor MacDonald.



## 2. National direction on natural hazards for resource consenting

Reference Te Tohutoro: 26/1001954

Presenter(s) Te Kaipāhō: Paul Lowe, Manager Resource Consents; Nathan Harris, Team Leader Resource Consents

### 1. Detail Te Whakamahuki

<b>Purpose and Origin of the Workshop</b>	<ul style="list-style-type: none"> <li>The purpose of the workshop is to outline new direction introduced by the government to manage the impacts of natural hazards, including the National Policy Statement for Natural Hazards and section 106A of the Resource Management Act.</li> </ul>
<b>Timing</b>	This workshop is expected to last for 30 minutes
<b>Outcome Sought</b>	The Mayor and Councillors have an understanding of the new provisions and implications for decision-making on resource consent applications.
<b>ELT Consideration</b>	The General Manager for Strategy, Planning and Regulatory Services has reviewed the content for the workshop.
<b>Next Steps</b>	Staff will implement the new provisions and provide updates to the sector including applicants on practice in implementing the National Policy Statement and s106A of the RMA.
<b>Key points / Background</b>	<ul style="list-style-type: none"> <li>Section 6 of the Resource Management Act identifies the management of significant risks from natural hazards as a matter of national importance, and both regional councils and territorial authorities have functions in respect of natural hazards.</li> <li>Provisions, including objectives, policies and rules, in the district plan, control land uses to manage the impact of natural hazards.</li> <li>In addition to what plans may contain, section 106 of the RMA enables councils to attach conditions to subdivision consents or decline subdivision consent applications where a significant risk exists from natural hazards.</li> <li>Changes introduced in 2025 by way of an amendment to the RMA enables Councils to consider the latest natural hazard risk information when determining land-use consent applications in situations where that information has not yet been reflected in the District Plan. This applies to land-use consents that may be required.</li> <li>If the Council considers there would be a significant risk from natural hazards for a proposed land use, the consent authority may attach conditions to avoid or mitigate that risk, or it may decline the application.</li> </ul> <p>The recently introduced National Policy Statement provides direction for managing natural hazard risk associated with subdivision, use and development. Its purpose is to reduce the creation or increase of significant natural hazard risk and support communities to adapt to changing conditions.</p>
<b>Useful Links</b>	<ul style="list-style-type: none"> <li><a href="#">Resource Management Act 1991   New Zealand Legislation</a></li> </ul>

	<ul style="list-style-type: none"><li>• <a href="#">National Policy Statement for Natural Hazards 2025: December 2025   Ministry for the Environment</a></li></ul>
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### Attachments Ngā Tāpirihanga

There are no attachments to this coversheet.

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	Mark Stevenson - Head of Planning & Consents Paul Lowe - Manager Resource Consents
<b>Approved By</b>	John Higgins - General Manager Strategy, Planning & Regulatory Services

### 3. Governance Update - Q3 2025/2026 (January - March 2026)

Reference Te Tohutoro: 26/753270

Matt Boulton, Acting Community Facilities & Activation Manager /

Presenter(s) Te Kaipāhō: Team Leader Governance Process



Sean Rainey, Manager Official Information

#### 1. Detail Te Whakamahuki

<p><b>Purpose and Origin</b></p>	<ul style="list-style-type: none"> <li>This staff-generated report provides Council with a governance update for the third quarter of the 2025/2026 financial year.</li> <li>The report covers the period <b>1 January to 31 March 2026</b> and includes information on governance process performance, statutory compliance activity, and services provided to support Council, Committees, and Community Boards.</li> <li>Areas covered include meeting management, decision-making processes, Public Excluded business, voting record implementation, and LGOIMA and elected member request handling.</li> </ul>
<p><b>Timing</b></p>	<p>This information session is expected to last approximately 30 minutes.</p>
<p><b>Outcome Sought</b></p>	<p>That the Council receives the information provided in the <b>Governance Update - Q3 2025/2026 (January - March 2026)</b> and that members' questions are answered.</p>
<p><b>ELT Consideration</b></p>	<p>The information presented reflects material reported to the Executive Leadership Team through internal governance and official information reporting.</p>
<p><b>Next Steps</b></p>	<ul style="list-style-type: none"> <li>Any questions taken on notice will be responded to as soon as practicable.</li> <li>Agreed changes to measures or presentation will be incorporated into future reports.</li> </ul>
<p><b>Key points / Background</b></p>	<ul style="list-style-type: none"> <li><b>Meeting and Reporting Activity:</b> Governance continues to support a high volume of meetings and reporting. This includes administrative, decision, and information reports, as well as memos and elected member reports, reflecting the breadth of business across Council and its committees.</li> <li><b>Public Excluded (PX) and Transparency:</b> Monitoring of Public Excluded items remains a focus, alongside increased visibility of informal meetings and the proportion of items considered in open. This supports transparency and good governance practice.</li> <li><b>Informal Meetings (Workshops):</b> A significant proportion of informal meeting items continue to be considered in open, demonstrating ongoing progress toward transparency in workshop and briefing processes.</li> <li><b>Governance Process Performance:</b> Core governance processes continue to perform at scale, with measures tracking</li> </ul>

	<p>timeliness, workflow throughput, and service delivery across agenda management, decision recording, and action tracking.</p> <ul style="list-style-type: none"> <li> <b>Action Management:</b>                      Action tracking shows a high volume of actions being created and closed, with a relatively small proportion completed outside agreed timeframes, providing visibility of follow-through on Council decisions.                 </li> <li> <b>Voting Records:</b>                      Implementation of voting records for the current term provides increased transparency and public visibility of elected member decision-making.                 </li> <li> <b>LGOIMA Requests:</b>                      LGOIMA performance remains strong, with high completion rates, timely responses, and minimal escalation, indicating effective statutory compliance.                 </li> <li> <b>Elected Member Requests:</b>                      There continues to be a high volume of elected member requests, with strong completion rates across units. These requests often involve multiple queries and reflect ongoing demand for information to support governance and decision-making.                 </li> </ul>
<b>Useful Links</b>	N/A

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Quarterly Governance Presentation Q3 2025 - 2026	26/872683	9

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	Matt Boulton - Acting Community Facilities & Activation Manager / Team Leader Governance Process Sean Rainey - Manager Official Information
<b>Approved By</b>	John Filsell - Head of Community Support and Partnerships Helen White - General Counsel / Director of Legal & Democratic Services

# Quarterly Governance Update – Q3 2025/2026 (January – March 2026)

## Presenters:

- Sean Rainey, Manager Official Information
- Matt Boulton, Team Leader Governance Process

## Key Metrics Comparison

Metric	Q3 2024/2025	Q3 2025/2026	Change (%)	YTD (Target)
Number of meetings held	86	86	No change	250 (500 - 650)
Number of reports and memos considered	577	546	▼ - 5%	1682
% of eligible meetings were livestreamed	92%	100%	▲ 8%	100% (100%)
% of Voting records for the term published online	N/A	100%	New measure	100% (100%)
Meetings compliant with legislation & process standards	96%	100%	▲ 4%	100% (100%)
% of overall reports in Public Excluded (PX)	7.4%	8.2%	▲ 1.8%	9% (6.5%)
Total % of 2025 – 2028 PX Reports reviewed for release as of this quarter	79%	63%	▼ - 16%	71% (85%)
New meeting actions generated from meetings	167	157	▼ - 6%	588
Meeting actions closed	546	209	▼ - 61%	655
% of meeting actions closed late	21%	23%	▲ 2%	14%
% Ombudsman requests are compliant	100%	100%	No change	100%
% LGOIMA requests are compliant	ca. 99%	98.3%	▼ -0.7%	99.9%

# Meetings

## Level of Service 4.1.28.1 - Schedule, support, and record Council meetings unless committee structure provides otherwise

Measure of Success	Performance Targets/Outputs	Q3 and YTD
Schedule, support, and record Council meetings unless the committee structure provides otherwise	Between 500 and 600 governance meetings are supported	<p><b>Q3: 86</b> meetings held and supported</p> <p><b>YTD: 250</b> - Target <b>not</b> likely to be met. Measure to be reviewed in the next LTP</p>

## Level of Service 4.1.28.6 - Increase transparency in decision making through livestreaming eligible meetings

Measure of Success	Performance Targets/Outputs	Q3 and YTD
Increase transparency in decision-making through live-streaming eligible meetings	90% of eligible meetings are streamed and recorded on a digital platform	<p><b>Q3: 100%</b> (53 out of 53 meetings streamed/available online)</p> <p><b>YTD: 100%</b> (84 out of 84 eligible meetings streamed/available online) – Target <b>met</b></p>

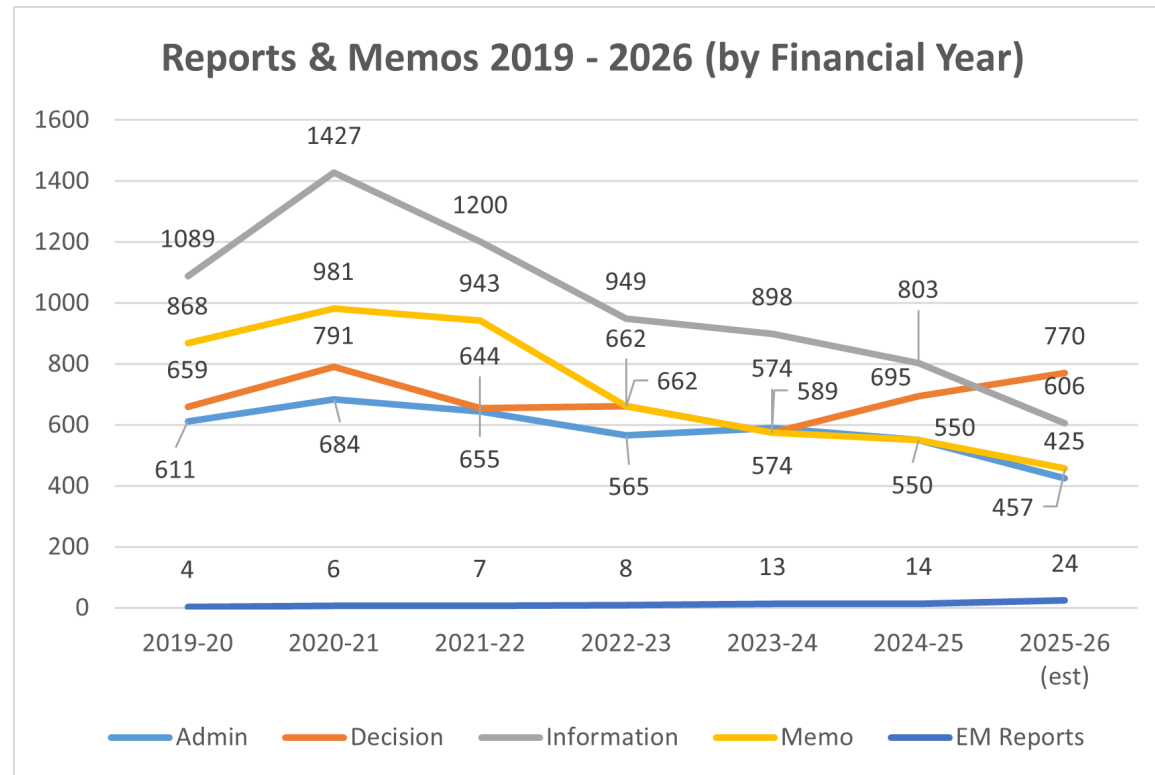
# Report and Memo Volumes

## Quarter 3 2025 - 2026: 546

- Admin Reports - **89**
- Decision Reports - **144**
- Information Reports - **178**
- Memos - **130**
- Elected Member reports - **5**

## Year to Date 2025 - 2026: 1682

- Admin Reports - **275**
- Decision Reports - **550**
- Information Reports - **441**
- Memos - **402**
- Elected Member reports - **14**



## Public Excluded (PX) Reports

### Level of Service 4.1.28.4 - Increase transparency in decision making through minimising public excluded reports

Measure of Success	Performance Targets/Outputs	Q3 and YTD
Increase transparency in decision-making through minimising public-excluded reports	A maximum of 6.5% of reports considered in PX	<p><b>Q3: 8.2%</b> of all eligible reports considered in PX</p> <p><b>YTD: 9%</b> - Target <b>likely</b> to be <b>met</b>, with mitigations.</p> <p><b>Note: 33</b> of the total PX items are from Workshops. If excluded, only <b>5%</b> of formal meeting reports YTD would be PX</p>

### Level of Service 4.1.28.5 - Increase transparency in decision making by releasing reports

Measure of Success	Performance Targets/Outputs	Q3 and YTD
Increase transparency in decision-making by releasing reports	85% of all PX reports from the current triennium were reviewed for potential release	<p><b>Q3: 63%</b> of all eligible PX reports reviewed</p> <p><b>YTD: As above</b> – <b>on track</b> to <b>meet</b> the target with mitigations</p>

## Information Sessions/Workshops in Open

### Q3 2025 – 2026 Items Considered in Informal Meetings

Type	Total	Open	PX	% Open
Council	47	25	22	53%
Community Boards	50	49	1	98%
<b>Total</b>	<b>97</b>	<b>74</b>	<b>23</b>	<b>76%</b>

### YTD 2025 – 2026 Items Considered in Informal Meetings

Type	Total	Open	PX	% Open
Council	126	82	47	65%
Community Boards	95	93	3	3%
<b>Total</b>	<b>221</b>	<b>175</b>	<b>50</b>	<b>79%</b>

For context:

- In **Q3 2023/24**, **30%** of informal items were considered in open (before the open sessions by default)
- In **Q3 2023/24**, **87%** of informal items were considered in open

## Governance Processes

### Level of Service 4.1.22 - Provide services that ensure all Council, and Committee meetings are held with full statutory compliance

Measure of Success	Performance Targets/Outputs	Q3 and YTD
Provide services that ensure all Council and Committee meetings are held with full statutory compliance	98% compliance	<p><b>Q3: 100%</b> (51 out of 51 checks) compliance</p> <p><b>YTD: 100%</b> (75 out of 75 checks) compliance – Target <b>met</b></p>

### Level of Service 4.1.28.3 - Governance processes are maintained and published on the Website that ensure statutory compliance

Measure of Success	Performance Targets/Outputs	Q3 and YTD
Governance processes are maintained and published on the Website that ensure statutory compliance	100%	<p><b>Q3: 100%</b> all website links audited</p> <p><b>YTD: 100%</b> all website links audited - Target <b>met</b></p>

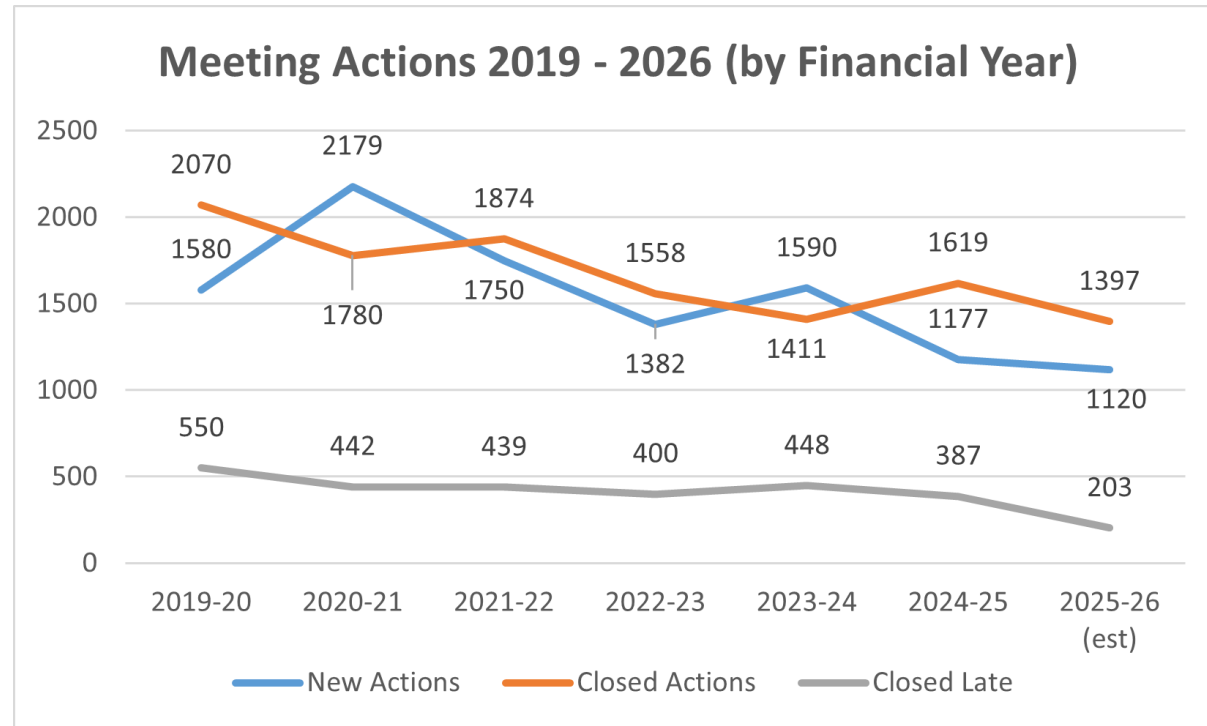
# Action Volumes

## Quarter 3 2025 - 2026:

- New Actions - **157**
- Closed Actions (old and new) - **209**
- Actions closed late – **48 (23%)**

## Year to Date 2025 - 2026:

- New Actions - **588**
- Closed Actions (old and new) - **655**
- Actions closed late – **93 (14%)**



# Voting in Meetings

## Key Metrics (including PX voting):

Total individual votes in period	Q3 - 3011	YTD - 5417
Votes “ <b>For</b> ”	2622 ( <b>87%</b> )	4754 ( <b>89%</b> )
Votes “ <b>Against</b> ”	92 ( <b>3%</b> )	222 ( <b>5%</b> )
Individual vote absences	259 ( <b>9%</b> )	350 ( <b>4%</b> )
Individual abstentions	10 ( <b>0.3%</b> )	38 ( <b>1%</b> )
Declared conflicts of interest	28 ( <b>0.7%</b> )	53 ( <b>1%</b> )
<b>Number of voting motions passed</b>	<b>287</b>	<b>521</b>
Number of voting motions passed	<b>285(99%)</b>	<b>512 (98%)</b>
Number of voting motions lost	<b>2 (1%)</b>	<b>9 (2%)</b>

Voting records for the term online at [Meeting voting records: Christchurch City Council](#)

## LGOIMA and Elected Member Requests

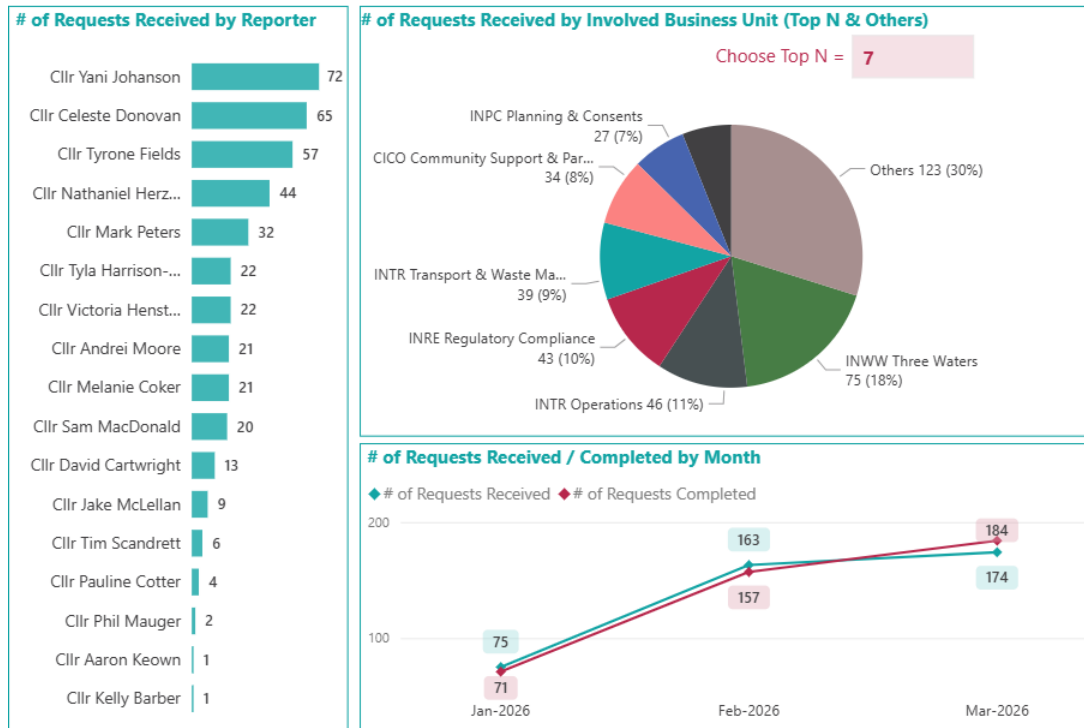
### Level of Service 4.1.29.1 - Provision of information in accordance with LGOIMA

Measure of Success	Performance Targets/Outputs	Q3 and YTD
Investigations into process and compliance by the Ombudsman's Office are responded to within their requested deadlines	100% within the requested deadlines	100% within the requested deadlines

### Level of Service 4.1.29.2 - Respond to requests for information held by Council in a manner that complies with the legislative processes and timelines set out in the LGOIMA

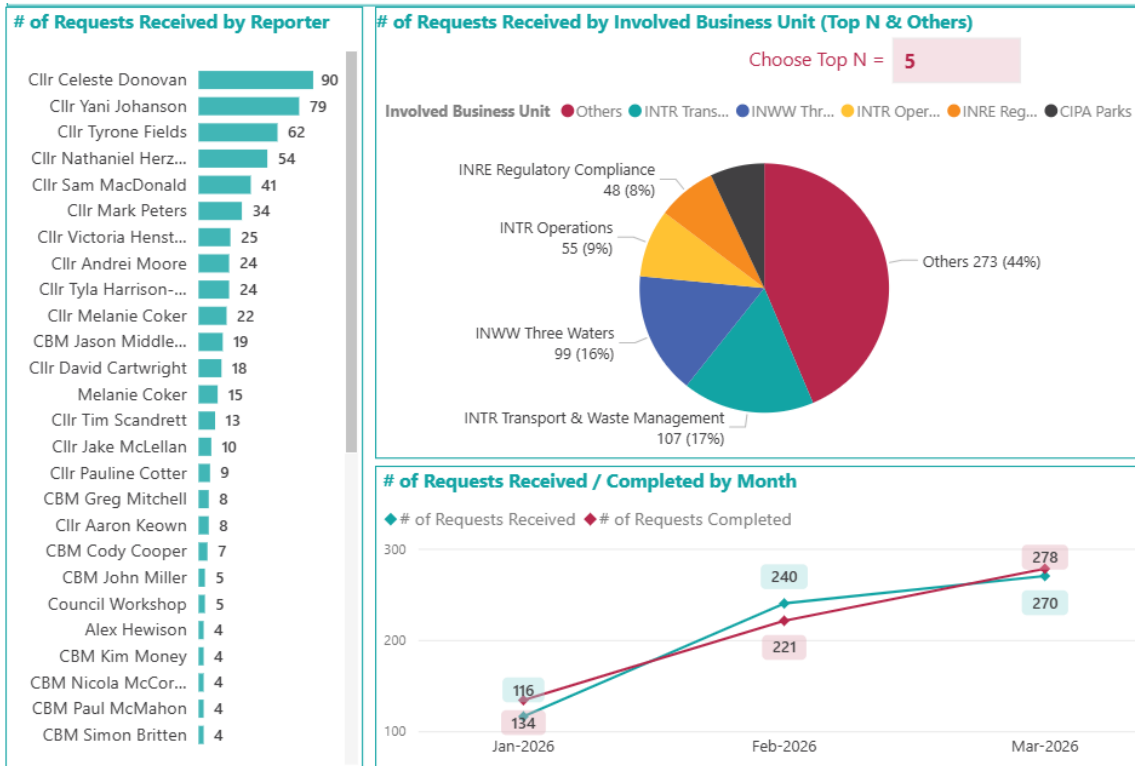
Measure of Success	Performance Targets/Outputs	Q3 and YTD
Provision of information is in accordance with LGOIMA principles and requirements	99% compliance	Q3 – 584 LGOIMA requests received. One late request. (98.3% compliance) YTD – 1627 LGOIMA requests received. One late request. (99.9% compliance)

# Councillor Requests Q3 2025 - 2026



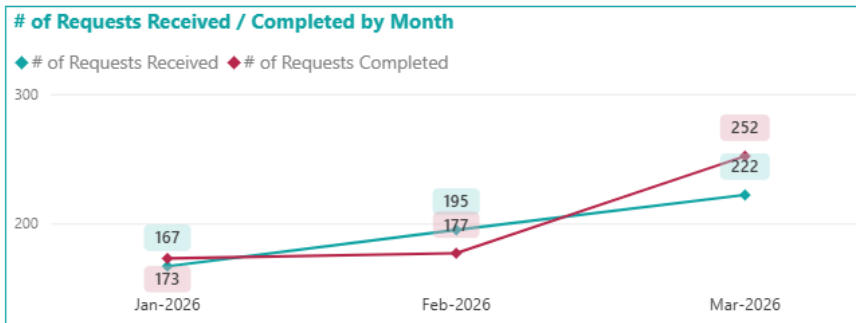
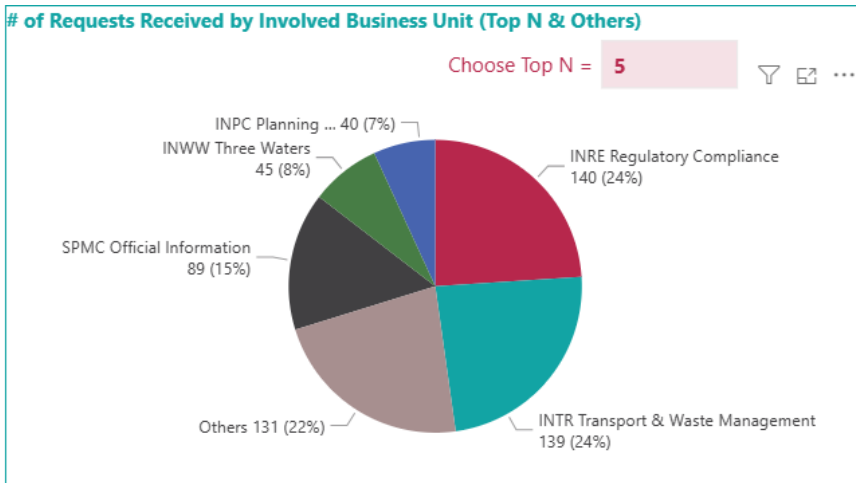
- **412** requests received
- **412** requests completed
- **7** Units respond to around **70** per cent of requests
- Requests often include multiple questions

# Community Board Requests Q3 2025 - 2026



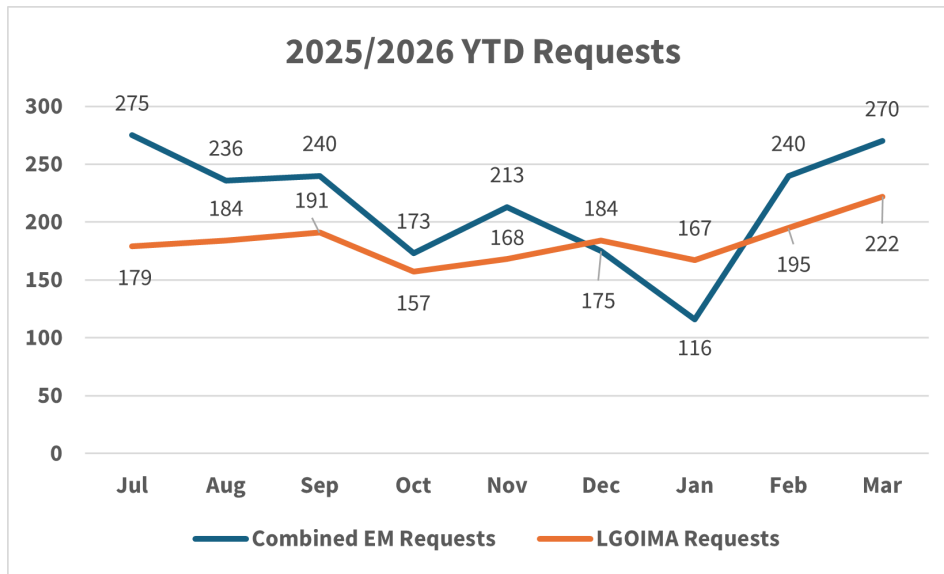
- **207** requests received
- **215** requests completed
- **4** Units respond to around **61** per cent of requests
- Requests often include multiple questions

# LGOIMA Requests Q3 2025 - 2026



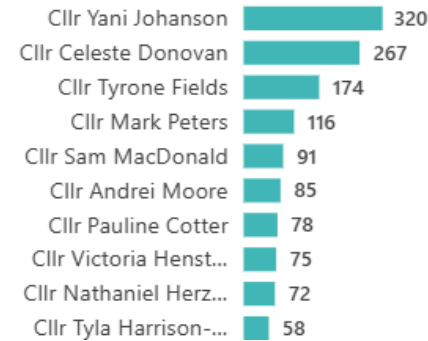
- **584** requests received (YTD-1627 requests)
- **602** requests completed
- **6** Units respond to around **78** per cent of requests
- **8.8** average completion days (YTD – 7.3 days)
- **No** adverse Ombudsman opinions
- **One** late response

# LGOIMA and Elected Member requests 2025 – 2026 (YTD)



- The top 10 elected members making requests were:

### # of Requests Received by Reporter



### LGOIMA

- 1647 LGOIMA requests received (average of 183 per month)

### Elected Member Requests

- 1938 elected member requests received (average of 215 requests per month)

## 4. Cathedral Square project update

Reference Te Tohutoro: 26/986285

Presenter(s) Te Kaipāhō: John Higgins, Mark Stevenson, Hannah Pirie

### 1. Detail Te Whakamahuki

<b>Purpose and Origin of the Workshop</b>	<ul style="list-style-type: none"> <li>To provide information about design objectives that form part of the procurement process for Cathedral square.</li> <li>This is the fourth update, with the last update being 10 March 2026.</li> </ul>
<b>Timing</b>	This workshop is expected to last for 15 minutes.
<b>Outcome Sought</b>	Information only and that Council are kept up to date on progress with the Cathedral Square Revitalisation Project.
<b>ELT Consideration</b>	This content of this workshop has not been considered by ELT.
<b>Next Steps</b>	RFP procurement process to select a supplier. Workshop with council with the selected supplier.
<b>Key points / Background</b>	<ul style="list-style-type: none"> <li>A programme exists for improving Cathedral Square. Several stages have already been implemented (e.g. outside the Distinction Hotel). The programme largely involves resurfacing and roading improvements.</li> <li>As a result of feedback and recognising the importance of Cathedral Square as a key civic space for the city, staff are reconsidering the programme to explore opportunities to improve outcomes.</li> <li>The EOI process attracted a positive response and subsequently five suppliers will be involved in an interactive RFP process.</li> </ul>
<b>Useful Links</b>	N/A

### Attachments Ngā Tāpirihanga

There are no attachments to this coversheet.

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Hannah Pirie - Senior Project Manager
<b>Approved By</b>	John Higgins - General Manager Strategy, Planning & Regulatory Services



## 5. Footpaths Programme Process and Update

Reference Te Tohutoro: 26/999939

Presenter(s) Te Kaipāhō: Stephen Wright, Head of Transport and Waste

### 1. Detail Te Whakamahuki

<p><b>Purpose and Origin</b></p>	<ul style="list-style-type: none"> <li>• For Councillors to receive: <ul style="list-style-type: none"> <li>○ An update on progress with the New Footpaths Programme.</li> <li>○ Information on the delivery process.</li> <li>○ Information on consultation requirements for new footpaths.</li> <li>○ A view of the likely projects for consideration in the next round of funding.</li> </ul> </li> <li>• This workshop is being held as a result of a request from Councillors during the Annual Plan workshop of 12 May 2026. <ul style="list-style-type: none"> <li>○ Note that due to the short timeframe, it has been agreed that the presentation will not be attached to the agenda, but will follow ahead of the meeting.</li> </ul> </li> </ul>
<p><b>Timing</b></p>	<p>This information session is expected to last for 20 minutes.</p>
<p><b>Outcome Sought</b></p>	<p>For staff to inform Council of progress and issues with the New Footpaths Programme, and the likely next high priority sites for the next Long Term Plan period.</p> <p>This is expected to assist with decision-making ahead of final FY27 Annual Plan deliberations.</p>
<p><b>ELT Consideration</b></p>	<p>This has not been specifically considered by ELT.</p>
<p><b>Next Steps</b></p>	<p>For Council to take this information into account when considering the FY26 Annual Plan, and/or the 2027-37 Long Term Plan.</p>
<p><b>Key points / Background</b></p>	<ul style="list-style-type: none"> <li>• In September 25, Council, approved: <ul style="list-style-type: none"> <li>○ 12 locations to progress to delivery.</li> <li>○ 4 locations to receive further investigation to inform future decision-making.</li> </ul> </li> <li>• All 12 projects are in design. <ul style="list-style-type: none"> <li>○ One (Gardiners Road) is due for a decision at Community Board on 18 May.</li> <li>○ The others are slightly behind, with issues around consultation requirements, property, trees, and cost taking a little more time to resolve.</li> <li>○ A procurement strategy is being developed – many sites are small and low risk, so may be able to leverage existing contracts.</li> </ul> </li> <li>• 4 projects are in scoping:</li> </ul>

	<ul style="list-style-type: none"> <li>○ Outline designs have been worked up and discussed with key stakeholders (NZTA, KiwiRail, McDonalds, etc).</li> <li>• \$19.8m was made available across the LTP period (FY26-FY34):             <ul style="list-style-type: none"> <li>○ All funding in the FY26/FY27 period (\$3.6m) has been allocated.</li> <li>○ The next LTP period (FY28-FY30) has \$6.4m which has not yet been allocated.</li> </ul> </li> </ul>
<b>Useful Links</b>	<ul style="list-style-type: none"> <li>• Council footpath approval meeting 17 September 2025:             <ul style="list-style-type: none"> <li>○ Agenda: <a href="https://christchurch.infocouncil.biz/Open/2025/09/CNCL_20250917_AGN_10613_AT.PDF">https://christchurch.infocouncil.biz/Open/2025/09/CNCL_20250917_AGN_10613_AT.PDF</a></li> <li>○ Minutes: <a href="https://christchurch.infocouncil.biz/Open/2025/09/CNCL_20250917_MIN_10613_AT.PDF">https://christchurch.infocouncil.biz/Open/2025/09/CNCL_20250917_MIN_10613_AT.PDF</a></li> </ul> </li> </ul>

### Attachments Ngā Tāpirihanga

There are no attachments to this coversheet.

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Jacob Bradbury - Manager Planning & Delivery Transport
<b>Approved By</b>	Stephen Wright - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure

## 6. Environment Canterbury Briefing - Public Transport Improvement Programme and Network Review Public Engagement

Reference Te Tohutoro: 26/867151


Stewart Gibbon, General Manager Public Transport, Environment

Presenter(s) Te Kaipāhō: Canterbury and Sonia Pollard, Manager Public Transport Strategy & Planning, Environment Canterbury

### 1. Detail Te Whakamahuki

<b>Purpose and Origin of the Workshop</b>	<ul style="list-style-type: none"> <li>Environment Canterbury staff will provide an update to the Council on the Public Transport Improvement Programme (PT Futures) and Network Review Public Engagement.</li> <li>The workshop has been requested by Environment Canterbury staff.</li> <li>In attendance: Councillor Joe Davies, councillor for North East Christchurch/Orei and core service lead for Public Transport; Councillor Genevieve Robinson (attendance tentative), councillor for the Christchurch Central Ōhoko ward.</li> </ul>
<b>Timing</b>	This workshop is expected to last for 60 minutes.
<b>Outcome Sought</b>	<ul style="list-style-type: none"> <li>The Council is updated on the Environment Canterbury Public Transport Improvement Programme (PT Futures) and opportunities to get involved in and champion the Network Review Public Engagement.</li> </ul>
<b>ELT Consideration</b>	Not applicable
<b>Next Steps</b>	<ul style="list-style-type: none"> <li>Discussion and feedback</li> </ul>
<b>Key points / Background</b>	The Environment Canterbury Public Transport Team are providing an update briefing to all the Greater Christchurch councils on the Public Transport Improvement Programme (PT Futures) including strategic context, status, and next steps.
<b>Useful Links</b>	<ul style="list-style-type: none"> <li><a href="#">Public transport network review   Have Your Say</a></li> </ul>

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Presentation - PT improvement programme for Greater Christchurch	26/980022	29

**Signatories Ngā Kaiwaitohu**

<b>Author</b>	Jo Daly - Council Governance Advisor
<b>Approved By</b>	Jo Daly - Council Governance Advisor

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# Public Transport- Improvement programme 2027-37

Christchurch City Council

*19 May 2026*

# Agenda

- Strategic context – National/ Regional
- Greater Christchurch Public Transport Combined Business Case – PT Futures
- Greater Christchurch network changes
- Customer feedback – Meta-analysis
- PT Futures delivery – Next phase

# Purpose

## Quick recap of the PT futures journey

- What has been agreed by all partners.
- Network changes which support further investment.
- Overview of PT futures joint programme delivery
- Clarify next steps.

## Key topics for discussions

- Community engagement - how we can support your community conversations?
- Constraints/ uncertainties and risks and how to mitigate and manage these.
- Supporting key messaging with central government.

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# Strategic context

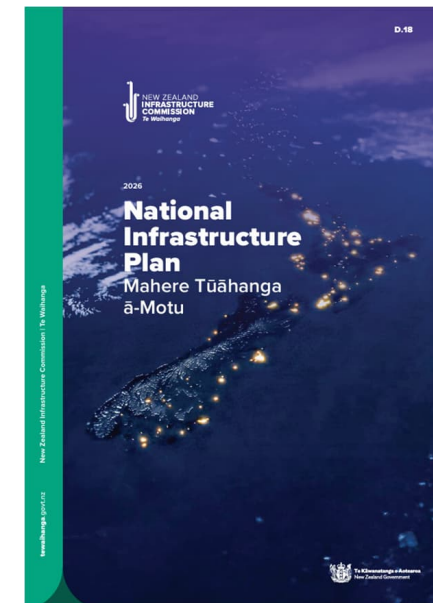
## Strategic Context - *National direction*

- As part of the Ministerial expectations PTAs need to:
  - actively work towards increasing public transport private share.
  - deliver National Ticketing Solution
- Constrained funding environment
- To secure NLTP co-investment need to evidence value for money investments.
- This supports the focus of improvements on driving patronage growth.
- Local government reforms.



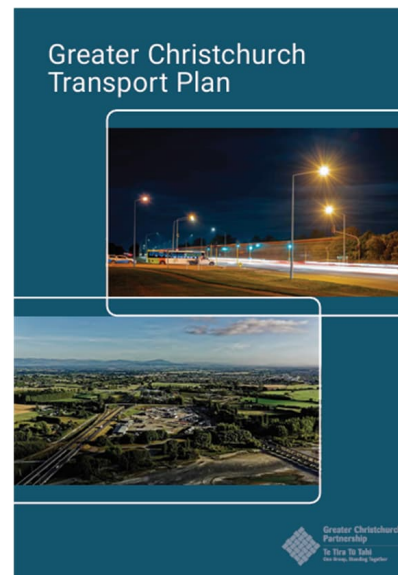
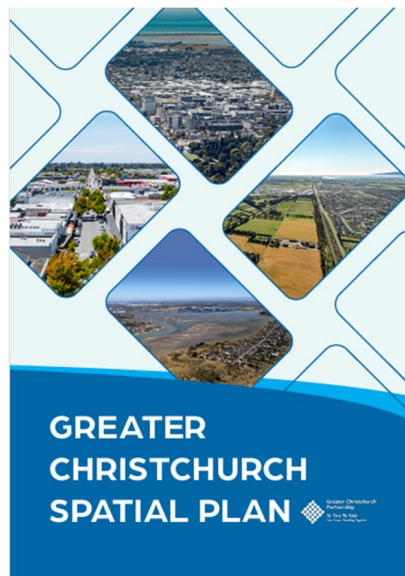
## Strategic Context – *National Infrastructure Plan*

- Published 17 February 2026
- Sets a path for infrastructure for the next 30 years.
- 3 public transport projects in Canterbury.
  - Mass Rapid Transit
  - Improvements to the GC Bus Network
  - Waimakariri Eastern Transport
- Endorsed at stage 1- identified priority opportunity/  
problem, ready to be explored in an IBC
- Next steps- response to plan expected June 2026



# Strategic Context - *Regional Alignment*

- Key strategic documents approved by Greater Christchurch Partnership committee and all partners over the past two years. Strengthens the need for Public Transport improvements.



7

# Strategic Context

## *Regional Public Transport Plan (2025-35)*

The Regional Public Transport Plan 2025-35:

- Developed by the Greater Christchurch Partnership Committee and the Regional Transport Committee, approved in July 2025, is the guiding strategic document for public transport network improvements.
- Sets the vision, priorities, policies and actions.
- Includes the PT Futures improvement programme as the key programme for delivery by Greater Christchurch partners.
- Focused on growth - creating a high patronage network that prioritises frequent services and routes in high-density areas, with walkable catchments, and with linear (direct) routes.



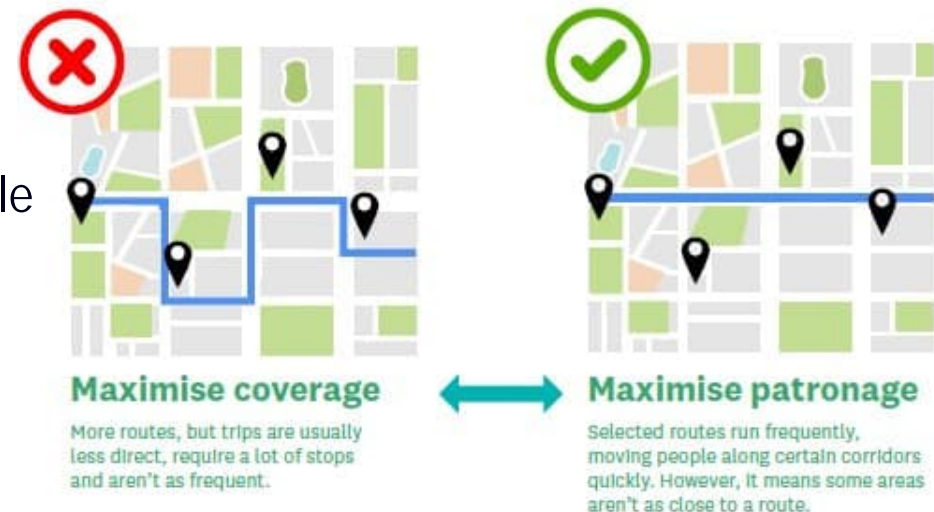
### **Our vision:**

Public transport is the mode of choice for more people and provides a safe, frequent, accessible, low emission transport option.

# Regional Public Transport Plan – *Key Planning Principles*

Focused on:

- maximising patronage
- benefiting the greatest number of people
- integrating public transport & land use
- high frequency, reliable, linear routes



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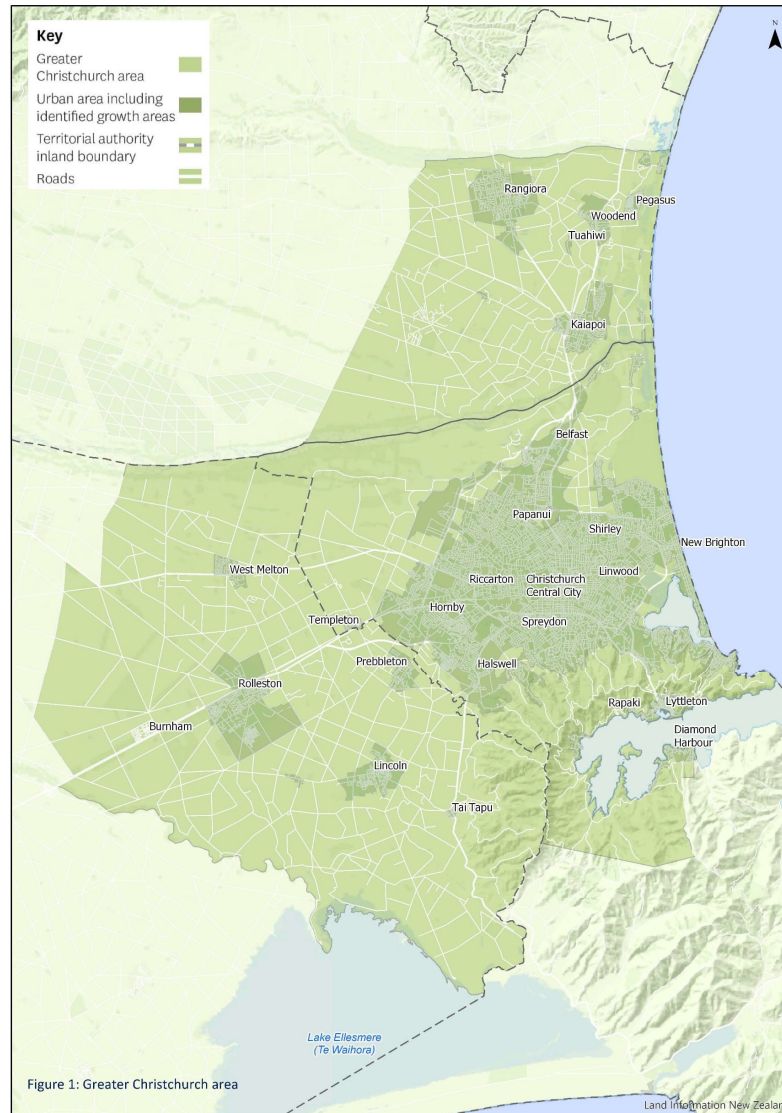
# Greater Christchurch Public Transport Combined Business Case *PT Futures*

 **Environment  
Canterbury**  
Regional Council  
Kaunihera Taiao ki Waitaha

## Why growing public transport mode share matters

- Increasing public transport use is essential for Greater Christchurch's future.
- A high-quality public transport system improves mobility, boosts economic productivity, reduces emissions and congestion, and supports better land use and place-making.
- Global and local evidence shows that successful growing cities prioritise moving people, not vehicles.

# Scope - Geographical Area



## Greater Christchurch Public Transport *Combined business case - PT Futures 2020*

Approved a recommended programme to increase the uptake of PT.

Approved by all GC partners 2020 for implementation through partner's Long Term Plans.

Key opportunity to prioritise sustainable and accessible transport choices.

Focused on three key problems:

- The current PT system can be unreliable, leading to low mode share and longer, less reliable journey times.
- The network does not effectively serve /high growth/densely populated areas or provide strong connections to key destinations.
- A range of barriers to using PT, continues to limit the uptake of new users.

# Greater Christchurch Public Transport Combined business case- PT Futures

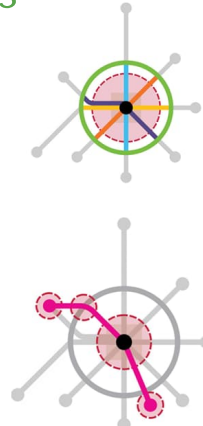
## Focused investment on:

- Delivering high-frequency options to existing key activity centres and planned growth areas
- Providing reliable bus services with journey time that are competitive with private vehicles
- Enhancing the safety and attractiveness at bus stops for customers
- Improved frequency and bus route alignment connecting areas of high growth.
- Provides a catalyst for land use development adjacent to frequent public transport routes.
- GC partners agreed to develop a further business case with a longer-term focus on the role of rapid transit in Greater Christchurch.

# PT Futures (2020) – *The Programme*

## Key staged service improvements

- Enhance the inner core routes
- Enhance secondary core routes
- Provide direct connections
- Branch out from core routes
- Expand the frequent network
- Enhance Connector Services
- Multi-modal network Connections



## Infrastructure enhancements

- Bus priority on the core routes
- Greater use of technology such as real time information
- Bus stop enhancements
- Multi-modal infrastructure - including park 'n' ride



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# Changes to the Greater Christchurch network

## PT Futures- Public transport investment programme

Delivering Public Transport Futures remains the cornerstone of Greater Christchurch's transport and land use framework.

Strategic review found investment in PT is needed now more than ever.

- Growth intensification pressures are accelerating.
- Widening gaps between land use and public transport provision.
- Network performance is under strain.
- Public transport demand has rebounded strongly post-COVID but we are seeing signs of this growth slowing.
- Service reliability is deteriorating, further impacting the attractiveness of public transport.

## Greater Christchurch- Accelerated growth

Over the past 15 years, Greater Christchurch has grown rapidly to a population of around half a million.

By 2050, up to 700,000 people could be living in Greater Christchurch – 40% more than there are today, with the population potentially doubling to 1 million people in the future.

~50,000 people a decade

Placing increasing pressure on the land transport network.

Growth will drive a significant increase in travel demand—estimated additional 780,000 trips per day by 2048.

Without intervention, 95% of these additional trips are expected to be made by low-occupancy private vehicles, while public transport mode share is projected to remain below 3%.

Major land-use changes (including Te Kaha and Parakiore) are nearing completion, with a forecast inflection in growth and productivity expected within the next 2–3 years.

# Growth intensification- Example South West Christchurch

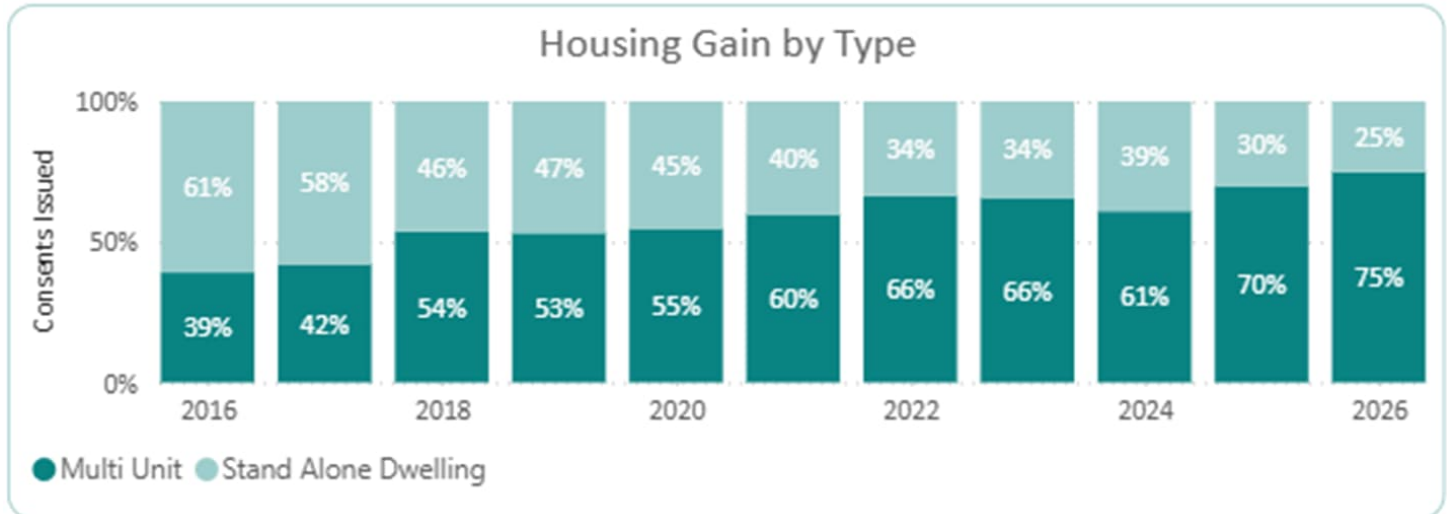
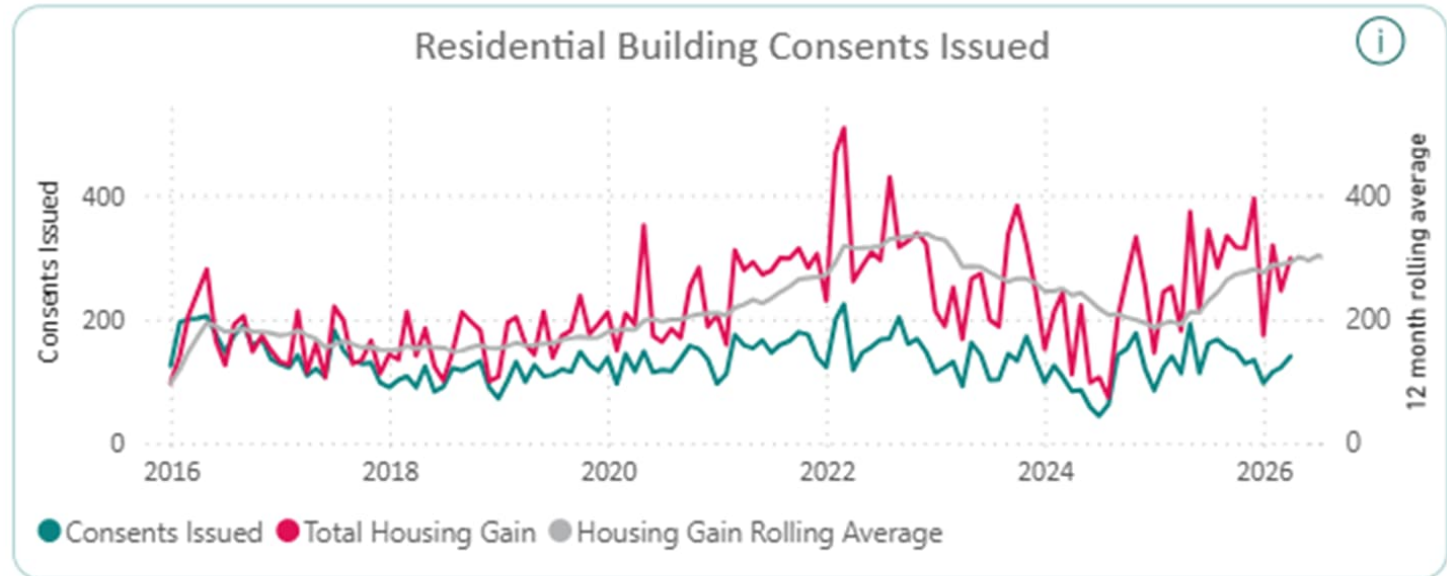


Southwest area, 2006 (Google Earth)



Southwest area, 2025 (Google Earth)

Land use  
intensification



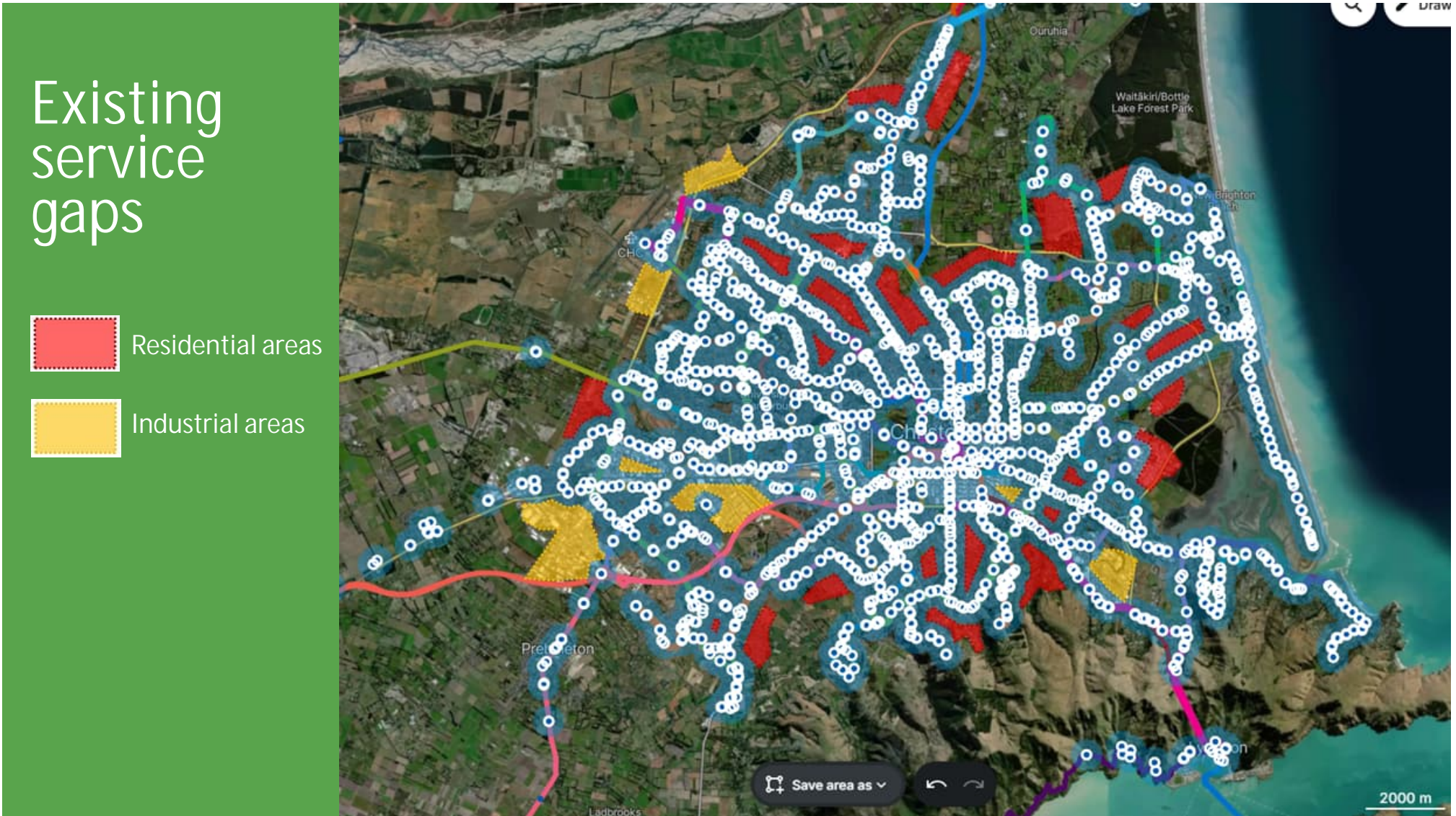
## Widening gap between land use changes and service provision

Funding constraints following COVID-19 slowed delivery of public transport improvements.

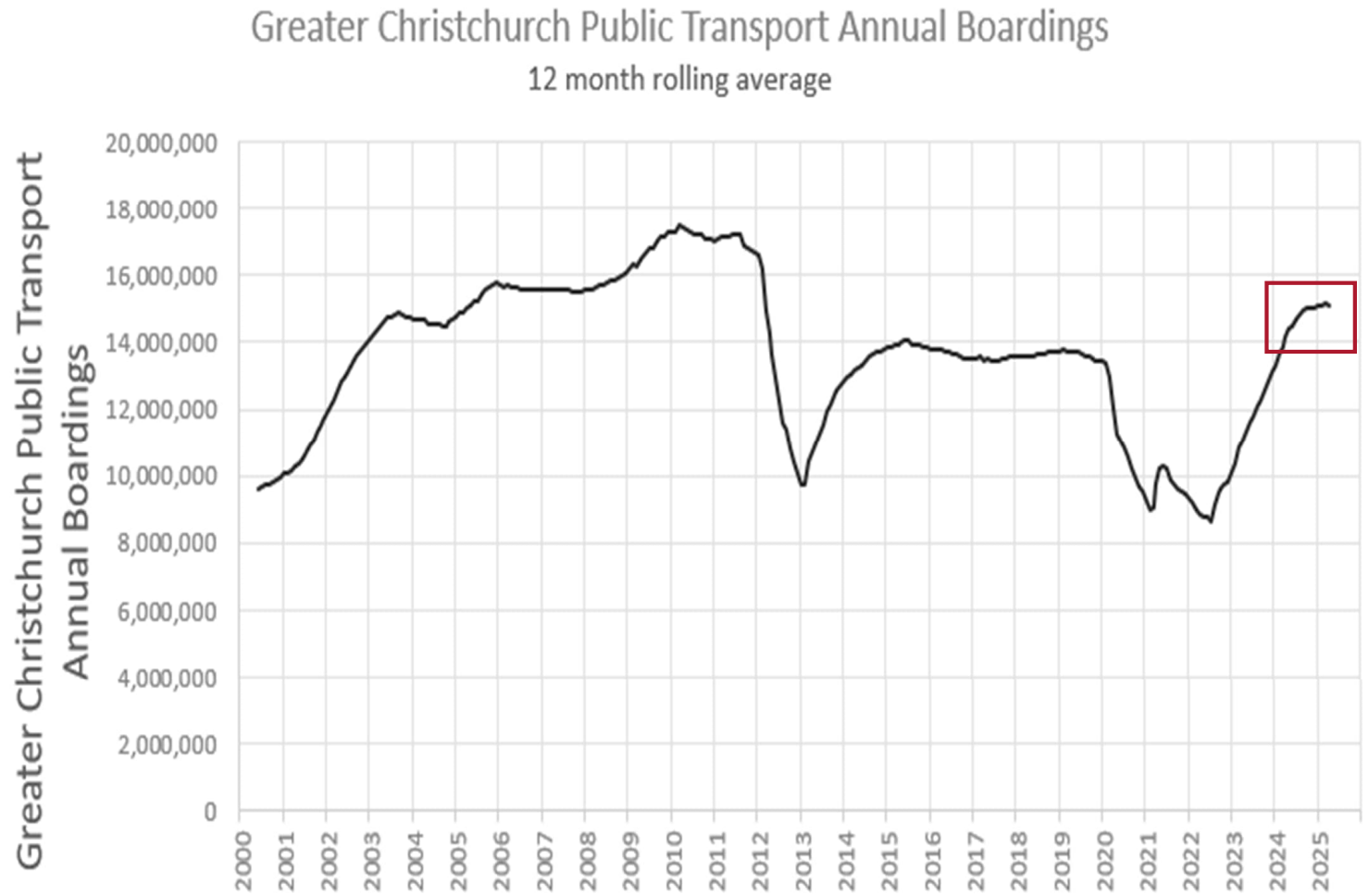
Partners have prioritised foundational improvements on core corridors, where feasible to maximise early patronage growth and network performance.

However, the gap between the existing public transport network required to support growth continues to widen.

Without sustained and significant investment in PT, Greater Christchurch will remain increasingly car-dependent, with deteriorating network performance, declining access to opportunities and lower resilience to growth and climate impacts.



# Public transport patronage



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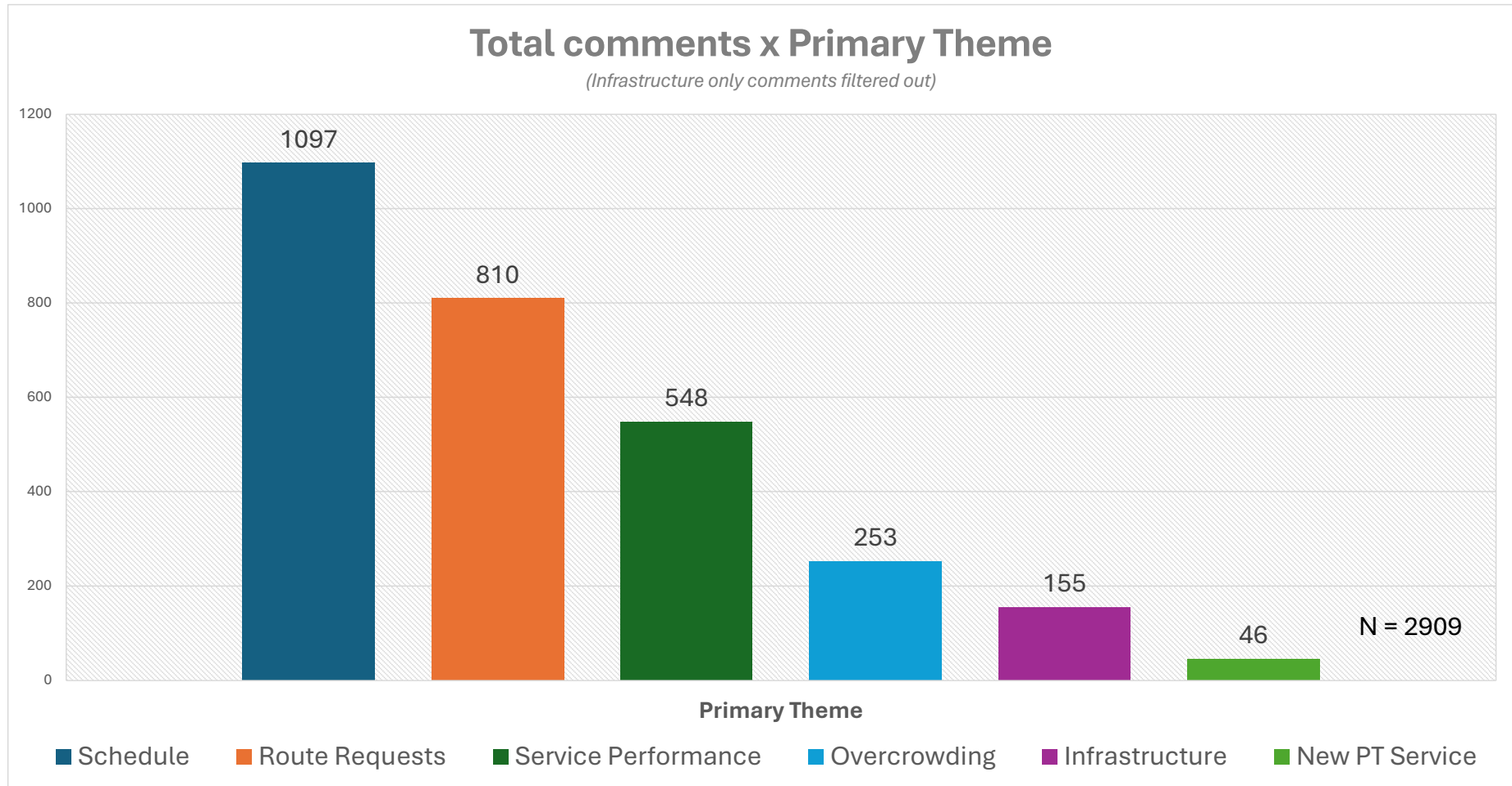
# Customer feedback *Meta-Analysis*

# Listening to our community

## *The customer meta-analysis*

- We analysed community comments received 2022-2025 from 13 sources about public transport improvements, including data from Council partners:
  - 2,925 comments excluding infrastructure-only comments.
- Comments relate to a route, a suburb/town, or both.
- Key primary and secondary themes were allocated.
- We are working with local council staff to develop this tool further and gain long-term data from customers across the Greater Ōtautahi network.

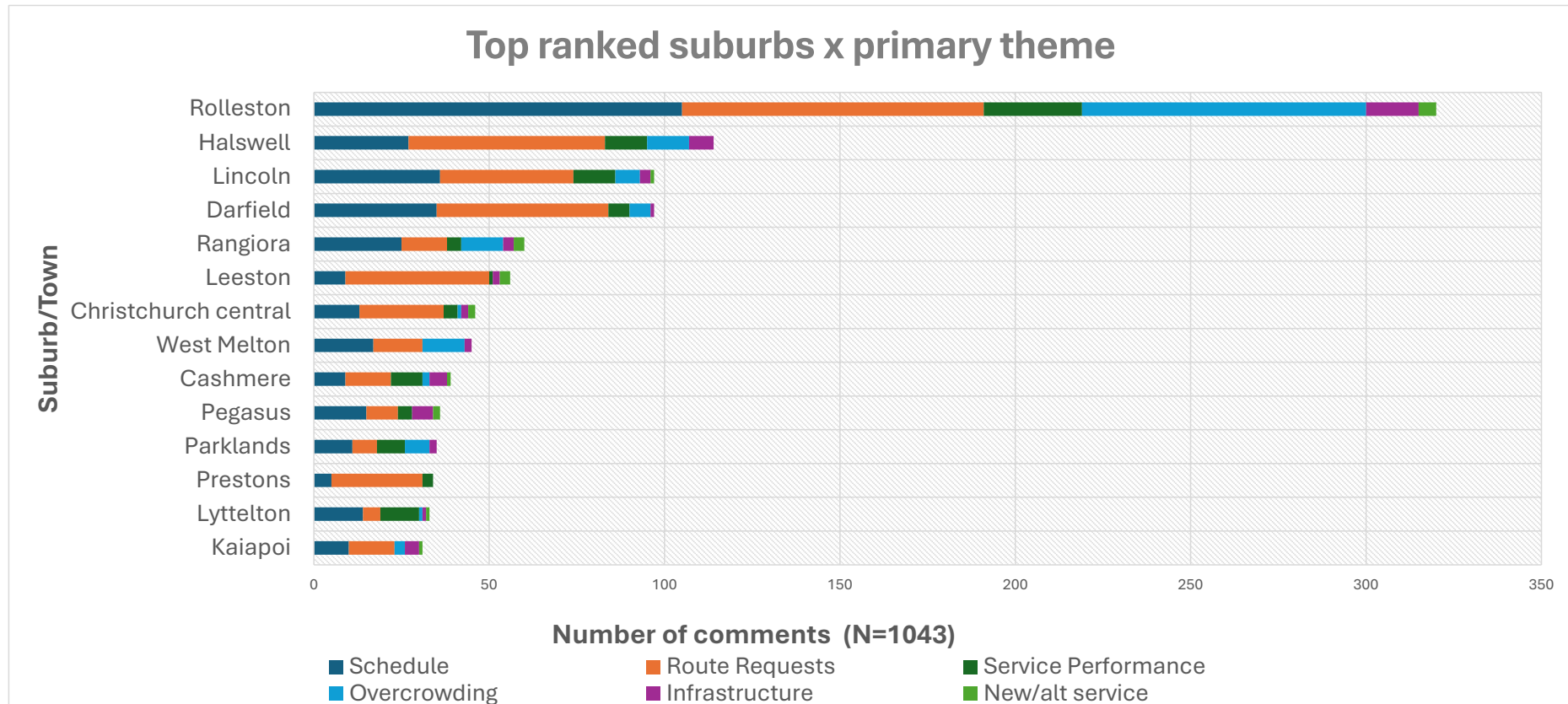
# What are communities telling us?



26

# Comments are widely distributed geographically

- Comments were related to a total of 128 suburbs or towns.



27

# Customer meta-analysis

## *What communities are asking for*

### Key themes

Frequency, capacity and reliability	All current routes received requests to add trips or to make the service more frequent, aligns with comments about overcrowding.
Directness and express services	Reduce travel times, make routes more direct and add express links.
Service performance	Fix reliability/delays, bunching & better connections a key theme - cross-town links, bus-ferry alignment
Coverage gaps	New or extended routes for rapidly growing suburbs and rural townships.

## What are people telling us?

*I think the bus system in Christchurch is great though Redwood isn't well serviced by public transport (Redwood)*

*7.40am bus running late with Cranford street build up all the way thru to Bealey Ave it is getting in too late for people who start at 8:30 ... this bus route either needs to start earlier or we all might have to use the 7:10 (which is full to the brim) normally I luv this service but it is going down hill (St Albans)*

- Requests for more reliable and frequent services.
- Better links to nearby employment areas.
- People have commented about coverage gaps in Papanui, Prestons, Wigram, Yaldhurst, Aranui....
- People say that congestion through areas like Cranford Street, Main North Road, and Papanui Road can impact the reliability of the bus schedule and cause missed connections.
- Requests for earlier/later services for shift workers

*Buses do not serve shift workers, nor support those working later than ~8pm.(ChCh central)*

*I currently work a temporary job in what I call the "public transport deadzone" of South Hornby, I take the first bus of the day to Wigram and then bike from there. For many industrial workers, public transport is not a viable option, as buses don't go near these worksites or align with shift start times (Edgware).*

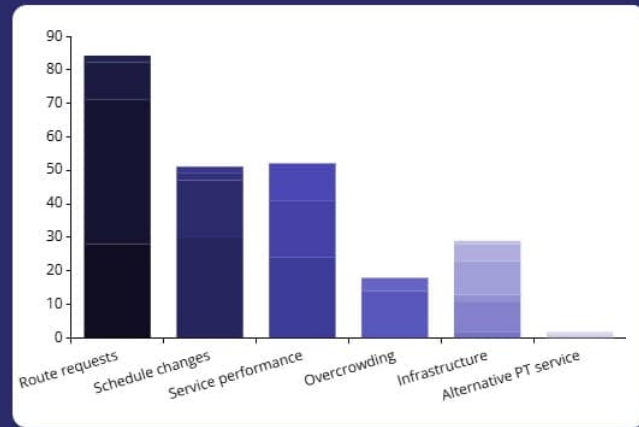
*Can we have a bus go down Langdons Rd to service Northlink Shopping Centre?*



# Coastal, Burwood and Linwood

Over the past few years, some residents have shared what's working for them and what isn't. Here's a summary of what we've heard. Does this reflect your experience? Are we missing anything? [Fill in the survey here.](#)

## What we've been hearing



Total comments: 236

## Journey times and direct connections

Alternative PT service
Infrastructure
Overcrowding
Route requests
Schedule changes
Service

OVERVIEW

WAIMAKARIRI

SELWYN

HORNBY, HALSWELL, RICCARTON AND SPREYDON

COASTAL, BURWOOD AND LINWOOD

CASHMERE, HEATHCOTE AND BANKS PENINSULA

FENDALTON, WAIMAIRI AND HAREWOOD

PAPANUI, INNES

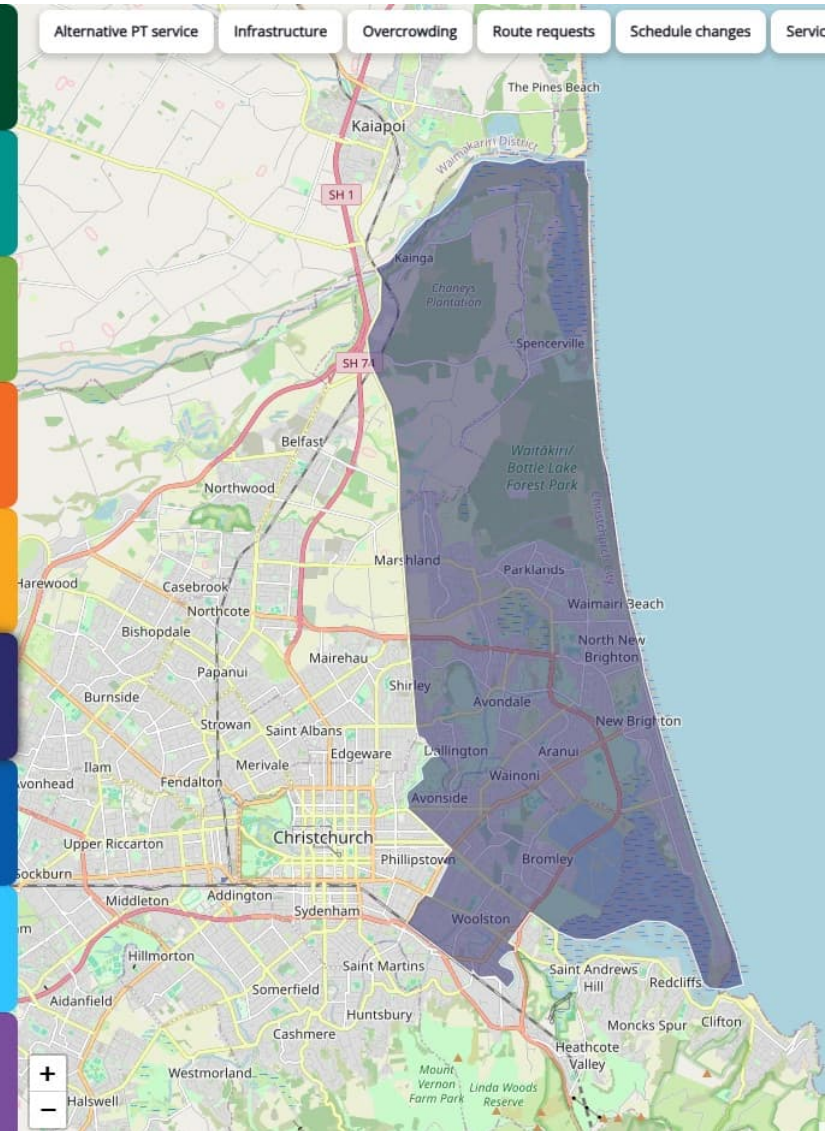
CENTRAL

COASTAL, BURWOOD AND LINWOOD

FENDALTON, WAIMAIRI AND HAREWOOD

PAPANUI, INNES

CENTRAL



Attachment A Item 6

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# Community Engagement



# Community engagement

## *Greater Ōtautahi public transport network review and 10-year improvement programme for services (2027-37)*

### Key phases

- Complete Initial engagement with Council partners for shared comms etc.)
- Complete Pre-engagement with key stakeholders – stakeholder workshops.
- 13 May-24 Jun Community engagement – online survey and engagement (6 weeks)
- Mar 27 (TBC) Draft LTP 2027-30 seeking local share funding through targeted rates.

# Engagement planning

## The approach

- Neighbourhood stories – grounding the community conversation in feedback from 8 key areas across Greater Ōtautahi.
- Focus on what makes a good PT network for Greater Ōtautahi



**Our vision:**

Public transport is the mode of choice for more people and provides a safe, frequent, seamless, low emission transport option.

- A strong campaign that grabs attention for broad engagement
- Targeted communications using a range of channels
- A range of engagement methods so that a diverse range of voices are heard
- A robust survey to gather insights that will support Council decision-making

# Engagement planning

## Partners & Key stakeholders

- Chair to Rūnanga updates
- Staff PT Futures delivery update to TA elected members
- Update to Community Boards
- Meetings with all TA comms and engagement staff – joint plan for sharing messages
- Community stakeholder workshops x 2
- Working with the Youth Rōpu and other youth councils

# Engagement planning

## Survey design

- The purpose of the survey is to get a broad spectrum of community engagement.
- Multiple ways for people to have their say.
- Targeted tactics are being developed to reach those who are at risk of transport disadvantage.
- We will monitor response rates though the engagement period, so we can respond accordingly.

# Engagement planning

## Route 44/135 change proposal

### Targeted communications and engagement:

- Targeted flyer via mailbox drop to key impacted locations
- Posters at shelters and stops along the route
- Email to Metrocard users who have travelled on these routes recently
- Distribute flyers at the bus interchange
- Outreach to key stakeholders
- Information session completed at Waitai Coastal-Burwood-Linwood Community Board on 20 April 2026 and update to Waihoru Spreydon-Cashmere-Heathcote Community Board 28 May.

# Engagement planning

## Events

- Pop-ups in each of the geographic locations -> malls, community events, bus interchange etc
- Youth events, working with Youth Rōpu and Youth Councils, University of Canterbury, youth-led advocacy approach in schools
- Working with the youth engagement team
- Ambassador programme

Engagement  
planning  
Consultation  
materials

# To Bus or Not to Bus?

Help us improve your  
public transport

Help us improve your  
public transport



metro

Home / Public transport network review

## Public transport network review

Help shape the future of public transport

We're reviewing the bus and ferry network within Christchurch and the surrounding townships in Selwyn and Waimakariri. We want to hear from you.

Your feedback will help shape the future of public transport here for years to come.

[Complete the survey](#) now and go into the draw to win one of three \$300 grocery vouchers.

Feedback is open until Wednesday 24 June 2026.

Whether you catch the bus often, sometimes or never - let us know:

- what works and what doesn't
- what would encourage you to use public transport more often
- which changes we should prioritise across the network
- what would make the biggest difference for you and your family.

While we know some people would like to see service to towns further afield, or rail options, progressed, these are outside the scope of this review. Your feedback on the bus and ferry network is what will make the biggest difference right now.

### A current proposal: Routes 44 and 135

As part of this review, we're also seeking feedback on a proposal to improve Route 44 Shirley/Westmorland and remove Route 135 New Brighton/The Palms. This will be most relevant to customers who currently use these routes.

When coming up with this proposal, we looked at how well the routes were used and feedback from bus users over the last few years. You can give feedback on this proposal alongside the wider network review, or on the network review only.

View the [proposed changes for Route 44 and 135](#)

### How to have your say

- Online: [Complete the survey](#)
- Email: [haveyoursay@ecan.govt.nz](mailto:haveyoursay@ecan.govt.nz)
- Pick up a feedback form at your nearest library
- Post a letter to: Environment Canterbury Metro Network Review, FREEPOST 1201, PO Box 345, Christchurch 8140
- Phone 0800 324 636 to talk to a person, Monday to Friday, 8am - 5pm

Feedback is open until Wednesday 24 June.

### What we've heard

This review draws on years of community feedback, from formal consultations through to everyday enquiries to Metro customer service.

The message we hear consistently is clear:

*People want more buses, more often, and more reliable services.*

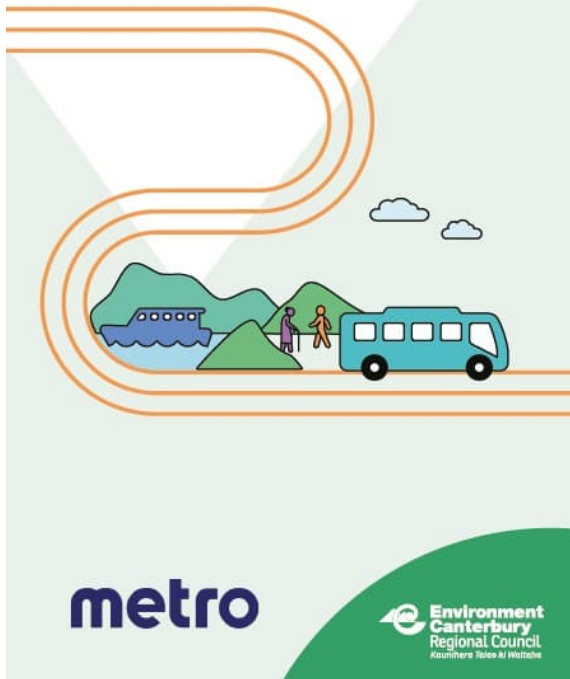
[View a map](#) summarising the feedback for your neighbourhood:

- Waimakariri
- Selwyn

 [ecan.govt.nz/metroreview](https://ecan.govt.nz/metroreview)

# To Bus or Not to Bus?

Help us improve your public transport



We're reviewing Metro bus and ferry services across Christchurch and the surrounding townships in Selwyn and Waimakariri.

Whether you use public transport every day, occasionally or not at all – fill out the survey to let us know your thoughts.

Your feedback will help us prioritise improvements to the network for years to come.

Proposal for changes to Route 44 Shirley/Westmeadows and Route 33 New Brighton/The Palms about the new Brighton/The Palms.

When coming up with the proposal, we looked at how well the routes were used and feedback from the last 12 months.

If you would like to give feedback on the proposed changes, please fill out this section.

Do you have an opinion on your local council's current services to the bus to service?

Do you have an opinion on the proposed changes to Route 44 and 33?

Do you support, with changes?

Do you oppose?

Do you have anything else you'd like to tell us about this proposal?

Thank you for taking the time to answer this survey. As noted, all information you have provided is confidential.

Find out more

After filling out the feedback form please return to Environment Canterbury's office at 600 State Street or post to:

PRESTON Unit  
600 State Street  
Christchurch 8013

What happens next

1 Your feedback will be used alongside technical information, such as passenger data, population projections, and roadworks, to identify priorities for improving the network over the next few years.

2 Next, we'll develop three options for improvement, each with different size and scale of change. Early next year, you'll have the chance to tell us your preferred option when we consult on the draft Long Term Plan 2027-35.

3 Looking further ahead, we will also explore options for more rapid transit – frequent, high capacity and low emission services to serve the city's busiest corridors.

By sharing your experience, you'll help build a public transport system that works better for you and your whānau – now and into the future.

The survey should take 10-15 mins to complete.

Feedback is open until 11.59pm on Wednesday 24 June.

If you are making a submission on behalf of an organisation please go to: [ecan.govt.nz/metroreview](https://ecan.govt.nz/metroreview)

**Privacy**

Any personal information you supply will only be used for the purpose of understanding your views and factoring them into decision making. Find out more [ecan.govt.nz/privacy](https://ecan.govt.nz/privacy)

**Use of Artificial Intelligence**

We may use Artificial Intelligence (AI) tools to help summarise and identify themes in submissions.

All summaries are reviewed by staff. Find out more [ecan.govt.nz/ai](https://ecan.govt.nz/ai)



metro

# To Bus or Not to Bus?

Let's make this bus a real option for you

PLEASE GIVE WAY TO THE BUS

[ecan.govt.nz/metroreview](https://ecan.govt.nz/metroreview)  
Have your say by 24 June

Environment Canterbury Regional Council  
Southern Lakes & Horowhenua

Item 6  
Attachment A

**We're looking at changes to:**

**Have your say on the wider network review**

These proposed route changes are one part of a bigger picture. We're also currently consulting on the future of public transport across Christchurch and the urban areas of Waimakariri and Selwyn districts. This will help prioritise improvements over the next decade.

We encourage you to share your views on that too. You can give feedback on this proposal, the wider network review, or both.

Find out more and have your say at [ecan.govt.nz/metroreview](http://ecan.govt.nz/metroreview)

# Route 44

Shirley/Westmorland

and

# Route 135

New Brighton/The Palms

## How to have your say

- Online** at [ecan.govt.nz/route44-135](http://ecan.govt.nz/route44-135)
- Email** [haveyoursay@ecan.govt.nz](mailto:haveyoursay@ecan.govt.nz)
- Pick up a **submission form** at your nearest library
- Post a letter to:**  
Environment Canterbury Metro Network Review, FREEPOST 1201, PO Box 345, Christchurch 8140
- Phone** 0800 324 636 to talk to a person, Monday to Friday, 8am - 5pm

**Feedback opens Wednesday 13 May and closes at 11.59pm on Wednesday 24 June.**

**Proposal: Changes to Route 44 Shirley/Westmorland**

*This is one of Metro's busiest routes, becoming more popular over the last few years. It is also the least reliable service in the urban network, with around 20% of northbound trips running at least ten minutes late. We know that this isn't good enough, which is why we're proposing changes.*

*At the same time, we've had requests for better bus access for residents in the growing Prestons area. To meet this demand, we're proposing to amend Route 44 Shirley/Westmorland so it covers Marshlands Road and extends further into Prestons. This provides better access to about 2000 residents, providing a direct connection to the city centre.*

*To improve reliability, we're also proposing to simplify the route in Westmorland by removing the eastern Ravensdale Rise loop and adding a bus to recover from traffic delays, so each trip starts on time.*

**The proposed changes would:**

- Remove The Palms to Dallington section and extend either Route 100 Halswell & Wigram/The Palms, or the Orbiter, to cover Dallington. The Palms, passengers could also transfer at The Palms to Routes 7 or Route 60 to reach the city centre.
- Extend the route to cover Marshlands Road, and North and South Prestons
- Remove Ravensdale Rise section and stops in Westmorland
- Reduce layover time in Westmorland to reduce delays
- Add later services (last bus at 11pm on Saturday and 10pm Sunday) initially on a trial basis.
- Increase weekend frequency from hourly to every 15 minutes.

**Proposal: Remove Route 135 New Brighton/The Palms**

*This is one of Metro's lowest-used services. Removing it would free up investment to extend coverage and reliability on Route 44 and improve services for a greater number of people.*

*Route 135 travels to Burwood Hospital, Talora OEBI and Shirley Boys' and Avonside Girls' High Schools. While the proposal will affect a small number of people, staff are committed to supporting current users of Route 135 to understand their transport options if the route is removed.*

**Options include:**

- Routes 60, 80 and 7 cover most trips, although in some cases a transfer may be needed.
- School Route 668 to Avonside Girls' High School and Shirley Boys' High School has already been extended to cover Marine Parade.
- School Routes 668 and 669 serve students travelling from Prestons and on Burwood Road.
- The proposed Route 44 extension to Marshland Rd/The Palms would connect to School Routes 660 and 661, and Route 60.

**Schools:**

*Our data shows us that most students are getting on the bus in Prestons, on Bluestone Drive, and on 668 and 669 would serve these customers.*

*For more information on the options to suit school students, please call us on 03 366 89 55 or visit [metro.co.nz/schoolbus](http://metro.co.nz/schoolbus).*

**Why changes are proposed**

*With limited funding, we need to make decisions about how best to support and grow the numbers of bus users. If we were to keep Route 135, this would limit our ability to invest in services that reach more people.*

*By reallocating those resources, we can improve access, reliability and frequency - while keeping alternative options available for those currently using Route 135.*

**We'd like to know what you think about this approach.**

**Share your feedback**

*Your feedback will help shape the final decision on these proposed changes.*

**Tell us:**

- How this affects you
- What works and what doesn't
- Whether we've missed anything
- Any suggestions you have.



# Community engagement planning



## *How can we support your community conversations?*

### How to have your say

-  **Online** at [ecan.govt.nz/metroreview](https://ecan.govt.nz/metroreview)
-  **Email** [haveyoursay@ecan.govt.nz](mailto:haveyoursay@ecan.govt.nz)
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PO Box 345, Christchurch 8140
-  **Phone** 0800 324 636 to talk to a  
person, Monday to Friday, 8am - 5pm

**Feedback opens Wednesday 13 May and  
closes at 11.59pm on Wednesday 24 June.**

Please feel free to share:

- The network review webpage  [ecan.govt.nz/metroreview](https://ecan.govt.nz/metroreview)
- The R44/135 webpage  [ecan.govt.nz/metroreview44-135](https://ecan.govt.nz/metroreview44-135)
- Metro / Environment Canterbury social media posts
- Schedule of engagement events.
- Printed collateral

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# PT Futures Delivery

## *Next phase*

## PT futures- improvements delivered to date

- Frequency uplifts and route changes to 17 and 28 to establish routes 8 (Port to port, Airport/ Lyttelton) and 27 (Northwood/ Huntsbury). 14% increase in boardings.
- Frequency uplift on route 7, end April 2025. Bus priority on Lincoln Road.
- Additional Lincoln direct services added at peak time.
- 60 bus stop shelters in eastern suburbs of Christchurch
- Improvements to Route 85 (Rolleston/ City) partnering with a commercial operator to trial improved capacity and frequency.
- Mass Rapid Transit indicative business case.

# PT Futures- Greater Christchurch PT improvement programme- Structure

## 1. Foundations (Core Routes)



## 2. Rest of Network (Other routes)



## 3. Mass Rapid Transit

Improve services on core routes first (connecting highest population density, employment, business and education centres)

Pre-MRT patronage uplift

Complementary improvements across other routes (led by CRC service planning)

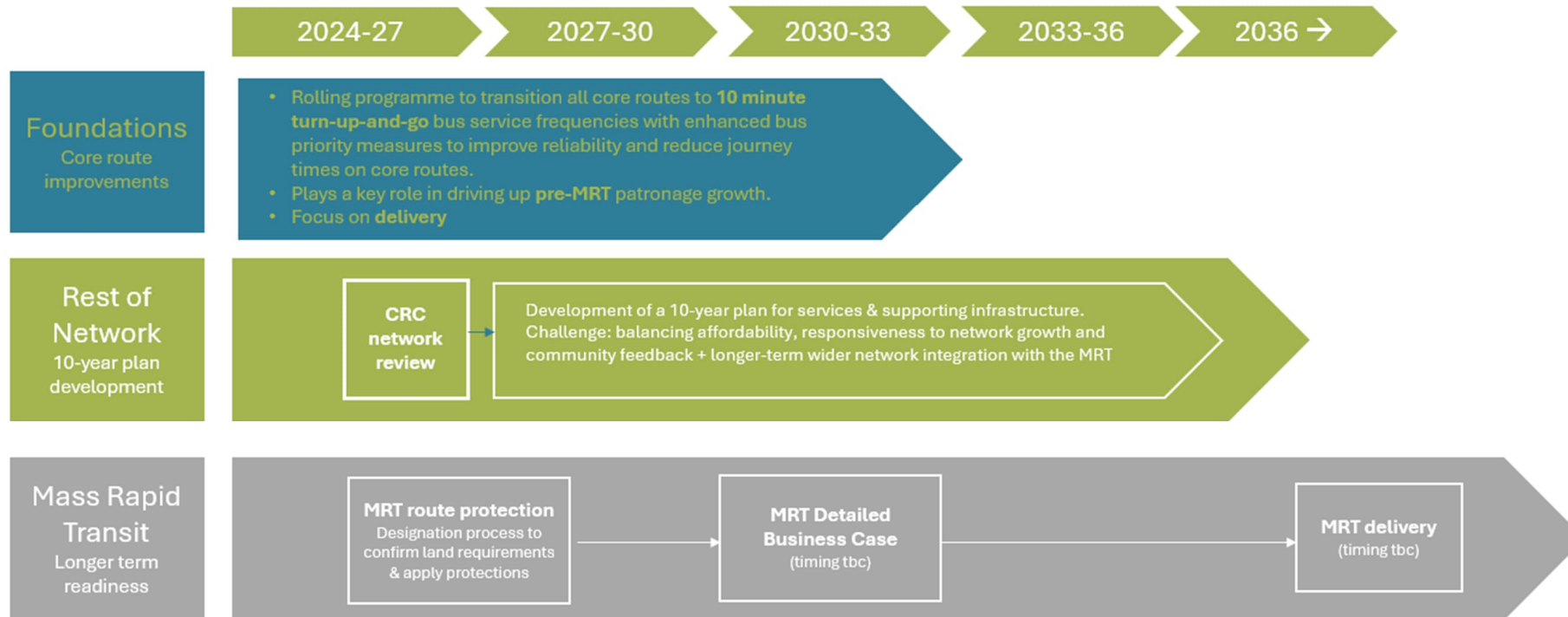
Responding to wider growth on the network, aligning network integration with MRT over time

MRT readiness (route protection and land-use integration)

Developing the case for rapid transit delivery

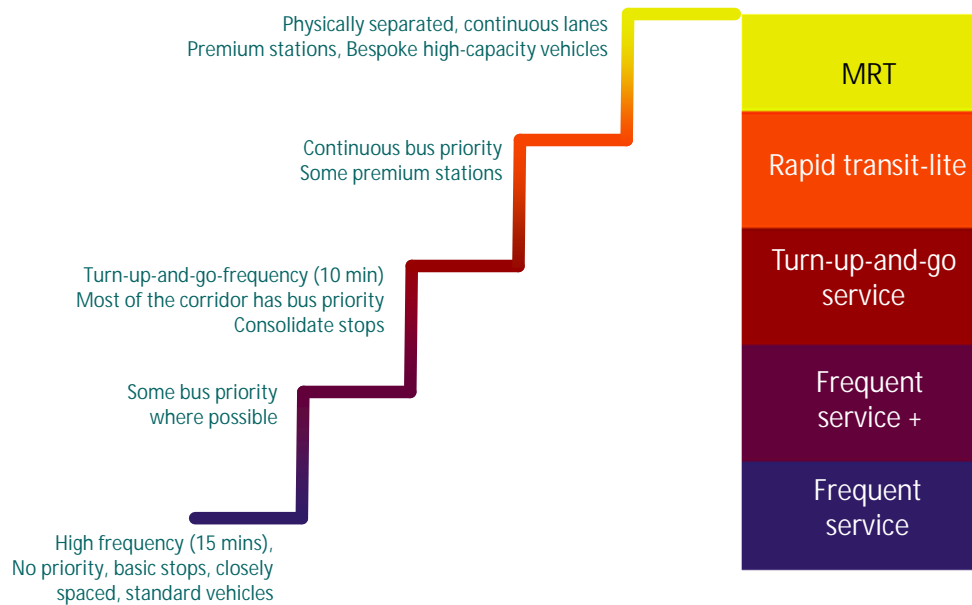
Critical enabler for future mass rapid transit

# Joint PT improvement programme overview



# PT Improvement Programme: Logic

It follows a staged 'staircase' approach to investing & building PT patronage that mirrors other programmes building up to rapid transit nationally.



Physically separated, continuous lanes  
Premium stations,  
Bespoke high-capacity vehicles



Continuous bus priority  
Some premium stations

10-minute  
turn-up-and-go services



Some bus priority  
where possible



## PT improvement programme *Core route - Services and infrastructure*

### Route 1 Belfast-Cashmere and Route 5 Hornby- New Brighton

- Investment cases under development to improve services to 10 min frequency (Turn-Up-And-Go) and deliver supporting bus priority infrastructure improvements within Christchurch city
- Pre-MRT (Hornby- Belfast) scenario will be tested on these corridor, including potential optimal timing.

### Route 7 Halswell- Queenspark

- Monitoring and review of the Route 7 Turn-Up-And-Go frequency introduced April 2025 for inclusion in the NLTP 2027-30 funding bid, as part of the continuous programme.
- Last phase of Lincoln road bus priority to be constructed in 2026.
- SH75 Halswell road bus lanes.

47

## PT improvement programme- District- Services and infrastructure

### Selwyn

- Review of Route 84/85 Rolleston direct hybrid service model scheduled February 2026.
- Further work to assess next phase for park and ride in Selwyn aligned to future service uplifts.
- Further review of direct services and intra regional services in the network review and ten-year improvement programme.

### Waimakariri

- Co-ordinating post Woodend bypass opportunities.
- Further review of direct services and intra regional services in the network review and ten-year improvement programme.

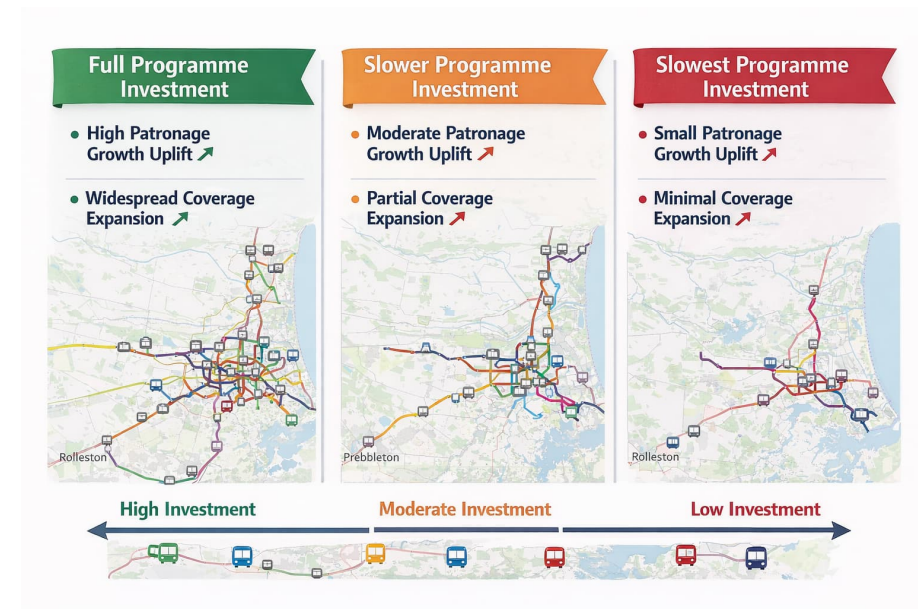
48

## Rest of Network- Ten year improvement programme for services (2027-37)

- Review of Greater Christchurch network (services) to identify gaps and opportunities to be completed by June 2026.
- Will deliver a detailed level investment case for improvements for 2027-30, and an indicative programme for subsequent funding cycles for inclusion in the LTP and NLTP.
- Will drive patronage growth over the longer term. Prerequisite for MRT.
- Includes public consultation and engagement - coordinated with partners.
- Ongoing work between partners to coordinate infrastructure and services improvements.
- Includes a review of alternative service delivery models.

# Ten year improvement programme for services (2027-37)- Option development

- Ongoing engagement with Council to develop options for inclusion in the draft LTP 2027-37.
- Options will be framed around rating scenarios.
- Key difference will be levels of co-investment and speed of programme implementation - particularly for improved coverage.



## Constraints

- New Government Policy Statement on Land Transport.
- Funding availability - NLTP & local share.
- New private revenue targets.
- Local government reforms including rates capping.
- Mis-alignment between LTP and NLTP budget processes.
- Resourcing and timeline to deliver detailed investment cases.

## Risks/Uncertainties

- Lack of consistent messaging across partners at a political level.
- Perception from Ministers that there is not a clear cohesive plan for public transport improvements in Greater ChCh.
- Focus on other public transport projects outside PT Futures which diverts resources and dilutes consistent messaging.
- General election.
- Community expectations versus funding availability to deliver improvements.

## Key messaging for central government

We have an approved programme to deliver improved public transport within Greater Christchurch- PT Futures.

The programme will drive significant patronage growth supporting economic productivity and the ongoing population growth in New Zealand's second largest city.

All partners are committed to delivering the programme as a key priority.

As per the requirements for investment through the NLTP we are collectively working on detailed investment cases to secure funding to deliver improvements.

We are working in close partnership to deliver service and infrastructure improvements for public transport.

We have a record of successful delivery where funding has been approved.

We have embraced innovation (MyWay, Rolleston hybrid service, Te Kaha events).

The growth driven by PT futures creates the pathway for implementation of MRT.

We are seeking support through the draft GPS on Land transport to fund delivery.

## PT Futures - *The opportunity*

The work to deliver PT Futures is critical in ensuring our community voice is heard.

A strong investment case will position us well to secure the funding needed to improve our public transport network in GC, benefiting the greatest number of people.

Community feedback is aligned to the PT futures programme and this in turn is aligned to the government investment priorities (i.e. initial investment focused on core routes and areas of growth).

In a very constrained funding environment we have advocated for improvements and secured funding where possible to maximise community benefit.

Route 7 is one of the only significant PT projects approved through the NLTP 24-27.

Improvements have been implemented successfully.

We are innovative, seeking new ways to improve PT.

## Next steps

- Staff will continue to work collaboratively to deliver investment cases for service and infrastructure improvements.
- Survey and engagement open 13 May 2026- 24<sup>th</sup> June 2026
- You will receive an information pack on how to have conversations with your communities
- How you can support delivery of the PT futures programme
  - Encourage your communities to complete the survey.
  - Use the key messaging for central government in discussions with ministers etc
- Updates provided through GCPC
- Pātai

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## 7. Items Closed to the Public

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The information session/workshop items noted from the next page will not be open to the public under the sections of the Local Government Official Information and Meetings Act 1987 (LGOIMA) outlined in the table on the following page. The full wording of the noted LGOIMA sections is found in [section 6](#) or [section 7](#) of the Act.

In the Council's view, these reasons for exclusion are not outweighed by public interest considerations in section 7(1) favouring their release.

The public can ask the Ombudsman to review this decision. Information about how to make a complaint is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) or freephone 0800 802 602.

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PUBLIC INTEREST CONSIDERATION	POTENTIAL RELEASE REVIEW DATE AND CONDITIONS
8.	GOVERNMENT REFORMS UPDATE	S 7(2)(F)(I)	FREE AND FRANK DISCUSSION	THE WITHOLDING OF THE INFORMATION IS NECESSARY TO MAINTAIN THE EFFECTIVE CONDUCT OF PUBLIC AFFAIRS THROUGH THE FREE AND FRANK EXPRESSION OF OPINIONS BY OR BETWEEN OR TO MEMBERS OR OFFICERS OF ANY LOCAL AUTHORITY IN THE COURSE OF THEIR DUTY.	30 JUNE 2027 THE DECISION TO RELEASE WILL BE SUBJECT TO PROGRESS AND DECISIONS MADE IN THE COURSE OF THE LOCAL GOVERNMENT REFORM PROCESSES.