
Christchurch City Council AGENDA

Notice of Meeting Te Pānui o te Hui:

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

Date: Wednesday 3 June 2026
Time: 9.30 am
Venue: Camellia Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

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

27 May 2026

Principal Advisor

Bede Carran
Interim Chief Executive
Tel: 941 8999
bede.carran@ccc.govt.nz

Meeting Advisor

Katie Matheis
Senior Democratic Services Advisor
Tel: 941 5643
katie.matheis@ccc.govt.nz

Website: www.ccc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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What is important to us?

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

Our focus this Council term 2022–2025

Strategic Priorities



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



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



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

Adopted by the Council on 5 April 2023



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



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



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

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



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



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

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



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



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

Our intergenerational vision

A place of opportunity for all.

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



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

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Karakia Tīmatanga

Whakataka te hau ki te uru

Whakataka te hau ki te tonga

Kia mākinakina ki uta

Kia mātaratara ki tai

E hī ake ana te atakura

He tio, he huka, he hau hū

Tihei mauri ora

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

Please note the Monthly Report from the Community Boards will be considered between 9.30am and 10am.

Public Participation and Presentation of Petitions will be considered from 10am.

3. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

A period of up to 30 minutes is available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

3.1.1 Vanessa Weenink, MP Banks Peninsula

Vanessa Weenink, MP for Banks Peninsula, will speak regarding the Dark Sky initiative.

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

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

Deputations will be recorded in the meeting minutes.

4. Presentation of Petitions Ngā Pākikitanga

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

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

5. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

That the minutes of the Council meeting held on [Wednesday, 6 May 2026](#) be confirmed (refer page 5).

Christchurch City Council MINUTES

Date: Wednesday 6 May 2026
Time: 9.30 am
Venue: Camellia Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

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 – via audio/visual link
	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

Principal Advisor
Bede Carran
Interim Chief Executive
Tel: 941 8999
bede.carran@ccc.govt.nz

Meeting Advisor
Samantha Kelly
Team Leader Democratic
Services Support
Tel: 941 6227
samantha.kelly@ccc.govt.nz

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Karakia Tīmatanga

The agenda was dealt with in the following order. Where no voting record is shown, the item was carried unanimously by those present.

Deputy Mayor Henstock assumed the Chair.

Councillors Coker, Johanson and Keown joined the meeting at 9.31 am.

1. Apologies Ngā Whakapāha

Council Resolved CNCL/2026/00057

That the apology from the Mayor for lateness and potential early departure be accepted.

Councillor MacDonald/Councillor Keown

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

Councillor MacDonald left the meeting at 9.43 am and returned at 9.54 am during consideration of Item 10.

10. Monthly Report from the Community Boards - April 2026

Nicola McCormick, Deputy Chairperson, and Maryanne Lomax, Manager Community Governance, joined the meeting for presentation of the **Waimāero Fendalton-Waimairi-Harewood Community Board** area report.

Marie Pollisco, Chairperson, and Bailey Peterson, Manager Community Governance, joined the meeting for presentation of the **Waipuna Halswell-Hornby-Riccarton Community Board** area report.

Jackie Simons, Deputy Chairperson, and Chris Turner-Bullock, Manager Community Governance, joined the meeting for presentation of the **Waitai Coastal-Burwood-Linwood Community Board** area report.

Lyn Leslie, Chairperson, and Penelope Goldstone, Manager Community Governance, joined the meeting for presentation of the **Te Pātaka o Rākaihautū Banks Peninsula Community Board** area report.

Keir Leslie, Chairperson, and Sophie Bond, Deputy Chairperson, joined the meeting for presentation of the **Waihoru Spreydon-Cashmere-Heathcote Community Board** area report.

Council Resolved CNCL/2026/00058

Officer Recommendation accepted without change

That the Council:

1. Receives the information in the Monthly Report from the Community Boards - April 2026 Report.

Councillor McLellan/Councillor Scandrett

Carried

Attachments

- A Waimāero Fendalton-Waimairi-Harewood Community Board - Presentation to Council
- B Waipuna Halswell-Hornby-Riccarton Community Board - Presentation to Council
- C Waitai Coastal-Burwood-Linwood Community Board - Presentation to Council
- D Te Pātaka o Rākaihautū Banks Peninsula Community Board - Presentation to Council
- E Waihoru Spreydon-Cashmere-Heathcote Community Board - Presentation to Council

3. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

3.1.1 Douglas Williamson

Douglas Williamson spoke regarding a proposal to alleviate problems at the wastewater treatment plant.

The Mayor joined the meeting at 10.14 am and assumed the Chair.

Deputy Mayor Henstock left the meeting at 10.15 am and returned at 10.18 am during consideration of Item 3.1.2.

3.1.2 RiseLink Foundation Charitable Trust

Hassan Hassan and Mohamed Hassan spoke on behalf of RiseLink Foundation Charitable Trust to introduce the Foundation and share its kaupapa and the work it does to support young people and families from refugee, migrant, and ethnic communities in Christchurch.

Attachments

- A RiseLink Foundation Charitable Trust - Presentation to Council

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

3.2.1 Kay Stieller and Peter Dellaca

Kay Stieller and Peter Dellaca spoke regarding Item 14 - *Christchurch Kart Club Relocation*.

3.2.2 KartSport Canterbury

Shayne McLaren and Matthew Hamilton spoke on behalf of KartSport Canterbury regarding Item 14 - *Christchurch Kart Club Relocation*.

Attachments

- A KartSport Canterbury - Presentation to Council

3.2.3 Stephen Wood

Stephen Wood spoke regarding Item 15 – *Traffic calming on collector and arterial roads.*

Attachments

- A Stephen Wood - Presentation to Council

Councillor McLellan left the meeting at 10.38 am and returned at 10.41 am during consideration of Item 3.2.4.

Councillor Barber left the meeting at 10.40 am and returned at 10.42 am during consideration of Item 3.2.4.

3.2.4 Helen Broughton

Helen Broughton spoke regarding Item 14 – *Christchurch Kart Club Relocation.*

Attachments

- A Helen Broughton - Presentation to Council

Councillor McLellan left the meeting at 10.45 am during consideration of Item 4.1.

4. Presentation of Petitions Ngā Pākikitanga

- 4.1 Emily Mie presented a petition regarding the installation of traffic lights at the corner of Blenheim Road and Middleton Road.

We, the undersigned residents and concerned members of the community, urgently request the installation of traffic lights at corner of Blenheim Rd and Middleton Rd.

This intersection is located very close to a school, where many students, including young children, must cross the road daily. The road is a major and busy route connect the north and south, with heavy traffic and fast-moving vehicles.

There have been multiple near-miss incidents, and the current situation poses a serious risk to public safety. We are deeply concerned that without immediate action, it is only a matter of time before a serious accident occurs.

While we understand that installing traffic lights requires financial investment, we strongly believe that human life is priceless. Money can be recovered, but lives cannot.

We respectfully urge the authorities to prioritise this matter and take immediate action to improve safety at this location.

Attachments

- A Emily Mie - Petition to Council

Councillor McLellan returned to the meeting at 10.49 am during consideration of Items 5, 24, 6, 7, 25, 8, 9 and 26.

5. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Council Resolved CNCL/2026/00059

That the Council confirms the Open and Public Excluded (Item 24) Minutes from the meetings held on 1 April 2026 and 22 April 2026.

Councillor Peters/Councillor Scandrett

Carried

6. Council - Annual Plan Minutes - 31 March 2026

Council Resolved CNCL/2026/00060

That the Council confirms the Minutes from the Council - Annual Plan meeting held 31 March 2026.

Councillor Peters/Councillor Scandrett

Carried

7. Health, Safety and Wellbeing Committee Minutes - 20 March 2026

Council Resolved CNCL/2026/00061

That the Council receives the Open and Public Excluded (Item 25) Minutes from the Health, Safety and Wellbeing Committee meeting held 20 March 2026.

Councillor Peters/Councillor Scandrett

Carried

8. Canterbury Waste Joint Committee Minutes - 10 April 2026

Council Resolved CNCL/2026/00062

That the Council receives the Minutes from the Canterbury Waste Joint Committee meeting held 10 April 2026.

Councillor Peters/Councillor Scandrett

Carried

9. Canterbury Regional Landfill Joint Committee Minutes - 10 April 2026

Council Resolved CNCL/2026/00063

That the Council receives the Open and Public Excluded (Item 26) Minutes from the Canterbury Regional Landfill Joint Committee meeting held 10 April 2026.

Councillor Peters/Councillor Scandrett

Carried

Report from Waihoru Spreydon-Cashmere-Heathcote Community Board - 16 April 2026

11. Land disposal - NZTA SH76 Brougham St Corridor Improvements

Council Resolved CNCL/2026/00064

Waihoru Spreydon-Cashmere-Heathcote Community Board Recommendations to Council accepted without change

That the Council:

1. Receives the information in the Land disposal - NZTA SH76 Brougham St Corridor Improvements Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Dispose of the parcels of land described below (subject to survey) and identified on the agenda report in Attachment A to the Minister for Land Information for roading purposes as transfers of existing public works under Section 50 of the Public Works Act 1981.
 - a. Part Lot 1 Deposited Plan 44707, held in title CB31B/145, shown hatched black on "Land Requirement Plan Area A" on the agenda report in Attachment A, located at 45 Somerset Cres;
 - b. Part Lot 1 Deposited Plan 37130, held in title CB16F/906, shown hatched black on "Land Requirement Plan Area B" on the agenda report in Attachment A, located south of 32 Antigua St, and
 - c. Part RS 17, held in title CB 9A/1278 (cancelled) shown hatched black and circled red on Land Requirement Plan Area C on the agenda report in Attachment A, located at 147 Brougham St, Christchurch.
4. Delegate authority to the Property Consultancy Manager to do all things necessary at his sole discretion to give effect to this resolution and transactions.

Mayor/Councillor Coker

Carried

Report from Waihoru Spreydon-Cashmere-Heathcote Community Board - 16 April 2026

12. Sumner Tennis Club Proposed Lease: Post Consultation Report

Council Resolved CNCL/2026/00065

Waihoru Spreydon-Cashmere-Heathcote Community Board Recommendations to Council accepted without change

That the Council:

1. Receives the information in the Sumner Tennis Club Proposed Lease: Post-Consultation Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Notes that public consultation was carried out in accordance with the Local Government Act 2002 as authorised by the Community Board's resolution of 11 May 2023.
4. Approve a lease of up to 35 years less one day to Sumner Tennis and Squash Club Incorporated over the land at 8–14 Heberden Avenue and 140 Nayland Street, as shown on the agenda report in Attachment B, with the annual rental set in accordance with the Council's Sports Lease Charges Policy, and subject to the following conditions:
 - a. The permitted use is restricted to tennis courts and associated activity only, unless approved by the Council;
 - b. Hours of operation to be determined through the Resource Consent process, with the Club required to implement access controls to enforce approved hours;
 - c. Low-noise court surfaces and sound-dampening curtains on court fencing to be installed;
 - d. That within consented hours of use, and when not in active use for club activity, the courts remain accessible without costs to members of the public;
 - e. Cycle parking to be provided on site;
 - f. The Club to maintain the berm on the leased frontages;
 - g. Planting on boundaries adjacent to residential properties to be maintained at a maximum height of 2 metres, to be confirmed through the Resource Consent process;
 - h. That the courts be moved as close as safely as possible to the cliff end of the park to reduce impact on neighbours. Requests the Manager Property Consultancy take all steps necessary to give effect to the above resolutions, including completing negotiations and finalising and administering the lease documentation, and making any minor amendments required to give effect to these resolutions.
5. Requests the Manager Property Consultancy take all steps necessary to give effect to the above resolutions, including completing negotiations and finalising and administering the lease documentation, and making any minor amendments required to give effect to these resolutions.

Councillor Herz Jardine/Councillor Scandrett

Carried

Report from Waitai Coastal-Burwood-Linwood Community Board - 7 April 2026

13. Brighton Mall Upgrade

Council Resolved CNCL/2026/00066

Waitai Coastal-Burwood-Linwood Community Board Recommendations to Council accepted without change

That the Council:

1. Declares that pursuant to Section 336 (8) of the Local Government Act 1974, the 16 February 1981 Special Order of Council and subsequent amendments of conditions to that Special Order, that created the Pedestrian Mall (known as Brighton Mall) on

Brighton Mall, from its intersection with Marine Parade to its intersection with the Brighton Mall slow road (between 2 Brighton Mall and 56 Brighton Mall), be revoked.

2. Approves that, in accordance with Clause 20 of the Christchurch City Council Traffic & Parking Bylaw 2017, that Brighton Mall commencing at a point approximately 65 metres north of its intersection with Beresford Street, and extending in an easterly direction to its intersection with Marine Parade, be declared a Shared Zone as detailed on plan TP366001, dated 10/03/2026 and attached to the agenda report as **Attachment A**.
3. Approves, pursuant to Clause 20 (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the use of vehicles is restricted at any time on Brighton Mall (between 2 Brighton Mall and 56 Brighton Mall). This restriction does not apply to the following:
 - a. Cycles at any time.
 - b. Emergency vehicles at any time.
 - c. Street cleaning vehicles, rubbish collection vehicles and street maintenance vehicles operated by the Christchurch City Council or its nominated contractor, at any time.
 - d. Goods vehicles, for the purposes of deliveries *for a maximum period of 10 minutes* between the hours of 5:00am and 11:00am, on any day.
4. Approves, in accordance with Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Brighton Mall, commencing at a point approximately 65 metres north of its intersection with Beresford Street, and extending in an easterly direction to its intersection with Marine Parade, be a one-way street, where vehicles must travel in an easterly direction only. This restriction does not apply to cyclists or emergency vehicles requiring access in an emergency situation.

Pursuant to Section 2.6 of the Land Transport Rule: Setting of Speed Limits 2024, and subject to the approval of the Director of Land Transport:

5. In relation to the speed limit on Brighton Mall commencing at a point 65 metres north of its intersection with Beresford Street and extending in an easterly direction to Marine Parade
 - a. Revokes the existing permanent speed limit of 30 km/h.
 - b. Sets a permanent speed limit of 10 km/h.

Councillor Barber/Councillor Coker

Carried

14. Christchurch Kart Club Relocation

Council Resolved CNCL/2026/00067

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Christchurch Kart Club Relocation Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves continued investigation of the feasibility of relocating the Christchurch Kart Club from Carrs Reserve to a private property identified in the Public Excluded Attachments of the 20 November 2024 report.
4. Notes that staff will report back on the outcome of these investigations before seeking a final decision on whether to proceed with the relocation of the Christchurch Kart Club,
5. Notes the public excluded information in Attachments A to D of this report will be reviewed for release at the conclusion of investigation work and negotiations with the private property owner.

Councillor MacDonald/Councillor Peters

Carried

For	14	Councillor Barber, Councillor Cartwright, Councillor Coker, Councillor Cotter, Councillor Fields, Councillor Harrison-Hunt, Councillor Herz Jardine, Councillor Keown, Councillor MacDonald, Councillor McLellan, Councillor Peters, Councillor Scandrett, Deputy Mayor Henstock, Mayor Mauger
Against	3	Councillor Donovan, Councillor Johanson, Councillor Moore
Abstain	0	
TOTAL	17	

The meeting adjourned at 11.22 am and reconvened at 11.43 am. Deputy Mayor Henstock was not present at this time.

Deputy Mayor Henstock returned to the meeting at 11.44 am during consideration of Item 15.

15. Traffic calming on collector and arterial roads

Council Comment

1. Council Officers Stephen Wright and Gemma Dioni joined the table and spoke to a presentation.
2. The Mayor Moved, and Councillor Scandrett Seconded, a Motion which included the following alterations and addition to the Officer Recommendations:
 - a. Resolution 3 - To provide a single recommendation for consistency and clarity regarding the approach to the use of vertical traffic calming.

***Secretarial Note:** The original Motion included two additions to provide clarity to the approach, one of which was removed from the Motion during the meeting.*

- b. Resolution 6 – Requesting for staff to report back with options for a clear, efficient and consistent decision-making process for all vertical traffic calming measures on arterial and collector roads.
3. Councillor Fields Moved, Seconded by Councillor Coker, a Foreshadowed Motion for option two of the officer report, which was to continue with the current practice without formal direction of consistent application principles.
4. When put to the vote, the original Motion was declared carried.

Officer Recommendations

That the Council:

1. Receives the information in the Traffic calming on collector and arterial roads Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Directs that, except at high-risk intersections and defined formal priority controlled pedestrian crossings, vertical traffic calming is not permitted on **major arterial roads**. Alternative Safe System and speed management interventions must be assessed and demonstrated to be insufficient prior to any proposal for raised devices.
4. Directs that vertical traffic calming on **minor arterial roads** is to be used in targeted locations only, including:
 - a. Intersections that have an assessed safety risk, where alternative safety improvement tools are not deemed viable in addressing the crash risk.
 - b. Central City within the Four Avenues, key activity centres, where there are high numbers of people walking, cycling, scooting.
 - c. Formal priority controlled pedestrian crossings, outside marae, educational facilities and major transport hubs.
5. Directs that vertical traffic calming is not to be implemented as a **corridor-wide treatment on minor arterial roads**, and that alternative Safe System and speed management interventions must be assessed and demonstrated to be insufficient before any raised devices are proposed.
6. Directs that vertical traffic calming on **collector roads** is to be used in targeted locations only, including:
 - a. Intersections that have an assessed safety risk, to address the crash risk.
 - b. Central City within the Four Avenues, key activity centres, where there are high numbers of people walking, cycling, scooting.
 - c. Formal priority controlled pedestrian crossings, outside marae, educational facilities and major transport hubs.
7. Notes that, where referred to in Recommendations 3 to 6 above regarding the use of vertical traffic calming:
 - a. intersections include traffic signal-controlled intersections including any slip lanes, roundabouts, priority intersections (give-way and stop).

- b. local and neighbourhood streets are excluded.
- 8. Notes that where a significant risk is identified through a Post Construction Stage Safety Audit, the implementation of intervention(s) recommended to mitigate that risk is not constrained by Recommendations 3 to 6 above.

Council Resolved CNCL/2026/00068

That the Council:

1. Receives the information in the Traffic calming on collector and arterial roads Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council’s Significance and Engagement Policy.
3. Directs that, except at high-risk intersections and defined formal priority controlled pedestrian crossings, vertical traffic calming is not permitted on all arterial and collector roads. Alternative Safe System and speed management interventions must be assessed and demonstrated to be insufficient prior to any proposal for raised devices.
4. Notes that, where referred to in Recommendation 3 above regarding the use of vertical traffic calming:
 - a. intersections include traffic signal-controlled intersections including any slip lanes, roundabouts, priority intersections (give-way and stop).
 - b. local and neighbourhood streets are excluded.
5. Notes that where a significant risk is identified through a Post Construction Stage Safety Audit, the implementation of intervention(s) recommended to mitigate that risk is not constrained by Recommendation 3 above.
6. Requests that staff report back, by 30 August 2026, with options for a clear, efficient and consistent decision-making process for all vertical traffic calming measures on arterial and collector roads.

Mayor/Councillor Scandrett

Carried

For	10	Councillor Barber, Councillor Cartwright, Councillor Harrison-Hunt, Councillor Keown, Councillor MacDonald, Councillor Moore, Councillor Peters, Councillor Scandrett, Deputy Mayor Henstock, Mayor Mauer
Against	7	Councillor Coker, Councillor Cotter, Councillor Donovan, Councillor Fields, Councillor Herz Jardine, Councillor Johanson, Councillor McLellan
Abstain	0	
TOTAL	17	

Attachments

- A Traffic calming on collector and arterial roads - Staff Presentation to Council

21. Notice of Motion - Ground-based solar generation

Council Resolved CNCL/2026/00069

The Mayor's Notice of Motion accepted without change

That the Council:

1. Requests staff to undertake a city-wide assessment of Council-owned land that may be suitable for medium-term (25–30 years) or long-term (greater than 30 years) lease for ground-based solar generation, including solar farms and other non-roof-mounted solar arrays.
2. Requests staff to report back to the Council on feasible options, opportunities, and considerations arising from the assessment of Council owned land for ground based solar electricity generation, for potential inclusion and consideration as part of the 2027–2037 Long Term Plan.

Mayor/Councillor McLellan

Carried

For 17 Councillor Barber, Councillor Cartwright, Councillor Coker, Councillor Cotter, Councillor Donovan, Councillor Fields, Councillor Harrison-Hunt, Councillor Herz Jardine, Councillor Johanson, Councillor Keown, Councillor MacDonald, Councillor McLellan, Councillor Moore, Councillor Peters, Councillor Scandrett, Deputy Mayor Henstock, Mayor Mauger

Against 0

Abstain 0

TOTAL 17

22. Mayor's Monthly Report

Council Resolved CNCL/2026/00070

Officer Recommendation accepted without change

That the Council:

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

Mayor/Councillor Keown

Carried

16. Application to Capital Endowment Fund 2025/26 - Te Tahī Youth

Council Resolved CNCL/2026/00071

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Application to Capital Endowment Fund 2025/26 - Te Tahī Youth Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of \$200,000 from the 2025/26 Capital Endowment Fund to the Te Tahī Youth Board towards the fit-out of their new primary delivery site, conditional on the applicant demonstrating they have sufficient resources to complete the project and the production of a robust project plan demonstrating how the project will be delivered before funds are drawdown.

Councillor Harrison-Hunt/Councillor Donovan

Carried

17. Environmental Partnership Fund - Correction to report

Council Resolved CNCL/2026/00072

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Environmental Partnership Fund allocation - Correction Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Alters the 4 February 2026 Council decision (CNCL/2026/00015) only in relation to the allocation towards Predator Free NB/Coastal Kaitiaki to reflect the grant of \$10,000 from the 2025/26 Environmental Partnership Fund, as follows (underlining being the addition):
 4. Approves the recommended allocations from the 2025/26 Environmental Partnership Fund amounting to \$443,033 as detailed below:

Organisation	Project Name	Amount Recommended
<i><u>The Gift Collective as the fund holder on behalf of Predator Free NB/Coastal Kaitiaki</u></i>	Predator Free NB/Coastal Kaitiaki	\$10,000

Councillor Cotter/Councillor Coker

Carried

18. Toi Ōtautahi 2026-2036

Council Resolved CNCL/2026/00073

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Toi Ōtautahi 2026-2036 Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the adoption of the Toi Ōtautahi 2026-2036 strategy.

Councillor Moore/Councillor Fields

Carried

For 16 Councillor Barber, Councillor Cartwright, Councillor Coker, Councillor Cotter, Councillor Donovan, Councillor Fields, Councillor Harrison-Hunt, Councillor Herz Jardine, Councillor Johanson, Councillor Keown, Councillor MacDonald, Councillor McLellan, Councillor Moore, Councillor Peters, Deputy Mayor Henstock, Mayor Mauger

Against	1	Councillor Scandrett
Abstain	0	
TOTAL	17	

Councillor Moore left the meeting at 12.51 pm and returned at 12.53 pm during consideration of Item 19.

19. 2025 Triennial Elections

Council Resolved CNCL/2026/00074

Officer Recommendation accepted without change

That the Council:

1. Receives the information in the 2025 Triennial Elections Report.

Councillor Peters/Councillor MacDonald

Carried

20. Notification of Revocation of Part of previous Council decision

Council Resolved CNCL/2026/00075

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Notification of Revocation of Part of previous Council decision Report.
2. Confirms the following decision made by the Finance and Performance Committee on 22 April 2026 in relation to the Duvauchelle Wastewater Treatment Plant (FPCO/2026/00001):

Revokes the following resolutions 2, 3, 5, 6 and 7 in the 2022 decision CNCL/2022/00114 to upgrade the Duvauchelle WWTP and irrigate that treated wastewater to land that is part of the Duvauchelle Recreational Reserve.

2. Approves the adoption of Option 1: spray and drip irrigate treated wastewater to the Akaroa Golf Course.

3. Requests Officers incorporate provision for future non-potable reuse.

5. Makes provision in the Long Term Plan for increased operational costs for the Akaroa Golf Club associated with the needs of the scheme.

6. Requests that Officers work closely with the Ōnuku Rūnanga, Akaroa Golf Club, Duvauchelle Primary School and Banks Peninsula Early Learning Incorporated and Trust during the design development and resource consent process.

7. Requests as a minimum that the resource consent application is limited notified to affected parties.

Mayor/Councillor Barber

Carried

Karakia Whakamutunga

Meeting concluded at 12.57 pm.

CONFIRMED THIS 3RD DAY OF JUNE 2026

**MAYOR PHIL MAUGER
CHAIRPERSON**

6. Audit and Risk Management Committee Minutes - 2 February 2026

Reference Te Tohutoro: 26/921999
Responsible Officer(s) Te Luke Smeele, Democratic Services Advisor,
Pou Matua: luke.smeele@ccc.govt.nz
Accountable ELT Helen White, General Counsel / Director of Legal & Democratic
Member Pouwhakarae: Services


1. Purpose of Report Te Pūtake Pūrongo

The Audit and Risk Management Committee held a meeting on 2 February 2026 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation Te Tūtohu Council

That the Council receives the Minutes from the Audit and Risk Management Committee meeting held 2 February 2026.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Minutes Audit and Risk Management Committee - 2 February 2026	26/175428	22

Signatories Ngā Kaiwaitohu

Author	Luke Smeele - Democratic Services Advisor
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Audit and Risk Management Committee OPEN MINUTES

Date: Monday 2 February 2026
Time: 10.02 am
Venue: Camellia Chambers, Level 2, Civic Offices, 53 Hereford Street

Present

Chairperson	Mr Bruce Robertson
Deputy Chairperson	Councillor Jake McLellan
Members	Councillor Sam MacDonald Councillor Tim Scandrett Mr Michael Wilkes

Principal Advisor

Helen White
General Counsel / Director of Legal & Democratic
Services
Tel: 941 8999
helen.white@ccc.govt.nz

Meeting Advisor

Jo Daly
Council Governance Advisor
Tel: 941 8581
jo.daly@ccc.govt.nz

Website: www.ccc.govt.nz

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Audit and Risk Management Committee
02 February 2026

-
- Part A Matters Requiring a Council Decision**
Part B Reports for Information
Part C Decisions Under Delegation
-

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Committee Resolved ARCM/2026/00001

That the apology from Councillor Tyrone Fields for absence be accepted.

Councillor MacDonald/Councillor McLellan

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Public Forum Te Huinga Whānui

Part B

There were no public forum presentations.

4. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

5. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

6. Procurement & Contracts FY26 Q1 & Q2

Committee Comment

1. Officers advised the Committee of the following corrections to the report relating to purchase orders raised after invoice:
 - the FY25 Q2 figure is 18.27%, not 3.54%
 - the FY26 Q1-Q2 figure is 17.99%, not 17%.

Audit and Risk Management Committee
02 February 2026

Committee Resolved ARCM/2026/00002

Officer Recommendations accepted without change

Part C

That the Audit and Risk Management Committee:

1. Receives the information in the Procurement & Contracts FY26 Q1 & Q2 Report.

Councillor MacDonald/Mr Wilkes

Carried

For	5	Mr Bruce Robertson, Councillor McLellan, Councillor MacDonald, Councillor Scandrett, Mr Michael Wilkes
Against	0	
Abstain	0	
TOTAL	5	
Absent	1	Councillor Fields

7. Office of the Auditor-General Report to Christchurch City Council Audit and Risk Management Committee

Committee Resolved ARCM/2026/00003

Officer Recommendations accepted without change

Part C

That the Audit and Risk Management Committee:

1. Receives the information in the Office of the Auditor-General Report to Christchurch City Council Audit and Risk Management Committee Report.

Mr Wilkes/Councillor McLellan

Carried

For	5	Mr Bruce Robertson, Councillor McLellan, Councillor MacDonald, Councillor Scandrett, Mr Michael Wilkes
Against	0	
Abstain	0	
TOTAL	5	

Audit and Risk Management Committee
02 February 2026

Absent 1 Councillor Fields

8. Audit Engagement Letter

Committee Resolved ARCM/2026/00004

Officer Recommendations accepted without change

Part C

That the Audit and Risk Management Committee:

1. Receives the information contained in this report regarding the proposed renewal of Audit New Zealand's appointment and the appointment of the audit partner.
2. Notes the proposed appointment of Chantelle Gernetzky as Audit Partner for the audit of the year ending 30 June 2026 and the Long-Term Plan audit.
3. Notes that a formal Audit Proposal, including audit scope and audit fees, will be prepared by Audit New Zealand for discussion with management and governance once initiated.
4. Notes that a change in audit partner is likely for the 2027 financial year due to mandatory audit partner rotation requirements.

Councillor Scandrett/Councillor McLellan

Carried

For 5 Mr Bruce Robertson, Councillor McLellan, Councillor MacDonald,
Councillor Scandrett, Mr Michael Wilkes

Against 0

Abstain 0

TOTAL 5

Absent 1 Councillor Fields

9. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Committee Resolved ARCM/2026/00005

Part C

Audit and Risk Management Committee
02 February 2026



That Chantelle Gernetzky and Anna Jones of Audit New Zealand, and Greg Goulding of the Office of the Auditor-General remain after the public have been excluded for Items 10 to 14 of the public excluded agenda as they have knowledge that is relevant to those items and will assist the Committee.

AND

That at 10.42 am the resolution to exclude the public set out on pages 26 to 28 of the agenda be adopted.

Mr Robertson/Councillor McLellan

Carried

The public were re-admitted to the meeting at 11.55 am.

Meeting concluded at 11.55 am.

CONFIRMED THIS 17th DAY OF APRIL 2025

BRUCE ROBERTSON
CHAIRPERSON

7. Audit and Risk Management Committee Minutes - 17 April 2026

Reference Te Tohutoro: 26/922061

Responsible Officer(s) Te Luke Smeele, Democratic Services Advisor,

Pou Matua: luke.smeele@ccc.govt.nz

Accountable ELT Helen White, General Counsel / Director of Legal & Democratic

Member Pouwhakarae: Services



1. Purpose of Report Te Pūtake Pūrongo

The Audit and Risk Management Committee held a meeting on 17 April 2026 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation Te Tūtohu Council

That the Council receives the Minutes from the Audit and Risk Management Committee meeting held 17 April 2026.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
 A 	Minutes Audit and Risk Management Committee - 17 April 2026	26/738539	28

Signatories Ngā Kaiwaitohu

Author	Luke Smeele - Democratic Services Advisor
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Audit and Risk Management Committee OPEN MINUTES

Date: Friday 17 April 2026
Time: 10.01 am
Venue: Camellia Chambers, Level 2, Civic Offices, 53 Hereford Street

Present

Chairperson	Mr Bruce Robertson
Members	Councillor Tyrone Fields Councillor Sam MacDonald Councillor Tim Scandrett Mr Michael Wilkes

Principal Advisor

Helen White
General Counsel / Director of Legal & Democratic
Services
Tel: 941 8999
helen.white@ccc.govt.nz

Meeting Advisor

Luke Smeele
Democratic Services Advisor
Tel: 941 6374
luke.smeele@ccc.govt.nz

Website: www.ccc.govt.nz

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Audit and Risk Management Committee
17 April 2026

-
- Part A Matters Requiring a Council Decision**
Part B Reports for Information
Part C Decisions Under Delegation
-

Karakia Tīmatanga

The agenda was dealt with in the following order. Where no voting record is shown, the item was carried unanimously by those present.

Adjournment of Meeting

Committee Resolved ARCM/2026/00012

That the Audit and Risk Management Committee:

1. Adjourn the meeting until 10.20am, 17 April 2026 in the Camelia Chambers.

Mr Robertson/Councillor Scandrett

Carried

1. Apologies Ngā Whakapāha

Part C

Committee Resolved ARCM/2026/00013

That the apology from Councillor McLellan for lateness be accepted.

Mr Robertson/Councillor Scandrett

Carried

Secretarial Note: Councillor McLellan did not attend the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Part C

Committee Resolved ARCM/2026/00014

That the minutes of the Audit and Risk Management Committee meeting held on Monday 2 February 2026 be confirmed.

Mr Robertson/Mr Wilkes

Carried

4. Public Forum Te Huinga Whānui

Part B

There were no public forum presentations.

Audit and Risk Management Committee
17 April 2026

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Long Term Plan 2027 - Project Update

Committee Resolved ARCM/2026/00015

Officer Recommendations accepted without change

Part C

That the Audit and Risk Management Committee:

1. Receive the information in the Long-Term Plan 2027 – Project Update report.
2. Notes the LTP project update, workstream status and planned actions being monitored by the LTP Project Team, set out in section 4.1.
3. Notes the proposed level of service review process to be presented to Finance & Performance Committee on 22 April 2026.

Mr Robertson/Councillor MacDonald

Carried

8. Procurement & Contracts FY26 Q3

Committee Resolved ARCM/2026/00016

Officer Recommendations accepted without change

Part C

That the Audit and Risk Management Committee:

1. Receives the information in the Procurement & Contracts FY26 Q3 Report.

Mr Wilkes/Councillor Scandrett

Carried

9. Audit Plan for FY 2026

Committee Resolved ARCM/2026/00017

Officer Recommendations accepted without change

Part C

That the Audit and Risk Management Committee:

Audit and Risk Management Committee
17 April 2026

1. Receives the information in the Audit Plan for FY 2026 Report (refer Attachment A);
2. Notes any additional comments to be raised or provided to the Auditor in respect of their audit plan.

Mr Robertson/Mr Wilkes

Carried

10. Audit Engagement Letter

Committee Comment

1. The Committee noted that the Engagement Letter will be presented to the Finance and Performance Committee.

Officer Recommendations Ngā Tūtohu

That the Audit and Risk Management Committee:

1. Receives the information in the Audit Engagement Letter Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Recommends that the Engagement Letter is presented to Council with a further recommendation that the mayor sign it on behalf of Council.

Committee Resolved ARCM/2026/00018

Part C

That the Audit and Risk Management Committee:

1. Receives the information in the Audit Engagement Letter Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Recommends that the Engagement Letter is presented to the Finance and Performance Committee with a further recommendation that the mayor sign it on behalf of Council.

Councillor Scandrett/Councillor Fields

Carried

11. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Committee Resolved ARCM/2026/00019

Part C

That Chantelle Gernetzky and Anna Jones of Audit New Zealand, and Greg Goulding and Scott Tobin of the Office of the Auditor-General remain after the public have been excluded for Items 12 to 16 of the public excluded agenda as they have knowledge that is relevant to those items and will assist the Committee.

AND

Audit and Risk Management Committee
17 April 2026



That at 11.10am the resolution to exclude the public set out on pages 149 to 151 of the agenda be adopted.

Mr Robertson/Councillor Scandrett

Carried

The public were re-admitted to the meeting at 11.47am.

Meeting concluded at 11.47am.

CONFIRMED THIS 15th DAY OF JUNE 2026

**BRUCE ROBERTSON
CHAIRPERSON**

8. Monthly Report from the Community Boards - May 2026

Reference Te Tohutoro: 26/1061396

Report of Te Pou Matua: The Chairpersons of all Community Boards

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo










- 1.1 The purpose of this report is to provide the Council with an overview of initiatives and issues recently considered by the Community Boards. This report attaches the most recent Community Board Area Report included in each Board's public meeting. Please see the individual agendas for the attachments to each report.
- 1.2 Each Board will present important matters from their respective areas during the consideration of this report and these presentations will be published with the Council minutes after the meeting.

2. Community Board Recommendations Ngā Tūtohu a te Poari Hapori

That the Council:

1. [Receives the information in the Monthly Report from the Community Boards - May 2026 Report.](#)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Waipapa Papanui-Innes-Central Community Board Area Report May 2026	26/1062137	34
B  	Waipuna Halswell-Hornby-Riccarton Community Board Area Report May 2026	26/1062109	52
C  	Waitai Coastal-Burwood-Linwood Community Board Area Report May 2026	26/1062106	62
D  	Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report May 2026	26/1062104	75
E  	Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report May 2026	26/1062141	82
F  	Waimāero Fendalton-Waimairi-Harewood Community Board Area Report May 2026	26/1062139	98

13. Waipapa Papanui-Innes-Central Community Board Area Report - May 2026

Reference Te Tohutoro: 26/593725

Responsible Officer(s) Te Pou Matua: Emma Pavey, Community Governance Manager Papanui-Innes-Central

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This monthly staff-generated report provides the Board with an overview of initiatives and issues current within the Community Board area.


2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central Community Board Area Report - May 2026.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Summer with your neighbours (SWYN)	<p>SWYN is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood.</p> <p>This year's events can be held from 25 October 2025 to 30 March 2026.</p> 	26 gatherings have been held, two were unable to proceed due to ill health, and five grants are still to be claimed. The various gatherings have been noted in Area Reports.	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Community Pride Garden Awards 2026	These awards are in partnership with Keep Christchurch Beautiful's Street and Garden Awards. Participating Boards award certificates to residents and businesses who maintain their street-visible gardens to a high standard.	95 notification cards were returned. The certificates will now be printed and delivery arranged.	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Youth Safety	The Youth Space in Northlands Mall continues to see steady numbers, with young people using the space after school hours, often before catching buses from the bus exchange.	Ongoing	Strengthening Communities Together Strategy

Waipapa Papanui-Innes-Central Community Board
11 May 2026

Westminster Park	<p>The Pacifica community has confirmed their interest in redeveloping the depot at Westminster Park into a Pacific Hub. Staff are waiting for a formal application from the group.</p> <p>A meeting of Council staff (Parks, Facilities and Leasing) has met to look at next steps and how to make the depot leasable to the group.</p> <p>The Parks team is looking at pre-engaging with the sports group users to look at a redevelopment plan for the grounds.</p>	Ongoing	<p>Te Haumako Te Whitingia</p> <p>Strengthening Communities Together Strategy</p>
Phillipstown Hub	<p>The Finance and Performance Committee has delegated to the CE and CFO to purchase the site for \$3m. This proposal has been sent to MOE for consideration.</p> <p>The community governance team is leading the Council's transitional short term/interim caretaker role for the site to support continuity for the community. Over the coming weeks Council and Hub staff will be working closely to support a smooth transition.</p> <p>Our priority is to ensure the Hub remains a welcoming and active space—keeping the doors open, maintaining the facilities, and supporting the many groups and individuals who bring the Hub to life while longer-term plans are developed.</p>	Ongoing	<p>Te Haumako Te Whitingia</p> <p>Strengthening Communities Together Strategy</p>
Community Board Plan	<p>The draft Community Board Plan was consulted on in March with Board members helping promote the opportunity for community input. Following the adoption of the Board Plan at this meeting, it will be finalised and inform ongoing work and advocacy.</p>	Ongoing	<p>Strengthening Communities Together Strategy</p>
Youth Recreation	<p>Staff are working in collaboration with youth-focused organisations to discuss potential opportunities in the Board area.</p> <p>Staff are working alongside Papanui Tigers Rugby League to promote teenage registrations for the upcoming season, encouraging more young people to get involved.</p>	Ongoing	<p>Te Haumako Te Whitingia</p> <p>Strengthening Communities Together Strategy</p>
Civil Defence Emergency Management (CDEM) Community Resilience Plans	<p>The Richmond Civil Defence Plan has been developed and issued to the community.</p> <p>The Phillipstown Civil Defence Plan, developed through the work of the Phillipstown Community Centre Trust, has been circulated as a flyer to over 1,000 letterboxes in the Phillipstown area.</p> <p>Shirley Community Trust has worked with CDEM to update the Shirley Emergency Action Plan.</p> <p>CDEM staff and the Community Development Advisor have met with SARA in regard to developing a Community Resilience Plan for St Albans.</p> <p>Staff are working with Te Ora Hou on the development of their Emergency Plan.</p>	Ongoing	<p>Te Haumako Te Whitingia</p> <p>Strengthening Communities Together Strategy</p>

Waipapa Papanui-Innes-Central Community Board
11 May 2026

Grassmere Development	The project team for the Grassmere infrastructure projects delivered an information session to the Board on 13 April 2026, noting that throughout the project they will share news and updates timed around significant milestones, including through start work notices and via the project webpage .	Ongoing	
Shirley Community Facility	Construction tenders close in May and the contract is expected to be awarded later in the month.	Ongoing	

3.2 Reports back on Summer with your Neighbours (SWYN) events



- **Cross Reserve** – Held on the evening of Tuesday 24 March, this family picnic event with plenty of children’s activities, was described as really special for seeing all the children playing together, with many meeting for the first time, despite living in the same neighbourhood.



- **Redwood Springs Community Garden** – Held on Saturday 21 March, this sausage sizzle was reported to be a great way to connect with people new to the neighbourhood, and welcomed children and dogs to the festivities.



The attendance was healthy, and it proved a good opportunity, not only to socialise, but also for neighbours to update each other on local news, and share tips for improving home security in the area.

Waipapa Papanui-Innes-Central Community Board
11 May 2026

- **Dulles Place** – Held on the evening of Wednesday 8 April, the residents shared kai, chatted, and enjoyed catching up with neighbours.



3.3 Community Funding Summary

The balance of the Board’s funding pools at the time of writing is currently as follows:

2025/26 Waipapa Papanui-Innes-Central Discretionary Response Fund (DRF)	
<i>DRF Grants approved this financial year:</i>	<i>Granted:</i>
• Board Project: Youth Development Fund	\$8,000
• Board Project: Community Liaison	\$4,000
• Board Project: Summer with your Neighbours	\$4,500
• Casebrook Intermediate School - Tōtaranui Kāhui Ako Cultural Festival	\$2,700
• Shirley Rugby League Club - Stage 1 of the Clubroom Feasibility Study	\$6,000
• Delta Community Support Trust – Training and Development	\$3,800
• Bangaliana Multicultural Christchurch – Saraswati Festival 2026	\$1,800
• Avon Ōtākaro Network Inc. – Matariki in the Zone 2026	\$4,300
• The Village Presbyterian Church Community Centre – Community Centre Enhancement	\$1,450
• CHS Avebury Climate Resilience Garden	\$5,000
• Board Project: Community Pride Garden Awards	\$2,000
• Board Project: Youth Recreation Project	\$7,500
• Papanui Leagues Club Inc. - towards replacement of the Club Chiller	\$5,000
AVAILABLE BALANCE (at time of writing):	\$10,916.70
<i>Proposed DRF Grants (subject to approval at this meeting):</i>	<i>Recommended:</i>
Malvern Scout Group - Repairs to Exterior Weatherproofing and Toilets	\$6,000
Board Project: Youth Development Fund Top Up	\$1,500
<i>Prospective remaining balance (if all recommendations accepted):</i>	<i>\$3,416.70</i>

Waipapa Papanui-Innes-Central Community Board
11 May 2026

3.4 Summary of Recent YDF Applications

Each year, the Council's community boards set aside an amount of money to fund young people in their local community through their Youth Development Fund (YDF). For more information [see here](#).

2025/26 Waipapa Papanui-Innes-Central Youth Development Fund (YDF)	
YDF grants approved under delegation this financial year:	
• Tayla & Georgia Eagle - World Pipe Band Championships, Glasgow, UK	\$500 each
• Ruby Cutbush – FIBA U16 Asia Basketball Cup Tournament, Kuala Lumpur	\$500
• Lauren Dyet – IKF Oceania Korfbal Championships, Melbourne	\$400
• Zoe Drennan & Mia Black – HipHop Unite World Championships 2025, Prague	\$200 each
• Charlotte Nelson – Spirit of New Zealand Voyage (#939)	\$350
• Libby Greaves – NZ Rowing & Beach Spring Championships, Auckland	\$350
• Malachi Mackie-Walker – AIMZ Games, Tauranga	\$350
• Jun McDonald – World Gymnastics Championships, Jakarta	\$500
• Euphoria Dance Studio (3 students - \$200 each) HipHop Unite World Championships 2025, Prague, Czech Republic	\$600
• Harper Knowles – National Latin Dance Championships, Auckland	\$300
• Ryder Wipou – South Island Touch Rugby Tournament, Nelson & U16 Regional Touch Rugby Tournament, Oamaru	\$300 each
• Zara Hunter, Alana Park & Isla Ryan - Secondary Schools National Volleyball Championships, Palmerston North	\$100 each
• Jean Taylor - Aotearoa National Maori Netiporo Tournament, Whangarei	\$350
• Alice Wan - English National Ballet School Summer Programme, UK	\$500
• William (Liam) Kallianpur - OJU Oceania Continental Judo Championships and training camp in Melbourne	\$500
• Barnaby Todd - Oceania Athletics Championships, Darwin, Australia Barnaby is a 16-year-old student attending Burnside High School who sought funding to support his selection to represent New Zealand in the U18 400 metres at the 2026 Oceania Athletics Championships in May. The Oceania Athletics Championships are held every two years and include athletes from across the Oceania region, including countries such as Australia, Fiji, Papua New Guinea, Samoa, and many more. It is a highly competitive event and is the biggest opportunity Barnaby has had in his athletics journey to date. Barnaby has been running for four years in a training squad with other skilled athletes and good coaching, specialising in athletics, particularly the 400m, for which he trains up to six days a week year-round.	\$400
AVAILABLE BALANCE (at time of writing):	\$600

Waipapa Papanui-Innes-Central Community Board
11 May 2026



3.5 Report back from YDF Grant Recipients

A report as follows has been received from Charlotte Nelson, who the Board assisted with support to participate in the recent Spirit of Adventure voyage:

My name is Charlotte Nelson, and I am writing to sincerely thank you for the funding I received last year to attend the 10-day Spirit of Adventure voyage from Auckland to Auckland. I am incredibly

grateful for this opportunity, as it was truly one of the most memorable and rewarding experiences of my life.

On the 27th of March I left Christchurch and flew to Auckland where I boarded the ship at 2:00pm. The first day we got shown around the ship and spent the day talking and trying to get to know everyone. We spent 10 nights and 11 days on the ship, returning on the 6th of April.

Throughout the voyage, I was able to develop my leadership skills in a variety of situations. This ranged from leading a large group while setting sails to guiding smaller groups during activities such as rowing to shore. These experiences helped me grow in confidence and taught me how to communicate effectively, support others, and take responsibility in different environments, while leading a variety of different personalities.

The trip was filled with once-in-a-lifetime opportunities that I will never forget. Some highlights included swimming in the ocean alongside dolphins, hiking up Mount Hobson, visiting Great Barrier Island, participating in group beach activities, and sharing a campfire with 38 people who were complete strangers at the beginning of the journey. By the end, those strangers had become close friends. Each of these experiences pushed me well outside of my comfort zone and helped me achieve things I never thought I was capable of.

One of my proudest achievements was overcoming my fear of heights. I challenged myself to climb to the top of the mast and also scaled a rock face before jumping into the ocean. These moments were both terrifying and exciting, and they taught me a lot about resilience and self-belief. I also stepped outside my comfort zone socially by meeting and connecting with people from many different backgrounds, which broadened my perspective and helped me grow as a person.

In addition to personal growth, the voyage taught me the importance of discipline and teamwork. Each day began with a 6:30am ocean swim, which was initially quite challenging, but over time I came to appreciate the routine and the sense of accomplishment it brought. We also worked in watch groups to complete daily cleaning duties. While these tasks were not always enjoyable, everyone contributed and supported each other so we could succeed as a team. It was inspiring to see how cooperation and a shared goal could bring people together.



Overall, this experience has had a lasting impact on me. I have come away with stronger leadership skills, greater confidence, and a deeper understanding of teamwork and perseverance. I am so thankful for the support you provided, as I would not have been able to take part in this life-changing opportunity without it.

Thank you.

Kindest Regards, Charlotte Nelson

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The Mayor's Welfare Fund

The Mayor's Welfare Fund provides financial support to families and individuals in the community who are in extreme financial distress. It is a last resort for when people have exhausted other appropriate sources, such as Work and Income New Zealand (WINZ). The criteria and instructions on how to apply can be found here: [Mayors Welfare Fund - all you need to know](#).

3.6 **Upcoming Community Events and Activities**



Volunteer Events

Visit [this link](#) for a variety of volunteer events held around the city, and [this link](#) to volunteer at a Council-produced event.

There is also information at [this link](#) on becoming a Graffiti Programme volunteer, or register at [this link](#) to join the Parks Volunteers Team.

Some planting events are eligible for Children's University (CU) credits and are family-friendly. Schools can be supported by the 'connect and grow' planting programme: Manaaki Taiao – Nurture Nature.

Or find other opportunities to volunteer in your community at [this link](#), whether it be sharing your passion for art at the [Art Gallery](#), helping the [Friends of the Library](#), joining the [Friends of the Botanic Gardens](#), volunteering to [help run the Peace Train](#), or any of the number of volunteer opportunities listed on the site for [Volunteering Canterbury](#).

FRESH Events 2026

- Information on events from Youth & Cultural Development (YCD) is available at [this link](#). See the updates there on the proposed new date for the postponed House of Hoopz final.



Other upcoming community events and festivals in the city

- Visit [this link](#) for a variety of community events and festivals held around the city. You can also visit the [What's On](#) site for one-off and regular events like:



- [NZSL Interpreted Tour](#) – 6 May, 7.15-8.15pm at the Christchurch Art Gallery - Celebrate Sign Language Week and take a guided tour of the exhibition highlights.
- [Community Compost Crew](#) – 7 May, 10am to midday at Riverlution, 46A Vogel Street - Explore the science and art of composting with hands-on learning you can use at home, while supporting your local community garden.
- [CSO and Rova Present: Opera Gala](#) – 8 May, 7.30-9.30pm at the Christchurch Town Hall - CSO joins Te Pae Kōkako TANZOS for a landmark night of opera favourites, showcasing Aotearoa's brightest young voices – hear the stars of tomorrow first.

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- [NZ Music Month { Library Choir }](#) – 10 May, 2-3pm at Tūranga, 60 Cathedral Square - Ever wondered what Tūranga would sound like to sing in? You can find out by joining our multi-storied Library Choir!

- [The Quarter and Pasifika Sounds](#) – 13 May, 5-9pm at the Christchurch Art Gallery - Come and listen to the bands, DJ's and relax with kai and drinks.
Image: Serene Hodgman. Va'ai Lau Fuala'au / See My Pretty Flowers.

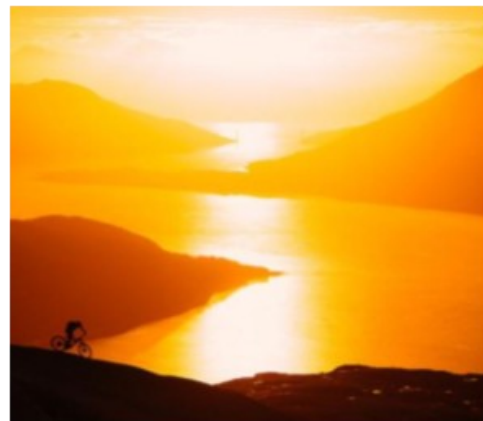
Courtesy of the artist and Masterworks Gallery.



- [Awards Night! Hoake ki te Taiiao City Nature Challenge Ōtautahi 2026](#) – 14 May, 5.30-7.30pm at Tūranga, 60 Cathedral Square - Celebrate success with the team behind the City Nature Challenge and find out... did we beat Wellington.

- [Great Hall Lunchtime Concerts](#) – throughout the year - the Great Hall Lunchtime Concert Series is an annual line-up of renowned local, national and international musicians playing a curated selection of lunchtime concerts in the picturesque Great Hall at Te Matatiki Toi Ora The Arts Centre.

- [The Big Bike Film Night 2026](#) – 21 & 24 May & 9 June at the Christchurch Art Gallery - A mission to bring the best cycling short films from around the world together for you. Showcasing 2.5 hours of riveting bike films that have everything a cycle-centric audience could want - action, drama, humour, and plenty of inspiration; the evening is unashamedly



designed and devised to delight the two-wheel devotee!

- [Rising Stars 2026: Rangī Ruru Girls' School Music Showcase](#) – 26 May, 1.10-1.50pm at The Arts Centre Te Matatiki Toi Ora - Rangī Ruru has a fine tradition of nurturing young musicians. They will present a programme featuring their choir Resolutions and chamber groups, including a performance of the wonderful Brahms horn trio. This event is part of the [Rising Stars 2026 programme](#). A Tuesday lunchtimes concert series that focuses on encouraging, nurturing and providing a performance platform for emerging young musicians.

- [Olliviers Reserve Working Bee](#) – 28 May, 10am to midday at Olliviers Reserve, 114 Olliviers Road, Phillipstown - Join a long standing Volunteer and Council Ranger, for a low-key maintenance working bee. All are welcome.

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- [Visual Connections - Wellbeing weekend](#) – 30-31 May, 10am to 5pm at the Christchurch Art Gallery - Relax and enjoy our weekend of activities that connect you with art experiences and wellbeing. Talks to Therapy sessions, self-guided walks to soulful music

Christchurch City Council Libraries Events



- Christchurch City Libraries run a wide range of classes and programmes both in libraries and through its learning centres for everyone from babies to seniors, with information at [this link](#).

- The Libraries' [technology programmes](#) are designed to help people become more comfortable with technology and to make better use of available computer tools. Better Digital Futures Computer



Programmes for ages 65+ is a free programme (though it does require bookings). There is also technology help drop-in sessions, and a GenConnect Drop-in to help with questions about your iPad, smartphone or Tablet, and how to use Skype, Facebook, or share your photos with family or friends.

- [JP Clinics](#) - Justices of the Peace are available at set times at a number of Christchurch City libraries. JPs can witness signatures, verify copies of documents, hear oaths, declarations and more. There is no charge for JP services.

- The Libraries' Events Calendar can be found [here](#), and there are dedicated pages for significant events and related topics like:

- [New Zealand Music Month - Te Marama Puoro o Aotearoa](#) - Christchurch City Libraries celebrates NZ Music Month during May every year. Find out more about this month-long celebration, and their music resources.
- [Gasav Ne Fāeag Rotuam Ta - Rotuman Language Week](#) - Alalum 'āus 'e gasav ne fāeag rotuam te 'is. Gasav Ne Fāeag Rotuam Ta - Rotuma Language Week is on from Sunday 10 to Saturday 16 May 2026.

**NZ Music Month
Papanui High School's
Choirs**

Come and hear Waiatahi and Kimi Ora choirs perform for New Zealand Music Month

Monday 25 May, 12.30-1pm
Papanui Library
Free

christchurchcitylibraries.com



- [Youth Week](#) - on from 18 to 24 May 2026. The 2026 theme is: Taringa whakarongo! Ki te reo o ngā taiohi – Our voices matter! We deserve to be heard.

[Youth Week](#) began in 1995 with a handful of events scattered throughout Canada. Since then it has gathered momentum and is



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now celebrated each year in countries all around the world. Aotearoa New Zealand first marked Youth Week in the late 1990s, with NZAHD weaving the first festivals and later entrusting it's celebrations to Ara Taiohi in 2010.

- [Vaiaso o le Gagana Samoa - Samoa Language Week](#) - Tālofa lava. Vaiaso o le Gagana Samoa - Samoa Language Week is on from Sunday 31 May to Saturday 6 June 2026.

- [NZSL Week](#) - Every May, Deaf Aotearoa takes centre stage to organise New Zealand Sign Language Week, a vibrant celebration of one of the country's official languages, alongside te reo Māori. [Explore further NZSL resources here.](#)



3.7 **Participation in and Contribution to Decision Making**

3.7.1 **Report back on other Activities contributing to the Community Board Plan**



• **Styx Living Laboratory Trust Update**

The Trust have highlighted that: 525 kids have been through the Kā Pūtahi Matauranga Māori education day (fully funded in partnership with Rotary clubs); 120 people connected with the Styx River by Kayak led by our volunteer lead experts; and podcasting has become another platform to educate people about the Styx.



• **Flourish Café at Delta Community Trust**

Delta Community Trust have reported a wonderful turnout for their Wednesday Flourish Café, with an outstanding meal prepared by their Friendship Link Members.

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They note that for their intellectually disabled team who assist with this, the connection, learning, laughter and life skills is as valuable as the \$5 meals are to those feeling the many pressures of the cost of living.



- Bear Hunt at Walter Park**

Shirley Community Trust hosted the Bear Hunt down at Walter Park that was part of the Walking Festival. It was a great turn out, with a huge number of bear hunters, who successfully found the bear, and Eastern Community Sport and Recreation Inc. were there too with play equipment that contributed to the Tamariki enjoying themselves.



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- **Te Ora Hou Community Day**

Te Ora Hou hosted their rescheduled Community Day event at Paddington Reserve on Friday, 17 April. It was an afternoon of fun, food, and games.

There was a great community turnout, with a deluxe sausage sizzle, bouncy castle, games, prizes, Ki o Rahi, and so much more.

This was an opportunity for Te Ora Hou to connect with the local hapori and spend some time together.



- **Let's Talk Workshop:
Influencing Council's Decision-Making**

The Board Chair joined the panel discussion for this initiative on 21 April at the Multicultural Recreation and Community Centre. The workshop was designed to support cultural and ethnic communities in Ōtautahi to better understand how Council works and how they can participate in local democratic processes with confidence.



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A good number of participants filled the room representing diverse communities — from Cook Islands, India, Kiribati, Somalia, China, Nepal, Ukraine, the Philippines, Ethiopia and many more — reflected the rich multicultural fabric of Ōtautahi Christchurch.



- **Red Zone Dogs Richmond Walk**

We Are Richmond co-hosted a walk with Redzone Dogs Ōtautahi on 18 April as part of the Walking Festival, which they note was a hit, and suggest that if anyone would be interested in a regular Saturday morning walk originating from the [Riverlution Farmers Market](#) in the [Richmond Community Garden](#) they get in touch with [Redzone Dogs Ōtautahi](#).



- **Papanui
RSA ANZAC Service**



The Chair and Deputy Chair represented the Board at the Papanui RSA morning service on ANZAC Day at the Papanui Club, where they laid a wreath. The Chair notes that what stood out was the strong sense of togetherness, people of all ages and backgrounds coming together to honour those who gave so much for the freedoms we enjoy today, and that remembrance is not just about history, but about how we carry those lessons forward.



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- **Council Engagement and Consultation**



- [Condell Avenue renewal](#) (closes 10 May 2026)

The renewal will address the poor road conditions and replace the current deep-dish channel and kerb.

Condell Avenue is one of 16 avenues in Papanui that were planted with trees as a living memorial to soldiers who died during World War II. The original trees were planted between 1945 and 1952, however not many of the original trees remain on Condell Avenue.

The heritage status means that any alteration to Council land requires resource consent.

[To learn more about PC13, read through the timeline of updates here.](#) The amendment to include 16 avenues as heritage streets was proposed to the Council on the 25th of September 2025.

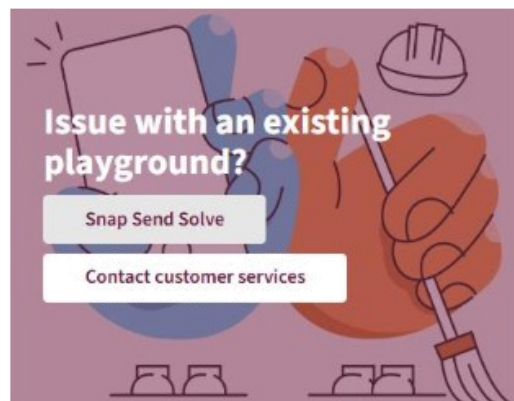
- [Small Dog Exercise Area Trial in Fortune Playground](#)

The Parks Unit is trialling a Small Dog Exercise Area at Fortune Playground from 1 September 2025 until 31 May 2026. During the trial, there will be signage on the fence indicating the trial period and providing information on how to submit feedback.

- [Tree Planting Plans](#) - Help shape the tree planting plans for parks across Ōtautahi Christchurch.
- [Play Space Projects](#) - The Council is constantly replacing, upgrading, and creating new play spaces for people of all ages. Find out more here.

[Consultations in other parts of the district:](#)

- [Planning for Hornby](#)
- [Elmwood Park Bowling Club lease](#) (closes 24 May 2026)



Governance Advice

3.7.2 Customer Service Request (CSR) Report for the Papanui-Innes-Central Wards

Refer to **Attachment A** for the 1 to 31 March 2026 statistics, providing an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.

[Snap Send Solve](#) is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to [report issues online](#), by calling Council on 03 941 8999 or visiting one of the Council's [Service centres](#).

3.7.3 Community Profiles

Each year, the Council's Community Support and Partnerships Unit produces community profiles of each of the 16 wards across the city.

These profiles are a snapshot of the ward regarding the community infrastructure and include the updated Census statistics and Deprivation Index information.

The profiles are now aligned with the Council's Strengthening Communities Together Strategy and provide information regarding activities/groups/facilities in each ward that help meet the goals of each Pillar in the Strategy.

To view the profiles for the Papanui-Innes-Central Wards, please use the links below.



[Papanui](#)



[Innes](#)



[Central](#)

3.7.4 Papanui-Innes-Central 2024-25 Strengthening Communities Fund End of Project Report

A summary of the accountability reports for the 2024-25 Strengthening Communities Fund is attached (**Attachment B**).

3.7.5 Climate action

A key resource for understanding the Council's targets, what it's doing, how emissions are tracking, and finding relevant community events and activities, is the [Council's Climate Action webpage](#).

We've got greenhouse gas emission reduction targets to aim for. [Find out here](#) where our emissions come from and how we're tracking them within the Council and across the Christchurch district.

We need everyone to play their part to reach our targets. These online tools can help you measure and reduce your household or business greenhouse gas emissions:

- [Future Fit household emissions calculator](#)



- [Sustainable Business Network Climate Action Toolbox](#)

Whether you are going to work or school, choose ways that are better for you and our environment. For more information, visit [getting to work](#) or [getting to school](#).

We also recognise that our tamariki and rangatahi are the leaders of tomorrow. The [Learning Through Action programme](#) encourages students to get creative and find innovative ideas for meaningful climate action.

Prepare for the impacts of climate change - We're already feeling the effects of a changing climate in the form of wetter winters, and hotter, drier and longer summers. [Find out more here](#), and browse the [Christchurch District Risk Screening Report \(2022\)](#), which identifies how climate change will affect our natural and built environments. The document is based on the latest scientific information and input from key agencies in the region.

Take action to lower emissions - We can all take a variety of everyday actions to live lower-emission lives. [Find more information here](#).

Get updates on climate action - [Sign up](#) for the Council's newsletter and get the latest news and information delivered to your inbox.



Become a Patroller

3.7.6 Community Patrols

The [Community Patrols of New Zealand website](#) hosts a wealth of information relevant to what they do in helping to build safer communities, becoming a patroller, and setting up a patrol. Patrols in the Board area include the Christchurch North and City Park community patrols. Their [statistical information](#) can be found on the website.

3.7.7 Planned road works and closures

Planned road works and closures are indicated on the map at the [Traffic Updates page at this link](#). Additionally, a Smartview of nearby road works and closures is available at the following link: <https://smartview.ccc.govt.nz/travel/roads>.

There is also a project page for the work in Bishopdale and Papanui at [this site](#).

3.7.8 Ready your home for extreme weather



Flooding

With heavy rain and flooding on the rise, ready your home to prevent damage and stay dry.



Strong wind

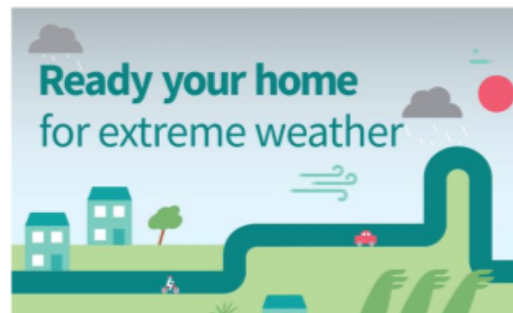
Stronger winds are becoming more frequent. Ready your home now before the next event happens.



Drought

As longer periods of dry weather become more common, readying your home now will help you be prepared.

[Find out more here](#) about readying your home for extreme weather, including a range of tips, from practical, low cost steps you can take now, to a range of investment options.



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3.7.9 **Public Notices**

3.7.10 **Travel Planning**

The Council also offers free city travel planning to help organisations, businesses and staff get to know their travel options, with personalised journey planning sessions, advice, practical resources, and services such as Metro incentives for taking the bus, and onsite bike workshops. Information is available [at this link](#), which notes that over 50 workplaces have been supported since 2016, assisting thousands of staff across the city.

3.7.11 **School travel**

- The Council offers a wealth of resources [at this link](#) relevant to how together we can make it way safer and easier for more children to walk, bike and scooter to school.
- [Good-to-go ways to get to school](#) is an exciting programme designed to support schools in encouraging safe, active, fun, affordable, low-emission ways to travel to and from school.



School travel dashboard

Find out how students, teachers, and families are travelling to and from schools across Ōtautahi Christchurch.



3.7.12 **SmartView**

The Council's [SmartView page](#) gives users access to a range of real-time information about the city, including data on how to find local mountain bike tracks and also check that they are open, the number of spaces available in car park buildings, the nearest bus stop and the time of the next arrival, air quality, how to get to places, events, where to see street art, weather updates and the latest airport arrivals and departures. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori.

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 **Start Work Notices (SWN)**

SWN relating to the Board area is separately circulated to the Board. SWN are for works being carried out by the Council and can be found at [this link](#). The [traffic updates page](#) is a more comprehensive map of planned road works and closures as other agencies also carry out work on the roads. Recent SWN relating to the Board area are:

- Harewood Road - water main renewal (*circulated 22 April 2026*)
- Main North Road - road resurfacing (night works) (*circulated 22 April 2026*)
- Laurence Street and Ensors Road - water main renewal (*circulated 21 April 2026*)
- Winters Road - drain renewal (*circulated 16 April 2026*)
- Richmond Neighbourhood Greenway and essential repairs (*circulated 10 April 2026*)

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4.2 Graffiti Snapshot

The Graffiti Snapshot for March 2026 can be found as **Attachment C** to this report. The Council also provides information on graffiti, including tips to prevent it, and about becoming a Graffiti Programme volunteer, at [this link](#).

4.3 Memoranda

Memoranda related to matters of relevance to the Board have been separately circulated for the Board's information and are listed below.

- CCC: Cranford Street Bus Lanes Implementation (*circulated 1 May 2026*)
- CCC: Northwest programme update April 2026 (*circulated 16 April 2026*)
- CCC: Papanui Infrastructure Projects (Grassmere) update (*circulated 2 April 2026*)
- CCC: Christchurch Marathon - CBD road closures (*circulated 2 April 2026*)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Customer Service Request Report - March 2026	26/715163	
B	Strengthening Communities Fund End of Project Report	26/874767	
C	Graffiti Snapshot - March 2026	26/715140	

Signatories Ngā Kaiwaitohu

Authors	Mark Saunders - Community Board Advisor Lyssa Aves - Support Officer Trevor Cattermole - Community Development Advisor Stacey Holbrough - Community Development Advisor Jason Chee - Community Recreation Advisor Hannah Martin - Community Support & Events Coordinator Emma Pavey - Manager Community Governance, Papanui-Innes-Central
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

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Christchurch
City Council 

14. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - May 2026

Reference Te Tohutoro: 26/719187

Responsible Officer(s) Te
Pou Matua: Bailey Peterson, Manager Community Governance

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.
- 1.2 This report is staff-generated monthly.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. [Receives the information in the Waipuna Halswell-Hornby-Riccarton Community Board Area Report - May 2026.](#)

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

- **Te Reo and Te Ao Māori session**

Over 20 community leaders and representatives attended a session delivered by Reo Māori Mai kaiako to further grow understanding of te ao Māori, gain confidence in te reo Māori and understand key cultural values for working with mana whenua, including tools to embed te ao Māori in community mahi.

- **Mid Month Mahi**

Halswell-Hornby-Riccarton Community Advisers have initiated Midmonth Mahi, an online series of workshops for people working in the community across the Board area. These will be one-hour sessions held every two months. The workshops will feature presentations from a key note speaker on a topic of interest, along with a shorter one from a local community group featuring work they are doing or a success story. The workshops are recorded with the intention to have them available for offline viewing for people who can't attend.

The initiative came out of the vision workshops with community groups where they expressed an interest in networking opportunities to gain and share information, but were often faced with time constraints.



MID MONTH MAHI

Join us for learning and connection at lunchtime

Online sessions for community organisations connected to Halswell, Hornby and Riccarton

Midday | 1 hour | Every two months on Wednesdays

15 April • 10 June • 12 August • 14 October

A presentation on a topic that matters

Our MaHi – update from a local group about their mahi

Practical tips you can use straight away

Online via MS Teams – no travel time
Drop in for part or all of the session
Come to one or come to them all

For meeting links:
Email us or use the QR code
halswell.hornby.riccarton@ccc.govt.nz

Halswell-Hornby-Riccarton Community Governance Team

Christchurch City Council

• **Grow Hornby**

Since 2023, Te Whare Awhero (TWA) has embarked on several food security initiatives including assisting families with establishing backyard gardens, supporting the Gilberthorpe School vegetable garden and Welcome Garden native planting project, and launching a fortnightly community vegetable support group. The initiatives enable whanau to access affordable produce, learn how to grow produce, develop skills and create an effective future pathway. Expanding the food security initiatives is a key way of supporting the most vulnerable whanau in the community to deal with rising food costs in the short term, and environmental changes in the long term. Alongside these benefits, the gardens are creating a sense of community, allowing enough produce to share with neighbours and friends.

TWA's Grow Coordinator will oversee the Grow Hornby initiative, and the expansion of it, which involves collaborating with local groups and volunteers to establish a Hornby Urban Farm, including a shared community garden at the front of Hornby High School and a vegetable production space behind the school.





- **Halswell Community Preparedness Hui**

Following a community preparedness workshop with Riccarton and Hornby-based organisations last year, a workshop was held with Halswell-based community organisations, with the objective of initiating Community Emergency Preparedness plans. Plans are collectively produced by a community as guides that help them organise resources, people, and actions to respond effectively to disasters and emergency situations. It is envisaged that these will be similar to those prepared by several other communities in the city.

Staff from the Community Governance Team and Civil Defence and Emergency Management Team facilitated the workshop and will continue to support the community groupings in the development of their plans.

3.2 Community Events

- **Halswell Community Garden**

The Halswell Community Garden Open Day was a successful and enjoyable event, with visitors welcomed to explore the garden, share food, and discuss future plans. The team connected with local community members, gained seven new volunteers, and saw strong engagement from children through gardening activities and games. The day was enhanced by sunny weather, food and drink, and positive interactions.

The team meet weekly on Wednesdays from 9.30am and Saturdays from 10am to 12noon and encourages anyone interested to join. The garden is located behind St Mary's Church on Halswell Road, with more information available on the [Halswell Community Garden Facebook page](#).

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- **ANZAC Services**

Board members attended a number of local ANZAC Day services which were held at Halswell Domain, Janes Deans Close Riccarton, University of Canterbury Ilam, Templeton Returned Services Association and the Air Force Museum of New Zealand, Wigram.



- **Hornby Events**

Residents in the Hornby area have been benefitting from several events organised by various community organisations. Greater Hornby Residents Association has organised a St Patricks Day Disco and an Easter Egg Hunt and photo competition, aimed at the younger generations.

Hornby High School delivered a successful cultural festival celebrating the many cultures that make up the fabric of the Hornby Community.

126 On the Corner ran their High Tea and Fashion Parade with community members strutting down a red carpet runway.

Community Patrol Hornby have successfully organised two more Safer Plate events in Hornby where they install tamper proof screws into number plates to prevent theft.



- **Walking Festival**

The 2026 Walking Festival has once again proven to be a highly successful and valued community initiative, bringing people together across Ōtautahi to learn, connect, and explore their local environment.

The festival ran from 4 April to 19 April 2026, aligning with the school holiday period. The programme included three weekends, complemented by a focused weekday delivery model of Monday, Wednesday, and Friday events during the school holidays. This approach provided a balanced spread of walking opportunities while supporting a more sustainable delivery model.

The festival was delivered through a strong partnership approach. Council Community Recreation staff coordinated the overall programme in collaboration with a community-led committee, with community members facilitating the majority of walks. This continues to be a key strength of the festival, enabling diverse, locally led experiences that reflect community interests and knowledge.

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There was also strong internal collaboration across Council units. Parks staff led a number of walks, contributing valuable environmental and ecological expertise. Libraries were involved in four walks, supporting storytelling and strengthening community connection. Community Recreation Advisors provided city-wide support to ensure effective delivery.

While final participation figures are still being confirmed, early indicators show that the 2026 Walking Festival was highly successful. The Gruffalo Walk attracted approximately 1,500 participants, highlighting its strong appeal as a flagship event. A new addition to the programme, the Rollickin Gelato walk in Riccarton, attracted 110 participants, with walkers receiving a complimentary ice cream at the conclusion of the experience.

The festival continues to demonstrate the value of a collaborative, community-led delivery model, with growing emphasis on community ownership and involvement. Walks spanning rivers, wetlands, heritage sites, urban environments, and community gardens enabled participants to deepen their understanding and appreciation of their local area. This in turn strengthens place-based connection and increases awareness of Christchurch's natural and cultural heritage.

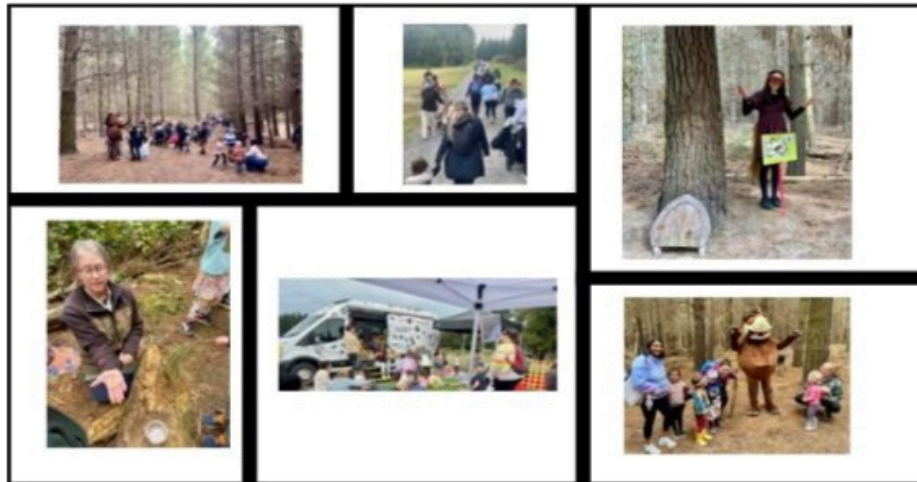
Overall, the 2026 Walking Festival reinforces the importance of accessible, inclusive, and locally connected events that support wellbeing, active lifestyles, and community cohesion across Ōtautahi. The continued progression and diversity of the programme demonstrate its strong community value and its role in contributing to broader Council community outcomes.

<https://www.facebook.com/reel/2147042576133200>

<https://www.facebook.com/share/r/1CCfLHyTZ/>



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3.3 Community Funding Summary

3.3.1 For information, a summary is provided on the status of the Board's 2025-26 funding as at 24 April 2026 (see **Attachment A**).

3.3.2 Youth Development Fund

Under authority delegated of the Community Board, the following allocations were made in April 2026:

- \$1,350 to Aidanfield Christian School towards supporting Daniel Simpson, Lennox Spain, Tamica Norman, Hanna Yew, Hope Lane, Abby Dowle, Benjamin Bosman, Amara Hoffman and Dana Kim to participate in Aidanfield Christian Schools Fiji Service Trip 2026.
- \$500 to Rebecca Davis towards representing New Zealand U21 Women's team at the 2026 ICF Canoe Polo World Championships in Duisburg, Germany.
- \$500 to Cashmere High School Board of Trustees towards Grace Billings attending the Future Problem Solving 2026 International Conference (World Finals) in Bloomington, USA.
- \$1,400 to Badminton Canterbury Inc towards Aaron Hu, Katrina Huang, Marco Sun, Aidan Hu, Wallace Xu, Kerby Emata, Elaine Liu, Ray Gao, Cherry Zhang, Dinuli Withanaarachchi, Harshavartan Parthipan, Dinh (Zung) Nguyen, Susan Zhang and Aysvithan Parthipan competing at the New Zealand Junior Team Championships in Palmerston North.
- \$500 to Stella Crossan towards representing New Zealand at the 2026 ICF Junior and U23 Canoe Sprint World Championships in Halifax, Canada.

Under authority delegated to the Community Governance Manager, the following allocations were made in April 2026:

- \$300 to Molly Aitken towards attending the Tennis Australia's Coach Development Course (ITF Level 1) being held at Wilding Park, Christchurch.
- \$200 to Burnside High School towards Luke Steventon attending the Spirit of Adventure Discovery Voyage.

Waipuna Halswell-Hornby-Riccarton Community Board
12 May 2026

- \$300 to Taimana Harris towards representing Te Toka Tuu o Waitaha U16s at the Aotearoa New Zealand Māori Rugby League Rangatahi Tama Tournament in Rotorua.
- \$250 to Riley Tohiariki towards represent New Zealand in the ISA New Zealand U19 Girls Softball Team at the International Cup Tournament being hosted in New South Wales, Australia.

3.3.3 Off the Ground Fund

Under authority delegated to the Community Governance Manager, the following allocations were made in April 2026:

- \$400 to Hornby Women's Association Football Club towards the Club Room Tidy Up Project.
- \$396 to Te Akatoki o Te Whare Wananga o Waitaha (Maori Students' Association) Incorporated towards purchase of materials and event-related costs for the 'Creating Welcoming Spaces for Tairua' community working bee.

3.4 Participation in and Contribution to Decision Making

3.4.1 Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

• **Community Board Plan 2026-28**

The draft Waipuna Halswell-Hornby-Riccarton 2026-28 Board Plan priorities were opened for community feedback via the Council's Kōrero mai/Let's talk website on 4 March 2026. Consultation closed on 22 March 2026.

23 submissions were received on the Board's draft priorities and the feedback was considered by the Board at a workshop on 21 April 2026.

The Community Board Plan 2026-28 will be presented in a staff report to the Board meeting on 12 May 2026 for the Board to consider its adoption.

3.4.2 Council Engagement and Consultation.

• **Draft Annual Plan 2026/27**

Consultation on the Draft Annual Plan was open between 27 February and 27 March 2026.

The Board submission on the Plan is attached (**see Attachment C**).

In its submission the Board initially indicated support for the proposal to continue to fund the Climate Resilience Fund by maintaining the 0.25% rates increase from July 2025 and applying an additional 0.25% increase each year of the Long Term Plan. Subsequently the Board revisited this matter and requested that its feedback on this matter be recorded as no comment.

• **Environment Canterbury Annual Plan 2026/27**

Consultation on the Environment Canterbury Draft Annual Plan closed on 31 March 2026. The Board made a submission on the Plan and this is attached (**see Attachment D**).

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 Ilam Road Crossing - Memorandum

Staff have forwarded a memorandum providing information to the Community Board about upcoming localised engagement for an improved crossing facility on Ilam Road south of Homestead Lane (see **Attachment B**).

Following a public forum presentation to the Board meeting on 12 December 2024 raising safety concerns regarding cycles on footpaths on Ilam Road the Board requested staff investigate the removal of the shared cycleway provision on Ilam Road footpath between Rountree Street and Maidstone Road, Riccarton. Staff subsequently advised that whether to continue with the current layout or to make amendments would be considered as part of the broader pedestrian project.

The memorandum confirms that the wider pedestrian and cycling environment including the existing shared paths has been considered as part of the pedestrian project and The Safe System Audit process undertaken identified that the shared path provides an important connection to the crossing point and that removing or discontinuing it would likely increase risk for cyclists.

The audit does identify some minor operational considerations that can be refined through design and but does not support removal of the shared path.

4.2 Community Patrols

Community Patrols of New Zealand is dedicated to helping build safer communities in partnership with NZ Police and other organisations. Patrols in the Board area include the Halswell, Hornby and Riccarton Community Patrols. Their Monthly Patrol Statistics can be found on the Community Patrols of New Zealand website:

[Halswell Community Patrol Inc statistical information](#)

[Hornby Community Patrol Inc statistical information](#)

[Riccarton Community Patrol Inc statistical information](#)

4.3 Graffiti Snapshot

For the Board's information, attached is a copy of the March 2026 Graffiti Snapshot (see **Attachment E**).

4.4 Customer Service Requests/Hybris Report

For the Board's information, attached is a copy of the March 2026 Hybris Report (see **Attachment F**).

The report provides an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported.

Attachments Ngā Tāpirihanga

Waipuna Halswell-Hornby-Riccarton Community Board
12 May 2026

No.	Title	Reference	Page
A	Waipuna Halswell-Hornby-Riccarton Community Board Funding Update - April 2026	26/847312	
B	Ilam Road Crossing - Memo to the Community Board	26/844168	
C	WHHR Submission Draft Annual Plan 2026_27	26/844719	
D	WHHR Submission to ECan Annual Plan 26-27	26/844841	
E	Graffiti Snapshot - March 2026	26/847122	
F	Community Board Hybris Ticket Report - Halswell-Hornby-Riccarton - March 2026	26/847117	

Signatories Ngā Kaiwaitohu

Authors	Noela Letufuga - Support Officer Marie Byrne - Community Development Advisor Faye Collins - Community Board Advisor Helen Miles - Community Recreation Advisor Eileen Yee - Community Development Advisor
Approved By	Bailey Peterson - Manager Community Governance, Halswell-Hornby-Riccarton Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waitai Coastal-Burwood-Linwood Community Board
11 May 2026

Christchurch
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13. Waitai Coastal-Burwood-Linwood Community Board Area Report - May 2026

Reference Te Tohutoro: 26/681902

Responsible Officer(s) Te
Pou Matua: Christopher Turner-Bullock, Community Governance Manager

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.
- 1.2 This report is staff-generated monthly.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. [Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - May 2026.](#)

3. Community Support, Governance and Partnership Activity

3.1 Community Funding Summary

- 3.1.1 For the Board's Information, a summary is provided (refer **Attachment A**) on the status of the Board's 2025/26 funding as at 20 April 2026.

3.1.2 Youth Development Fund

Board members with the delegation for the Waitai Coastal-Burwood-Linwood Community Board Youth Development Fund (Kim Money, Mihi-Rose Tipene and Paul McMahon) made four decisions under delegation:

- A grant of \$150 to Siiali to travel to Twizel for the Secondary Schools Rowing tournament
- A grant of \$250 to Jamie to join the Discovery Voyage aboard the Spirit of Adventure
- A grant of \$300 to Paetyn to compete at the NZ ISA U15 Softball tournament in Sydney
- A grant of \$250 to Raukura to attend a training camp in Auckland to prepare for the WBSC U15 qualifiers in American Samoa

3.1.3 Koru Fund

Waitai Coastal-Burwood-Linwood Community Board
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Board members with the delegation for the Waitai Coastal-Burwood-Linwood Community Board Koru Fund (Alex Hewison, Greg Mitchell and Jackie Simons) made two decisions under delegation:

- A grant of \$450 to the Play Preservation Trust to deliver a play trail for the Bromley and Linwood Communities
- A grant of \$150 to the Linwood Avenue Community Corner Trust for a whanau school holiday BBQ event

3.1.4 **New Brighton Safety Partnership**

The communication materials project has now been completed, including A5 split pages, a DL flyer, a fridge magnet, and an A4 poster. Together, these resources are designed to provide clear, accessible information for both residents and businesses, helping people quickly understand who to contact and what actions to take in different situations. Overall, they aim to improve awareness, support preparedness, and ensure key information is easy to access across a range of everyday settings.

The Safety Partnership plays an important role in advocating to those who make decisions affecting the local community. One of the key issues the group has been advocating for is the reopening of the front counter at the New Brighton Police Station. At the most recent hui, Lane Todd and Glenda Barnaby attended to share that the front desk is now open Monday to Friday, 10am to 2pm. In its first week, there were eight walk-ins.



Waitai Coastal-Burwood-Linwood Community Board
11 May 2026

3.1.5 Pottery Festival

Te Waka Aroha hosted a two-day Pottery Festival at St Faiths Church on 21 and 22 March 2026, bringing together 28 potters alongside guest exhibitors including well-known New Zealand potters Jane McCulla and Tatyanna Meharry (WOW Award winner). The event also featured emerging and established ceramic artists from across the region, showcasing a diverse range of contemporary pottery practice. With free entry, as well as food stalls and coffee available, the festival created a welcoming and accessible community atmosphere. Following its strong success, there is an aspiration to deliver the event annually. This event was supported by the Waitai Community Board's Koru Fund.



3.1.6 Linwood Park Outdoor Movie

The Kawai Rangatahi April Outdoor Movie Night saw another strong turnout, with over 170 people in attendance. The event benefited from excellent weather, which helped draw a large crowd of whānau from the Linwood community. Kawai Rangatahi once again collaborated with YCD, combining resources in a partnership that continues to be highly valued.

Attendees represented a wide range of ages and life stages, from tamariki through to kaumātua, highlighting a strong sense of community. The event successfully created an inclusive atmosphere that could be enjoyed by everyone. There was also a notable presence of rangatahi, many of whom actively contributed by assisting with the BBQ and helping with the clean-up at the end.



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3.1.7 **Whāia te huanui ki te tākaro - Seek the Pathway to Play**

Tamariki and their whānau from Bromley and Linwood were encouraged to explore their local outdoor green spaces with the help of a new play pathway during the city-wide Walking Festival. The events were led by the Play Preservation Trust, Bromley Community Centre, with support from Smith Street Farm, Te Whatu Ora, and Christchurch City Council. The Play Preservation Trust received funding from the Waitai Koru Fund towards the event related costs.

Tamariki had so much fun, and so did we! When their whānau said, "Come on! We are going to the playground and have some kai," some of ngā tamariki responded. "No! We don't want to go! We are staying here!" The best playground is what you make by yourself!

For more information about the play trail events check out the Newsline story [here](#).



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3.1.8 **Burwood East Residents Association Skip Day**

The Burwood East Residents Association (BERA) held their Bi-Annual Skip Day in the Red Zone opposite Donnell Sports Park on Sunday 19 April 2026. Residents were extremely grateful for the skip, and it did not take long to fill. The association used the opportunity to connect with locals and explain their role and how people can better connect with BERA throughout the year. Several items were also saved from the skip and repurposed to other members of the community saving unnecessary waste from going to landfill.



3.2 **Participation in and Contribution to Decision Making**

3.2.1 **Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]**

- **Aranui Playground Community BBQ**

The small community BBQ event originally planned for Monday 20 April 2026 had to be postponed due to weather until Tuesday 12 May 2pm to 4pm. Council are planning to upgrade parts of the Aranui playground on Merrington Crescent. At this event we will share some playground options with the community and seek feedback. We are working alongside Kainga Ora who are providing the kai for the event and community support kaimahi from Aranui Community Trust. Staff are also linking with St Ambros Church and their user groups as well as Just Kidz preschool and Walnut Tree Preschool who are adjacent to the park.

- **Te Pou Toetoe Linwood – Community Swim Nights**

Council governance staff have been working alongside the Recreation and Sport Unit to promote a new initiative at Te Pou Toetoe Linwood to encourage more community use. This initiative is being trialled at Matatiki Hornby and Te Pou Toetoe, Linwood. The cost for this initiative is standard pool entry which can be charged to the participants or invoiced to the community organisation hosting the event.



- **Linwood Community Gardens Night Market/Plant Sale**

On Wednesday 1 April 2026 the Linwood Resource Centre held their autumn plant sale and open day. There were approximately 50 to 60 people who attended. The gardens, house and shed were open for everyone to explore, as well as a BBQ providing a free sausage sizzle. There was a great selection of autumn veggie seedlings for sale and the community woodworking shed also had a stall, selling chopping boards, wooden children's toys and refurbished garden tools. Overall, it was a successful fundraiser and great opportunity to meet more members of the community.



- **Ray White Duke Festival of Surfing 2026**

The Duke Festival celebrated its 10th year in New Brighton, Christchurch, held from 19 to 22 March 2026. The festival was centred around surfing and skateboarding competitions, with both events located within metres of each other, allowing participants to compete across both disciplines. The surfing competition was sanctioned by Surfing New Zealand, and the skateboarding competition was endorsed by Skateboarding NZ, reinforcing the festival's strong connection to national sporting pathways. Across the weekend, the festival continued to grow its participation and profile, building on the previous year's 190+ surf competition entries and 50+ skate entries.

Alongside the sporting programme, the festival delivered a broad cultural offering that strengthened its identity as a community-focused creative event. This year also marked the first time the festival was able to be held at the Village Green, which provided a central and accessible hub for programming and community engagement. Local artists and musicians were supported through a collaborative visual art exhibition and live music programme, recognising the strong relationship between surfing, skateboarding, and creative subcultures. A key feature was the CARVE Street Art and Graffiti Exhibition, which showcased leading Ōtautahi street artists through a trail of hand-painted and crafted surfboards installed throughout New Brighton. A range of additional activations also took place, including surfboard shaping demonstrations, beach yoga, sandcastle competitions, Duke Dogs, Battle of the Bands, and Salty Sessions, alongside a free live music event featuring Casual Healing, King Tides, and Single Malt. The 2026 theme highlighted marine and foreshore life, acknowledging the connection between tangata whenua, tangata moana, and the ocean.



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- **He Waka Tapu Pride Event**

Staff and community members from He Waka Tapu gathered to uplift and honour their Rainbow and Takatāpui community through movement, laughter, and shared kai.

The heart of the celebration was a Dance for Pride session facilitated by one of He Waka Tapu's community members whose lifelong passion for dancing was on full display, leading participants through a session of line dancing bringing together whānau of all backgrounds to step in time together, rainbow flags flying, presenting a powerful reminder of what this kaupapa is all about.

The connection and engagement throughout the day demonstrated He Waka Tapu commitment to enhance the mana of their Rainbow community by showing up, taking part, and celebrating together. Every participant was dressed in bright and colourful outfits or simply as themselves, reflecting the spirit of welcome and belonging that Pride calls everyone to embody.

The event closed with feast of shared kai, a celebration rooted in community and whānau.



Waitai Coastal-Burwood-Linwood Community Board
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- **Menzshed Community Collab**

The Linwood Community Centre Menzshed recently completed a project working on constructing a set of wooden stools for the Smith Street Community Gardens. The stools are designed to assist the volunteers who work in the māra kai, improving accessibility and making gardening tasks easier to undertake.

This collaboration between Te Whare Taonga o Ngā Iwi Katoa, staff from Christchurch City Mission and Smith Street Community Farm reflects the strong community partnerships that contribute to the ongoing provision of local opportunities for volunteering, connection, skill development and well-being in the Linwood area.



- **Tsunami Warning Sirens Test**

On Sunday 12 April 2026, the tsunami sirens along the coastline between Brooklands and Taylors Mistake were successfully tested.



• City to Sea – Avon Park Update & Whanau Fun Day Event

At Avon Park, a hole has been created in the stopbank to allow the river to flow into the adjacent area and form a new wetland. This will support natural sediment build-up and plant growth over time, creating a new “baby wetland” that improves habitat and strengthens the river’s connection to its floodplain.

WHĀNAU FUN DAY
AVON PARK IS OPEN FOR PLAY

SUNDAY 17 MAY
1:00 - 3.30PM
169 KERRS ROAD, AVONSIDE

Bring a picnic blanket and join us for a free BBQ, a game of basketball, and a chance to check out the new bike pump track. Bring your own bike or borrow one.

- Basketball
- Football
- Bouncy castles
- Pedalmania Bikes
- and more...

Wet weather date - Sunday 24 May

AvON, WAITAI SCHOOL, Christchurch City Council



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- **Raranga te Rawhiti Weaving the East**

Attached for the Board's information is a copy of the latest Raranga te Rawhiti Weaving the East status report (refer **Attachment B**).

We have now received the results of the community interviews for the Aranui area. An updated version of the researcher recommendations reported is attached (**Attachment C**) for the Board's information. Now these recommendations have been received, the team will review these and discuss potential actions with the relevant Council Units.

3.3 **Governance Advice**

3.3.1 **Burwood Park – Shirley Rugby Football Club**

At its meeting on 8 December 2025, the Board received a public forum presentation from Shirley Rugby Football Club in relation to parking concern at Burwood Park. The Board decided to refer the issues raised to staff for investigation and response.

Attached for the Board's information, staff memorandum responding this request (refer **Attachment D**).

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 **Customer Service Request/Hybris Report**

For the Board's information, attached is a copy of the March 2026 Hybris Reports (refer **Attachment E**).

4.2 **Graffiti Snapshot**

For the Board's information, attached is a copy of the March 2026 Graffiti Snapshot (refer **Attachment F**).

Attachments Ngā Tāpirihanga

Waitai Coastal-Burwood-Linwood Community Board
11 May 2026

No.	Title	Reference	Page
A	Waitai Coastal-Burwood-Linwood Community Board 2025/26 Community Board Funding Update as at 20 April 2026 <i>(Under Separate Cover)</i>	2026/0936907	
B	Raranga Te Rawhiti Action Status Report April/May 2026 <i>(Under Separate Cover)</i>	26/927844	
C	Weaving the East Recommendations Report - Including Aranui <i>(Under Separate Cover)</i>	26/927828	
D	Burwood Park - Car Parking Response - Staff Memorandum - April 2026 <i>(Under Separate Cover)</i>	26/702116	
E	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report March 2026 <i>(Under Separate Cover)</i>	26/702190	
F	Waitai Coastal-Burwood-Linwood Community Board - Graffiti Snapshot March 2026 <i>(Under Separate Cover)</i>	26/715405	

Signatories Ngā Kaiwaitohu

Authors	Cindy Sheppard - Community Board Advisor Rory Crawford - Community Development Advisor Tim Samson - Support Officer Sam Savage - Community Development Advisor Jacqui Miller - Community Development Advisor Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Te Pātaka o Rākaihautū Banks Peninsula Community Board
04 May 2026

Christchurch
City Council 

9. Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report - May 2026

Reference Te Tohutoro: 26/664128

Responsible Officer(s) Te Pou Matua: Penelope Goldstone, Community Governance Manager

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.
- 1.2 This report is staff-generated monthly.

2. Officer Recommendations Ngā Tūtohu

That Te Pātaka o Rākaihautū Banks Peninsula Community Board:



1. Receive the information in Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report - May 2026.

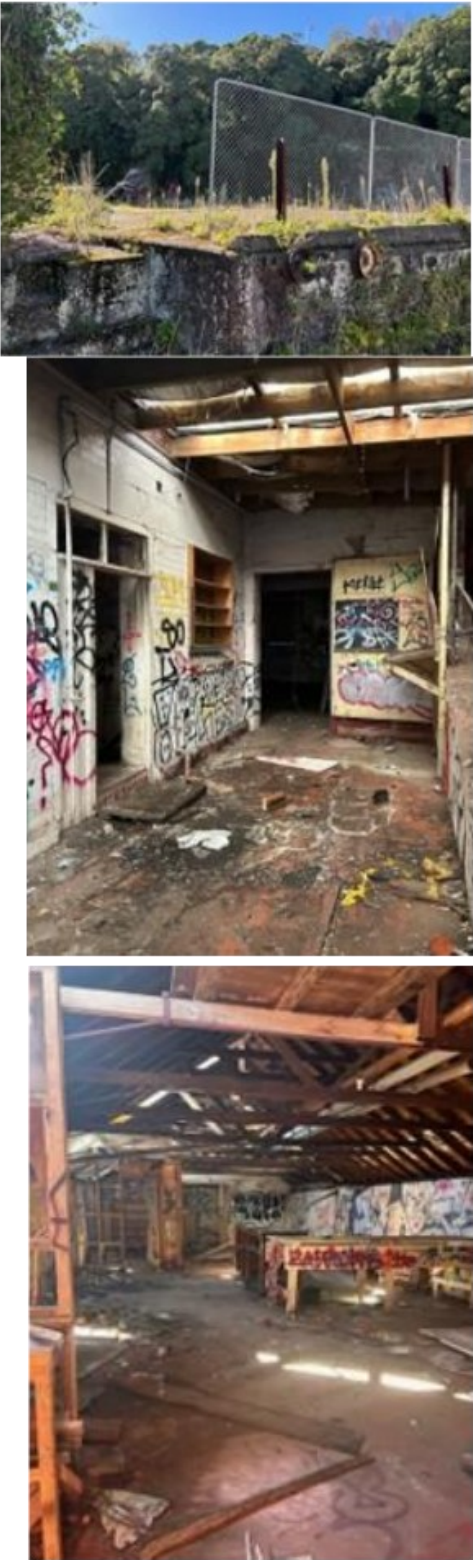
3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects


Activity	Detail	Timeline	Strategic Alignment
Whakaraupō Community Groups Network Hui	A hui was held for community organisations to come together and share recent activities, highlight upcoming opportunities, and discuss any pressing issues affecting their group.	Completed 27 March 2026	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Akaroa Sports Courts Opening Ceremony	Banks Peninsula Sport and Recreation hosted the opening ceremony for the Akaroa Sports Courts on Sunday 22 April 2026. The event provided an opportunity to test the courts out with tennis, hockey, croquet and pickleball gear provided. The event was enjoyed by community members of all ages, Council staff and Elected Members.	Completed April 2026	Good social and physical community connections

Te Pātaka o Rākaihautū Banks Peninsula Community Board
04 May 2026

Activity	Detail	Timeline	Strategic Alignment
			
Recovery Support and Advice	Staff have provided support and advice to Banks Peninsula communities impacted by the February 2026 Weather Event.	Ongoing	
Safeguarding Children Training	Safeguarding Children Training was provided free of charge for Banks Peninsula community organisations working with children or young people. Twelve community organisation members attended the training along with community development staff.	Completed 31 March 2026	Supporting our young people to thrive
Donald Street Stables Site Visit	<p>Staff and members of the Lyttelton Arts Collective visited the Donald Street Stables site as part of supporting the Lyttelton Arts Collective’s process of exploring how a community-led project could be initiated to enable a community arts hub to be developed at the Donald Street Stables site. Photos taken at the site visit are included below. The Lyttelton Arts Collective is now considering any further information they require as part of developing a project plan and proposal.</p> 	Completed 8 April 2026	Good social and physical community connections

	 <p>The first photograph shows an outdoor area with a chain-link fence and a concrete foundation, surrounded by trees and vegetation. The second photograph shows a narrow hallway with walls covered in graffiti and a doorway at the end. The third photograph shows a larger room with a wooden table, walls covered in graffiti, and a wooden ceiling structure.</p>		
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Te Pātaka o Rākaihautū Banks Peninsula Community Board
04 May 2026

Activity	Detail	Timeline	Strategic Alignment
			
Tug Lyttelton	Staff attended the Tug Lyttelton Preservation Society's first Steering Group meeting for the development of their Feasibility Study which will support the Society to plan for the future of the Tug Lyttelton.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Lyttelton Toy Library	Staff are supporting volunteers to look at how the Lyttelton Toy Library could continue to operate in Lyttelton.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Strengthening Communities Funding Information Sessions	Staff are running two funding information sessions via Zoom for community organisations to share information about the upcoming Strengthening Communities Funding round on 22 and 28 April.	April 2026	Te Haumako Te Whitingia Strengthening Communities Together Strategy

3.2 **Community Funding Summary**

3.2.1 **Community Board Discretionary Response Fund 2025/26**

The total budget for this fund for 2025/26 is \$36,027. The unallocated balance as of 16 April 2026 is \$12,499.

The Discretionary Response Fund 2025/26 Spreadsheet as of 16 April 2026 is attached for record purposes (**Attachment A**).

3.2.2 **Youth Development Fund (YDF)**

Three applications have been approved this financial year. All YDF allocations are captured in the DRF summary (**Attachment A**).

Evie Smith - NZ Secondary School Open Water Swimming Championships, Rotorua

Thank you for the contribution to my trip to Rotorua for New Zealand National Secondary schools open water swimming competition 2026. This was an amazing opportunity and experience for me, and I really appreciate your support. I had my 1,000m race mid-morning at the stunning Blue Lake. There was a large group of people

Te Pātaka o Rākaihautū Banks Peninsula Community Board
04 May 2026

doing the 1km and I came 7th in my age group of 14-15 year old girls with a time of 17.33 min. The water was so blue and cold, and the trees and native bush covered the hills all the way down to the water's edge.

I am now training towards competing in the National Age Group Swimming Champs (NAGS) which is an indoor pool competition, in Hawkes Bay over the Easter holidays, I plan to continue with Open Water competition next season when it starts up again.



- 3.2.3 **Summer with your neighbours** – the Board allocated funds to 17 applicants this year for subsidies to the host events in neighbourhoods throughout the peninsula from the end of October 2025 through until the end of March 2026. 13 events were held and all subsidies were paid out by mid-April.

Photograph from one of the events held is below.



3.3 **Participation in and Contribution to Decision Making**

- 3.3.1 **Adoption of the Plan** - The finalised Board Plan will be presented for adoption at the Board's May 2026 decision meeting.

- 3.3.2 **Council Engagement and Consultation.**

Te Pātaka o Rākaihautū Banks Peninsula Community Board
04 May 2026

- **Have your say** – At the time of writing this report, there were no active consultations in Te Pātaka o Rākaihautū Banks Peninsula.
- **Dog Exercise Area Engagement Diamond Harbour** - In response to an action assigned to staff during the Hearings Panel Report to the Council on the Dog Control Policy and Dog Control Bylaw 2025. Staff have reviewed the feedback received during consultation on the Dog Control Bylaw 2025. Based on this review staff recognize that the primary concerns raised by dog owners in the Diamond Harbour area related to the updated requirement for dogs to be on leash on the coastal cliff tracks and the need for alternative options. In response, staff are undertaking targeted engagement with Diamond Harbour dog owners to better understand how dogs are currently exercised and whether a dedicated dog exercise area would realistically meet the needs that were identified through the consultation process.

This engagement is not revisiting or reconsidering the Dog Control Bylaw. Instead, it is intended to inform future planning by testing whether investment in a dedicated dog exercise area would address the concerns raised and support dog owners under the current rules. A summary of the engagement outcomes and next steps will be shared with the Community Board once completed. If a dog exercise area is to go ahead for the area, wider community consultation will occur, before final Community Board approval.

- A full list of consultations can be found on the Council's [Let's Talk Website](#).

3.4 **Governance Advice**

3.4.1 **Public Participation** – The Board received the following public presentation in April 2026:

- Lyttelton Reserves – School Education Programme

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

- 4.1 **Recovery Process Update – Wet Weather Event February 2026** – Memorandum providing the Board with an update on the recovery process following the impact of a wet weather event on Te Pātaka o Rākaihautū Banks Peninsula. (**Attachment B**).
- 4.2 **Closed Information Requests from Community Open Forums** – No closed information requests to disclose.
- 4.3 **Customer Service Request (CSR) Report** – Refer to **Attachment C** for the March 2026 statistics, providing an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.
[Snap Send Solve](#) is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to [report issues online](#), by calling Council on 03 941 8999 or visiting one of the Council's [Service centres](#).
- 4.4 **Graffiti Report** – The Graffiti Snapshot for March 2026 can be found as **Attachment D** to this report. The Council provides information on graffiti, including tips to prevent it, and about becoming a Graffiti Programme volunteer, at [this link](#).
- 4.5 **Planned road works and closures** – are indicated on the map at the [Traffic Updates page at this link](#). Additionally, a Smartview of nearby road works and closures is available at the following link: <https://smartview.ccc.govt.nz/travel/roads>.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Discretionary Response Fund 2025/26 Spreadsheet as of 16 April 2026	26/787901	
B	Memorandum: Recovery Process Update - Wet Weather Event February 2026	26/786555	
C	Customer Service Request Report - March 2026	26/787737	
D	Graffiti Snapshot Report - March 2026	26/787788	

Signatories Ngā Kaiwaitohu

Authors	Liz Beaven - Community Board Advisor Steffi Brightwell - Community Development Advisor Linda Burkes - Banks Peninsula Governance Advisor Andrea Wild - Community Development Advisor Dane Moir - Community Development Advisor Jane Walders - Support Officer Jo Wells - Community Development Advisor
Approved By	Penelope Goldstone - Manager Community Governance, Banks Peninsula Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

12. Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - May 2026

Reference Te Tohutoro: 26/671667

Responsible Officer(s) Te
Pou Matua: Josh Wharton, Community Governance Manager

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. [Receives the information in the Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - May 2026.](#)

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
House Of Hoopz Ōtautahi	<p>The House of Hoopz final was held on Sunday 12 April 2026 in New Brighton at the Eastern Hub. The event was filled with energy and hustle.</p> <p>Congratulations to Addington for taking out the 2026 House Of Hoopz competition and winning the major prize, with Hoon Hay finishing as runners-up.</p> <p>This event was organised and delivered for the community by Youth and Cultural Development, with support and funding from the Council.</p>	12 April 2026	<p>Strengthening Communities Together Strategy</p> <p><i>Objective 1.5: Support groups involved in arts, culture, heritage, recreation and environmental care.</i></p> <p><i>Objective 2.3: Support community activation and kaitiakitanga of public places and spaces.</i></p>

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	<p>Facebook link to House of Hoopz page: https://www.facebook.com/houseofhoopz03</p> 		
<p>Walking Festival – The Gruffalo Walk</p>	<p>The Gruffalo Walk, held on Monday 13 April 2026 was a popular, self-guided, family-friendly event held annually at Bottle Lake Forest Park and supported by staff from the Community Governance Team. It featured a 2.3km trail through the forest, where children search for characters from the book, including the Gruffalo.</p> <p>The day attracted approximately 1,500 participants, which was a huge success.</p> <p>A key strength of the Gruffalo Walk was the collaborative approach between Council and community organisations, including Plunket, Playcentre, Burwood Community Watch, St Margaret’s High School students, Burwood Christian Centre, with fruit kindly sponsored by Fresh Choice.</p>	<p>13 April 2026</p>	<p>Strengthening Communities Together Strategy <i>Objective 2.3: Support the community activation and kaitiakitanga of public places and spaces.</i></p>


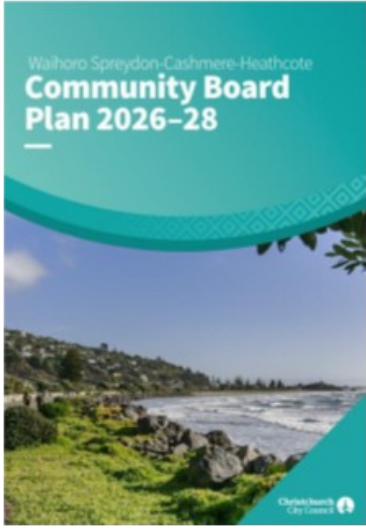
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	<p>Waihoru staff worked alongside Community Recreation Advisors from Halswell-Hornby-Riccarton and Fendalton-Waimairi-Harewood, as well as Park Rangers, to support the planning and delivery of the event.</p> 		
<p>Strengthening Communities Funding Drop-in Sessions</p>	<p>Staff held two drop-in sessions in April, one online and one in-person for community groups in anticipation of the upcoming Strengthening Communities Fund round opening 1 May – 29 May 2026 at 12noon for financial year 2026/27.</p> <p>It was a time to ask questions and get assistance with any upcoming funding applications. Or, simply to find out what funding is on offer with the Waihoru Spreydon-Cashmere-Heathcote Community Board. Overall, staff found that these sessions were a useful opportunity to assist community groups with funding.</p> 	<p>14 and 20 April 2026</p>	<p>Strengthening Communities Together Strategy <i>Objective 1.5: Support groups involved in providing access to arts, culture, heritage, recreation, and those who care for the environment.</i></p>
<p>Somerfield Community Emergency Response Team (SCERT)</p>	<p>There was a good turnout of people at the SCERT bi-monthly meeting and some new members. Planning is underway for a community emergency preparedness awareness event and a displaced persons exercise.</p>	<p>14 April 2026</p>	<p>Strengthening Communities Together Strategy <i>Pillar 4: Preparedness</i></p>


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	<p>People from Addington and Spreydon have contacted staff about community emergency preparedness. Staff and Community Resilience Coordinators from Civil Defence Emergency Management are following up.</p> 		<p><i>Objective 4.1: Work with communities to prepare for and respond to emergencies and also increase climate resilience and adaptation action.</i></p> <p><i>Objective 4.2: Support the capacity of the community and voluntary sector to plan, adapt and respond to risk, disruption and change.</i></p>
<p>Age Friendly Spreydon Cashmere Heathcote</p>	<p>The Minister for Seniors, Hon Casey Costello has been travelling around the country to meet with communities and talk about the new Action Plan for the Government’s Better Later Life Strategy. She came to Christchurch on 15 April 2026 and was hosted by Grey Power Christchurch at St Martins Church Hall in Hillmorton.</p> <p>The event was an opportunity to hear how Government is working to support older people, respond to cost-of-living pressures, strengthen aged care and help people stay independent and connected as they age. During the talk Age Friendly cities, policies, principles and planning were mentioned.</p> <p><i>“In 2010, World Health Organisation (WHO) established a Global Network for Age-friendly Cities and Communities in response to global population ageing and rapid urbanisation. By August 2021 the network included over 1,000 communities across 41 countries, covering more than 240 million people worldwide. New Zealand became an affiliate of the WHO Global Network in 2018.” Taken from Age Friendly Aotearoa New Zealand Toolkit.</i></p> <p>Since 2018 Age Friendly Spreydon Cashmere Heathcote have been advocating for aspects of the WHO framework to be put in place locally. They want Christchurch City Council to use the framework in their planning and policies and to become an Age Friendly city.</p>	<p>15 April 2026</p>	<p>Strengthening Communities Together Strategy</p> <p>Pillar 3: Participation</p> <p><i>Objective 3.1: Empower and equip residents and groups to participate in decisions affecting their communities and neighbourhoods</i></p>


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<p>2026/28 Waihoru Community Board Plan</p>	<p>On the 16 April 2026 the Board concluded a multi-month development process to sign off its triennial Community Board Plan. This document captured the Boards strategic vision and objectives for the coming political term, to communicate those goals effectively with the community, and to support advocacy with Council, Government and others. There were over 40 submitters on the draft plan, which were carefully reviewed by staff and elected members in the formation of the final board plan.</p> 	<p>16 April 2026</p>	<p>Strengthening Communities Together Strategy <i>Objective 3.3:</i> <i>Provide well-</i> <i>informed support</i> <i>and advice to staff</i> <i>and elected</i> <i>members for</i> <i>effective decision</i> <i>making and</i> <i>community</i> <i>engagement.</i></p>
<p>Proposed Erebus memorial</p>	<p>On 22 April 2026 the Board were advised that the Ministry of Culture and Heritage have uploaded a news item on their website that shows more detailed design imagery of the National Erebus Memorial proposed at Cracroft Reserve in Cashmere: https://www.mch.govt.nz/news/next-phase-reached-national-erebus-memorial-design</p>	<p>22 April 2026</p>	<p>Strengthening Communities Together Strategy <i>Objective 2.3:</i> <i>Support the</i> <i>community</i> <i>activation and</i> <i>kaitiakitanga of</i> <i>public places and</i> <i>spaces.</i></p>


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	<p>The Waihoru Governance team is working closely with colleagues across Council in support of the project. A decision report is schedule to come to the Board on 21 May 2026 to grant an easement over Cracroft Reserve to construct, operate, and maintain elements of the Crown-owned National Erebus Memorial.</p> 		<p><i>Objective 3.3: Provide well-informed support and advice to staff and elected members for effective decision making and community engagement.</i></p>
<p>Ōmōkihi rebuild update</p>	<p>Elected members attended another walkaround of Ōmōkihi on the 24 April 2026 which was an opportunity to ask questions about furnishings, fittings, and future operations of the key community facility.</p> <p>Key community organisations (who will ultimately be key users of the meeting spaces) are beginning to be engaged in advance of the centre’s opening later in the year.</p>	<p>24 April 2026</p>	<p>2026-28 Draft Waihoru Community Board Plan <i>Priority 5: Activation of Ōmōkihi and Surrounds</i></p>
<p>ANZAC Day Memorial Services</p>	<p>The Governance team has supported elected members attendance at several ANZAC Day memorial services across the Board’s area, including:</p> <ul style="list-style-type: none"> • War Memorial, Heathcote Valley • 19th Battalion and Armoured Regiment Memorial, Victoria Park • Sumner, RSA Memorial Gates • Waltham Gates 	<p>25 April 2026</p>	<p>Strengthening Communities Together Strategy <i>Objective 2.1: Encourage communities to create and sustain a sense of local</i></p>


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	<ul style="list-style-type: none"> Sydenham Cemetery <p>Elected members were represented at each service and presented a traditional ANZAC wreath. Staff were involved with organising the memorial services at Waltham Gates and Sydenham Cemetery.</p> 		<i>identity and ownership.</i>
Garden Awards Update	<p>The Edible & Sustainable and Community Pride Garden Awards 2026 will be held on 16 June 2026 at The Old Stone House, Cracroft with proceedings beginning at 5.30pm. Invitations to award recipients have been distributed and staff are working in preparation of the awards event. For those unable to attend the event will have their certificates posted.</p> 	16 June 2026	Strengthening Communities Together Strategy <i>Objective 2.1: Encourage communities to create and sustain a sense of local identity and ownership.</i>
Coastal Adaptation Planning	<p>Work will start alongside Council's Climate Hazards Adapt Planning team with the board in the coming months shortly, to look at Coastal Adaptation planning, particularly from Taylor's Mistake to the Lower Heathcote areas.</p> <p>Saff will bring an information session to the board at the soonest possible opportunity with a briefing to cover the scope and process of the work, with the Board.</p>	June	Strengthening Communities Together Strategy <i>Objective 2.3: Support the community activation and kaitiakitanga of public places and spaces.</i>
Unmarked Graves Memorial – Sydenham Cemetery	<p>Council has successfully applied for a central Government grant from the 'Survivor Support and Recognition Fund' to support the delivery of the unmarked graves memorial project in Sydenham Cemetery.</p>	Towards end of year 2026	Strengthening Communities Together Strategy <i>Objective 2.1: Encourage communities to create and sustain</i>

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	<p>The Christchurch City Council has been approved a grant of NZ\$121,500.00 for this project. Engagement on the design of the memorial continues with the families of the victims and survivors.</p> <p>This application was supported by a written statement by Board Chair Keir Leslie, as well as significant work from the Governance team in partnership with Parks and Communications and Engagement.</p> 		<p><i>a sense of local identity and ownership.</i> <i>Objective 3.1: Empower and equip residents and groups to participate in decisions affecting their communities and neighbourhoods.</i></p>
<p>Walk & Talk Groups survey</p>	<p>Waihoro continues to support the delivery of Walk and Talk groups, both within our Board area, as well as the city at large.</p> <p>A significant survey of walk & talk participants is being conducted (expected 100+ responses) about the effectiveness of the programme, how they find the experience, the challenge level of the walks and potential improvements.</p>	<p>Ongoing</p>	<p>Strengthening Communities Together Strategy <i>Objective 1.4: Harness the strengths of diverse communities and address issues of social exclusion.</i></p>
<p>Hansen Park Basketball Court Mural Trial</p>	<p>Staff are working with urban regeneration and a local artist on the activation of the popular Hansen Park basketball court.</p> <p>Budget for this works is being provided by the Place Partnership Fund, and intends to tell a story of the users of the court, the story of the Park and Opawaho river, which borders the area. All art is being done on court-specific paint that will be durable and non-slip for those using it recreationally.</p>	<p>Ongoing</p>	<p>Strengthening Communities Together Strategy <i>Objective 2.1: Encourage communities to create and sustain a sense of local identity and ownership.</i></p>

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	<p>As part of this programme of work, the artist and recreation staff will go out and capture the stories of local groups to incorporate their stories into the design of the court.</p> 	
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3.2 **Community Funding Summary**

3.2.1 **Community Board Discretionary Response Fund 2025/26**

As of 17 April 2026, available balance of the Discretionary Response Fund at the time of writing this report is **\$47,448.00**

The 2025/26 Discretionary Response Fund Spreadsheet as of 17 April 2026 is attached for record purposes – see **Attachment A**.

3.2.2 **Youth Development Fund Applications**

The following Youth Development Fund applications have been approved by the Board since the last Area Report:

Name	Event	Amount
Viennaeverly Sharon Lesley Gloria Dekaema Pitman	Teina Kōtiro NZ Maori Rugby League Tournament held in Hāwera, Taranaki, April 24 - April 25, 2026	\$300
AVAILABLE BALANCE (at time of writing):		\$6,350.00

The Youth Development Fund Matrix is attached below for record purposes – see **Attachment B**

3.2.3 **Off the Ground Fund Applications**

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There have been no Off the Ground Fund applications since the last Area Report.
Available balance of the Off the Ground Fund at the time of writing this report is
\$2,700.00

3.2.4 Summer with your Neighbours - Reimbursement

The total amount allocated to the Summer with your Neighbours Fund is **\$3,790.00**.

Applicants had until the **10 April 2026** to hold their gathering and submit a Small Subsidy and Evaluation Form for reimbursement.

As of 17 April 2026, at the time of writing this report, the current balance which was claimed for reimbursement is **\$2,185.87**.

The amount of funds unclaimed sits at **\$1,604.13**. We have a couple of applicants who were unable to hold their event within this timeframe and have been given an extension until the end of May to hold their event to make sure that any final reimbursement can happen before the end of financial year (\$255.00).

3.3 Upcoming Community Events and Activities

3.3.1 Pool Party – held at Pioneer Recreation Pool on **10 April 2026**, during the April school holidays. The event was led and delivered by Youth & Cultural Development and funded by the Waihoru Community Board. There was a free sausage sizzle, drinks, braids and haircuts, including spot prizes to give away.



3.3.2 Let's Talk: Influencing Council's Decision-Making – is a Council staff-led workshop with community designed to support cultural and ethnic communities in Ōtautahi to better understand how Council works and how they can participate in local democratic processes with confidence. The workshop was held on Tuesday **21 April 2026** from 5.30 pm at the Multicultural Recreation and Community Centre. Board member Roy Kenneally was a panellist at the workshop.

3.3.3 Growing a Fair Food System Together Workshop

- as part of the refresh of Christchurch City Council's refresh of the Food Resilience Policy and City-Wide Action Plan; a Food Resilience Action Planning Workshop was held on **23 April 2026**. The workshop was a focused, action-oriented session to review and prioritise draft actions building on engagements so far, identify enablers and barriers, and help clarify where Council can add the most value with others across the food system.



3.4 Participation in and Contribution to Decision Making

3.4.1 Report back on other Activities contributing to the Community Board Plan

- **Washington Way Mural Renewal** - The toilet block mural at Washington Way Reserve has recently been renewed by Christchurch artist Jacob Yikes, replacing an earlier work originally painted on the site by Yikes in 2017. The project restored the appearance of the toilet block building and contributes to the ongoing artwork

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activation of the skate park area. The mural renewal was co funded by Watch This Space Trust and Parks. As part of the project, Watch This Space also facilitated a mentoring opportunity, engaging an emerging artist to work alongside Jacob Yikes and gain practical experience in mural development and delivery.



Before and after images above

- **SH76 Brougham Street upgrade and proposed sale of sections of Somerset and Antigua Reserves** – the New Zealand Transport Authority (NZTA) continues work on the [Broughm Street upgrade](#) including the new Brougham Street bridge. Much of the work to date has taken place below ground, so it may not always be visible. This behind the scenes work has strengthened the area by upgrading underground services like the water supply, and by laying safe, strong foundations for the new bridge. At its meeting on 16 April 2026 the Board agreed to recommend to Council to sell land to NZTA for the Brougham Street upgrade at Somerset Reserve and Antigua Reserve. Purchasing part of Somerset Reserve will allow space for the two-way shared path, which will provide a safe off-road option for cyclists and pedestrians. Purchasing of Antigua Reserve will allow space for the footpath and provide enough space for pedestrians to wait to cross the road. The matter is scheduled to be considered by Council on 6 May 2026.



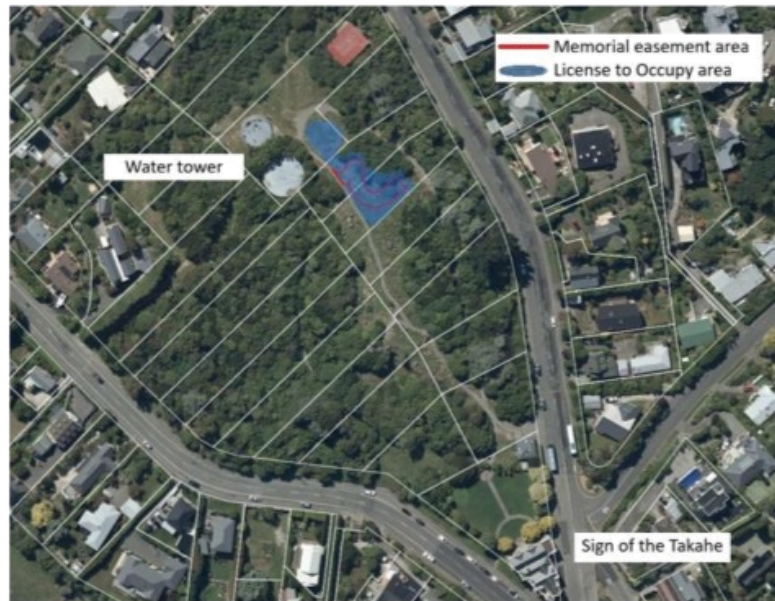
Construction of Brougham Street bridge.



Somerset Reserve - Proposed shared path design

3.4.2 Council Engagement and Consultations

- The [Council's Draft Annual Plan 2026/27](#) opened for consultation from 27 February to 27 March 2026. The Board submitted on the Draft Annual Plan on 26 March 2026 and the Chair and Deputy Chair spoke to the Board's submission at Council's meeting on 1 April 2026. The Board's submission is shown at **Attachment C**.
- [Proposed easement over Cracroft Reserve](#) opened for consultation on 26 March and closes on 30 April. The Council has notified its intent to grant an easement in Cracroft Reserve to construct, operate, and maintain elements of the Crown-owned National Erebus Memorial. The matter is scheduled to come to the Board for a decision on 21 May 2026.



Location of proposed easement and Licence to Occupy within Cracroft Reserve

3.5 Governance Advice

3.5.1 **Public Participation** - the Board received the following **public forum** presentations at its 16 April 2026 meeting:

- Hugh Worrall and Andrew Lohrey spoke regarding the Ōpāwaho Heathcote River Day event.
- Callum Templeton, creator of the Scarborough, Riverlution and Kaiapoi river parkruns spoke regarding markings on the Coastal Pathway.
- Fox Bennetts, Chair and Anne Scott of Spokes Canterbury spoke regarding the Notice of Motion - Cashmere - Penruddock Roundabout.
- Jeff Hall, local resident spoke regarding the Notice of Motion - Cashmere - Penruddock Roundabout.
- Noel Andrew of Stolen Bikes Christchurch and Canterbury spoke regarding improved cycle parking and security near frequently used sites for example public toilets and parks.

The Board received the following **deputations** at its 16 April 2026 meeting:

- Megan Blakely, local resident was not available to attend the meeting but at her request, her deputation was read on her behalf by staff regarding Item 9 - the Sumner Tennis Club Proposed Lease: Post-Consultation Report.
- Stuart Anderson and Nelson Glass spoke on behalf of the Sumner Tennis & Squash Club regarding Item 9 - Sumner Tennis Club Proposed Lease: Post-Consultation Report.
- Oliver Mould, local resident and Secretary of the Somerfield Community Centre spoke regarding Item 10 - Waihoru Spreydon-Cashmere-Heathcote Community Board Plan 2026-2028.

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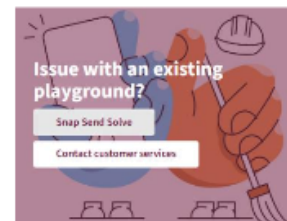
- Anne Scott spoke on behalf of Spokes Canterbury regarding Item 10 - Waihoru Spreydon-Cashmere-Heathcote Community Board Plan 2026-2028.
- Marie Gray spoke on behalf of the Summit Road Society regarding Item 10 - Waihoru Spreydon-Cashmere-Heathcote Community Board Plan 2026-2028.

The Board received the following **correspondence** at its 16 April 2026 meeting:

- Helen Heenan wrote in relation to Item 7 - Notice of Motion - Cashmere - Penruddock Roundabout.
- George Laxton wrote in relation to Item 7 - Notice of Motion - Cashmere - Penruddock Roundabout.

3.5.2 Customer Service Request (CSR) Report the Spreydon-Cashmere-Heathcote Wards

– a report on open and completed tickets (requests for service) in March 2026 can be found at **Attachment D** to this report. The report provides an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.



[Snap Send Solve](#) is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to [report issues online](#), by calling Council on 03 941 8999 or visiting one of the Council's [Service centres](#).

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

- 4.1 **Start Work Notices (SWN)** - SWN relating to the Board area is separately circulated to the Board. SWN are for works being carried out by the Council and can be found at [this link](#). The [traffic updates page](#) is a more comprehensive map of planned road works and closures as other agencies also carry out work on the roads. Recent SWN relating to the Board area are:
- Hawdon Street carriageway renewal (*circulated 7 April 2026*)
 - Evans Pass Road hairpin – investigation works (*circulated 15 April 2026*)
 - Colombo, Somerfield, Strickland Streets - safety improvements (*circulated 20 April 2026*)
- 4.2 **Graffiti Snapshot Report** – The monthly report for March 2026 can be found as **Attachment E** to this report. The Council also provides information on graffiti, including tips to prevent it, and about becoming a Graffiti Programme volunteer, at [this link](#).
- 4.3 **Memoranda** - memoranda related to matters of relevance to the Board have been separately circulated for the Board's information and are listed below.
- Memo - 2 Esplanade Sumner, Outdoor Dining Licence Application (*circulated 30 March 2026*) – see **Attachment F**
 - Memo - Christchurch Marathon - CBD road closures (*circulated 2 April 2026*) and communicated to public in Newsline article: [Thousands set to run at biggest ever Christchurch Marathon](#)
 - Memo - Torrens Reserve play space renewal and tree removal (*circulated 7 April 2026*) – see **Attachment G**
 - Memo - Tsunami Warning Sirens Test (*circulated 7 April 2026*) – see **Attachment H**

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- Memo – Birdwood Crossing Points (*circulated 9 April 2026*) – see **Attachment I**
- 4.4 **Staff advice to the Board** – the following staff advice has been received by the Board since the last Area Report:
- On 30 March 2026 the Board received an update in response to a Council Resolution at the Council meeting on 20 August 2025 instructing staff to investigate parking options on Truscotts Road (Deavoll Place to Martindales Road) and provide a report to the Community Board. The Board was advised that staff met with members of St Mary’s Church. Church representatives confirmed that their preference was for unrestricted parking to be retained on the west side (as per the existing layout) as this maximised available parking near the church. This is also consistent with feedback from other affected residents who were generally opposed to parking being retained on the church (east) side of Truscotts Road, on the approach to the Martindales Road intersection. Since the agreed layout is consistent with the existing road markings and the plans already resolved by Council on 20 August 2025, no further changes or approvals are required. Staff will continue to monitor this location and engage with church members and the wider community should any further issues arise.
 - On 31 March 2026 the Board received advice in response to a request for staff to investigate the matters raised by Mike Bennett about noise from the basketball court at Spreydon School during a [public forum to the Board on 11 December 2025](#). Staff advised that the Christchurch City District Plan specifically exempts noise restrictions on spontaneous social activities and children’s play (6.1.4.2(a)(vii)). While we sympathise with the complainant, we do not believe the circumstances described allow for the use of enforcement powers.
 - On 9 April 2026 the Board received advice in response to a request for staff to investigate the matters raised by Simon Kingham and Shane Binder on behalf of the Beckenham Neighbourhood Association during a [public forum to the Board on 1 September 2025](#) in relation to traffic management in Beckenham Loop. See **Attachment I**. Staff also advised that feedback relating to pedestrian crossing points and road narrowing at the Birdwood Avenue/Corson Avenue intersection is being considered as part of the Corson Avenue Street renewal project. A draft plan is currently being developed (using standard kerbs/materials in accordance with CCC Standards), following community feedback late last year.

Attachments Ngā Tāpirihanga

Waihoru Spreydon-Cashmere-Heathcote Community Board
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No.	Title	Reference	Page
A	Discretionary Response Fund Allocation Matrix 14 May Meeting 2026	26/792237	
B	Youth Development Fund Matrix - 14 May 2026 Meeting - Viennaeverly Pitman	26/792597	
C	Submission - Waihoru Spreydon-Cashmere-Heathcote Community Board - Draft Annual Plan 2026-27	26/820982	
D	Hybris Ticket Report - Waihoru - March 2026	26/677337	
E	Graffiti Snapshot - March 2026	26/823241	
F	Memo - 2 Esplanade Sumner, Outdoor Dining Licence Application	26/822453	
G	Memo - Torrens Reserve play space renewal and tree removal	26/823073	
H	Memo - Tsunami Warning Sirens Test	26/823160	
I	Memo - Birdwood Crossing Points	26/823340	

Signatories Ngā Kaiwaitohu

Authors	Jonathon Jones - Community Board Advisor Nime Ah Kam-Sherlock - Community Recreation Advisor Heather Davies - Community Development Advisor Abbey McMillan - Support Officer
Approved By	Josh Wharton - Manager Community Governance, Spreydon-Cashmere-Heathcote Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

10. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - May 2026

Reference Te Tohutoro: 26/891230

Responsible Officer(s) Te Maryanne Lomax, Community Governance Manager,
Pou Matua: maryanne.lomax@ccc.govt.nz

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.
- 1.2 This report is staff-generated monthly.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. [Receives the information in the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - May 2026.](#)

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

3.1.1 Fendalton-Waimairi-Harewood Community Liaison Meeting - April 2026

The April Community Liaison Meeting was hosted by Council staff at the Fendalton Library and Service Centre, with strong attendance from across the network (approximately 20 representatives from community organisations and agencies). It was also positive to have three Waimāero Fendalton-Waimairi-Harewood Community Board members in attendance, reflecting continued Board support and engagement.

The meeting provided an opportunity to share updates, strengthen relationships, and highlight key initiatives across the community.

Christchurch City Council's Active Communities Team presented on a range of accessible recreation programmes, including discounted organisation memberships, women-only swim sessions, free swimming for under-5s during term time, and inclusive sensory-friendly activities. An update was also provided on Jellie Park, where essential strengthening works are underway, with staged reopening expected from late 2026.

Neighbourhood Support Christchurch outlined its role in supporting safer, more connected communities through local neighbourhood groups, information sharing, and emergency preparedness.

Upcoming initiatives were noted, including the May 2026 Funding Hui (with both daytime and evening sessions to meet demand), a Cultural Connections Hui planned for July, and a Youth Hui scheduled for September. These initiatives aim to support capability building, strengthen inclusion, and respond to community-identified priorities.

Community organisations also shared updates on local services and programmes, including parenting and budgeting courses, expanded community centre services, and support for migrant communities. A reminder was provided on the importance of maintaining up-to-date information in the Citizens Advice Bureau Community Directory to support effective referrals.

Overall, the meeting reflected a well-connected and collaborative community network, with a continued focus on accessibility, inclusion, and supporting local organisations.

The next meeting is on 10 June 2026.

3.1.2 Nepal Reserve - Community-Led Activation Update

There continues to be strong momentum at Nepal Reserve, led by local residents and supported by Council staff working behind the scenes.

A recent highlight was the City Nature Challenge Bioblitz held on 26 April, organised by community members, including Beulah Pragg. The event also featured support from Rob Cruickshank (University of Canterbury), an insect specialist who attended to demonstrate techniques for observing and recording insects. The event attracted around 25 participants (including approximately 15 children).

The Bioblitz provided a hands-on opportunity for families to explore local biodiversity as part of a global citizen science initiative. Feedback reflected strong engagement, with one student sharing they “liked seeing all the different plants and insects,” while another highlighted spotting a huhu grub that “just jumped out of the soil.”

A special acknowledgement is extended to Beulah Pragg, whose leadership has been instrumental in establishing the Friends of Nepal Reserve group and driving ongoing activity in the space.

Council staff have supported the group to build capacity and sustainability, including training a member as a first aider, providing a first aid kit, and supplying volunteer-at-work signage to support safe and visible working bees and events.

The group continues to build momentum, with their third monthly working bee scheduled for Sunday, 3 May, supported by Community Park Ranger Annaliese Caukwell-Mills.

The Parks team has also confirmed upcoming wildflower planting within the reserve. These areas are being prepared to enhance biodiversity, support pollinators such as bees and butterflies, and add seasonal interest, while remaining accessible through mown pathways. While the areas may initially appear bare, planting will establish



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over winter, with flowering expected through spring and summer. Early community feedback has been positive, with one resident noting the planting “sounds pretty cool and something different.”

Overall, this reflects a strong example of community-led stewardship, supported by Council, resulting in increased activation, environmental enhancement, and community connection within the reserve.

3.1.3 Bryndwr Banter - Update and Latest Edition

The Bryndwr Banter is a collaborative community publication, produced through a partnership between local community groups and central and local government organisations.

Following a review earlier this year and feedback from the Burnside Bryndwr Community Network engagement project last winter, the working group agreed to increase the publication from 8 to 12 pages. This will also allow the inclusion of a community directory.

Feedback highlighted that the Bryndwr Banter is highly valued for its consistency, accessibility, and role as a trusted source of local information, with residents also requesting more community stories and local content.

The group considered a range of options to create more space for community content, including separating the directory. It was ultimately agreed that increasing the publication size was the most effective approach while maintaining its current format.

The Bryndwr Banter will continue to be published three times per year (Autumn, Winter, and Spring/Summer).

A key longer-term action is identifying a community volunteer(s) to take on editorial responsibilities in future editions.

The latest edition is currently being delivered to 3,000 residents in Bryndwr and can be viewed [here](#).



3.1.4 ANZAC Day Service - Harewood

This year’s ANZAC Day service at the Harewood Cenotaph drew an estimated 400-450 people, a strong and diverse gathering that reflected the enduring significance of remembrance within our community.

The service was led by Rev. Joe Keighley from the Burnside Harewood Anglican Parish and Rev. Rob Thomson, chaplain in the Royal NZ Navy Volunteer Reserves. Air Training Corps 17 Squadron provided the honour guard and supported the formal elements of the morning, while the Harewood Primary school helped with arrangements and the hospitality following the gathering.

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Harewood School's kapa haka offered waiata and a haka, which was appreciated by those gathered. We were also fortunate to have RNZNR Lieutenant Rebecca Nelson sing Whakaaria Mai, a contribution that added depth to the service.

Overall, it was a well-supported and meaningful commemoration, marked by a steady sense of respect and shared remembrance. The growing numbers of attendees show that our community continues to value both what this day represents and the unity that we embody in our coming together.

Lest We Forget.



3.2 Community Funding Summary

3.2.1 A status report on the Board's 2025-26 Discretionary Response Fund and Youth Development Fund as at 30 April 2026 is attached (refer to **Attachment A**).

3.2.2 Youth Development Funds approved under delegation of Community Governance Manager:

- Samuel Allan - Australasian Intervarsity Debating Championship - \$250
- Sophie Lampe - World Triathlon Finals in Spain - \$500
- Rina Kim - Badminton NZ U17 Melbourne - \$350
- Badminton Canterbury Inc - NZ Junior Championships (9 players from our Board area - \$1,00
- Soeren Wells - Oceania Swimming Championships in Fiji - \$500

3.2.3 **Better-Off Fund Report Back - Nomads United AFC**

On behalf of our entire club community, we would like to extend our heartfelt thanks to the CCC Better Off Fund for their incredible financial support, which made our clubroom bathroom renovations possible.

The clubroom bathrooms had not been updated since the original construction of the facility in the 1970s. Thanks to your generous contribution, we have finally been able to bring them into the modern era - creating clean, accessible, and functional spaces that are a huge improvement for everyone who uses them. The upgrades also include water-saving and energy-efficient features, making the facilities more sustainable for the future.

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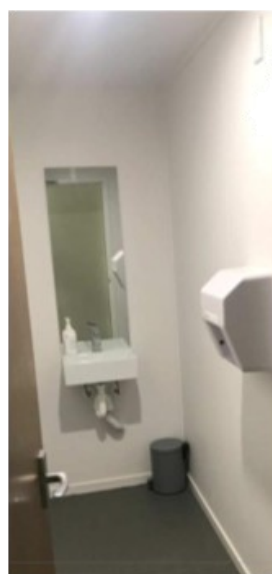
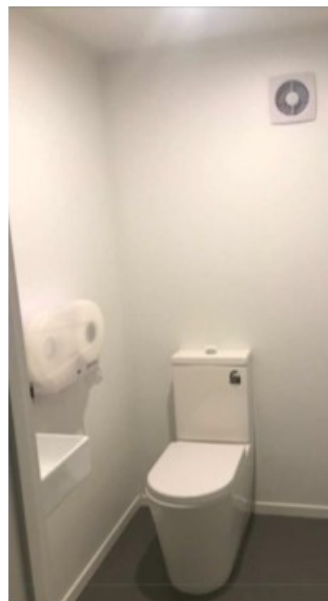
This renovation has made an enormous difference, not only to our club members but also to the wider community who visit our clubrooms each week for games, trainings, and social gatherings. It has enhanced the comfort and experience of all who walk through our doors.

We're also proud to share that much of the renovation work was carried out by local tradespeople who are also members of our football club. Being able to support local talent within our community added an extra layer of meaning to the project and helped strengthen the bond we share as a club.

Once again, thank you to the CCC Better Off Fund for your belief in community sport and for helping us create a facility we can all be proud of for many years to come.

Before

After



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3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan

- The 2026-28 Waimāero Fendalton-Waimairi-Harewood Community Board Plan was adopted by the Board at their meeting on 20 April 2026. A six-month progress report will be provided in September 2026.
- **Council Engagement and Consultation**
 - Current open consultations in our Board area:
 - Elmwood Park Bowling Club lease – The Elmwood Park Bowling Club has applied for a lease for the existing bowling green near Heaton Street. More information is available [here](#). Consultation closes 24 May 2026.
 - Recently closed consultations:
 - Aorangi Road street renewal and cycleway – closed on 3 May 2026.

A full list of open consultations city-wide is available at <https://letstalk.ccc.govt.nz/>

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

- 4.1 Customer Service Request Report - Hybris monthly report for Marcy 2026 attached, providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported (refer to **Attachment B**).
- 4.2 Fendalton-Waimairi-Harewood Graffiti Snapshot - March 2026 (refer to **Attachment C**).
- 4.3 SWN - Strowan intersection - investigation works (night works) (*circulated 1 April 2026*)
- 4.4 SWN - Glandovey/Heaton/Rossall/Strowan intersection - signal upgrades (*circulated 10 April 2026*)
- 4.5 SWN - Wairakei Road - water main renewal (*circulated 17 April 2026*)
- 4.6 SWN - Hawthorne St, Walnut Ave, Lansbury Ave - wastewater main renewals - works update (*circulated 17 April 2026*)
- 4.7 SWN - Main North Road - road resurfacing (night works) (*circulated 22 April 2026*)
- 4.8 SWN - Harewood Road - water main renewal (*circulated 22 April 2026*)
- 4.9 Road maintenance letters:
 - Martbern Crescent - road resurfacing (*circulated 2 April 2026*)
 - Waimairi Road (between Greers and Tudor) - footpath resurfacing (*circulated 10 April 2026*)
 - Old West Coast Road - essential road repairs update (*circulated 10 April 2026*)
 - Annell Place - footpath resurfacing (*circulated 10 April 2026*)
 - Grogan Crescent (rescheduled) - road resurfacing (*circulated 10 April 2026*)
 - Wairakei Road - footpath resurfacing (*circulated 17 April 2026*)
 - Fairford Street - essential road repairs (*circulated 17 April 2026*)
 - Harakeke Street - road resurfacing (*circulated 24 April 2026*)

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Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Fendalton-Waimairi-Harewood - Board Funding Update - May 2026	26/891569	
B	Fendalton-Waimairi-Harewood Hybris Ticket Report - March 2026	26/892000	
C	Fendalton-Waimairi-Harewood Graffiti Snapshot - March 2026	26/892280	

Signatories Ngā Kaiwaitohu

Author	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

**Report from Waimāero Fendalton-Waimairi-Harewood Community Board – 20 April
2026**

9. Radcliffe Road Corridor Improvement

Reference Te Tohutoro:	26/816123
Responsible Officer(s) Te Pou Matua:	Natasha Wells, Project Manager
Accountable ELT Member Pouwhakarae:	Brent Smith, General Manager City Infrastructure

1. Waimāero Fendalton-Waimairi-Harewood Community Board Consideration Te Whaiwhakaarotanga

1. The Community Board received deputations on this report from Anne Scott on behalf of Spokes Canterbury, and Fox Bennetts.
2. The Community Board accepted the officer recommendations in full, with additional requests for staff to consider as part of the detailed design process:
 - a. Adding a kerb cutdown opposite the Blakes Rd intersection, to allow cyclists turning from Blakes Rd to enter the Radcliffe Rd shared path.
 - b. Enhanced warning signage for the pedestrian crossing point near the railway line.
3. In response to feedback from submitters and the deputations, the Community Board made an additional recommendation that the Council seek advice about lowering the speed limit on Radcliffe Road between Blakes Road and the Northwood Supa Centa.

2. Waimāero Fendalton-Waimairi-Harewood Community Board Recommendation to Council

That the Council:

21. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 100 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
22. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Radcliffe Road, commencing at a point 280 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 11 metres as

detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.

23. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Radcliffe Road, commencing at a point 382 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 97 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
24. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Radcliffe Road, commencing at a point 269 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 63 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
25. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 21 to 24 above are in place (or removed in the case of revocations).
26. Approves that for any traffic controls or parking restrictions on land not yet vested with Council as Road Reserve, these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place and when the land has been vested with Council.
27. Requests advice from staff on lowering the speed limit on Radcliffe Road between Blakes Road and the Northwood Supa Centa.

3. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Radcliffe Road Corridor Improvement Report.
2. Notes that the decision in this report is assessed as **medium** significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to parking and stopping restrictions and traffic controls made pursuant to any Bylaw to the extent that they are in conflict with parking or stopping restrictions described in resolutions 5 to 17 and 20 to 24 below.
4. Approves the following resolutions required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.

Radcliffe Road

5. Approves all kerb alignments, traffic islands, road surface treatments, and road markings on Radcliffe Road commencing at a point 172 metres east of its intersection with Main North Road, and extending in an easterly direction for a distance of 245 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
6. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times as detailed

on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as

Attachment A:

- a. On the northern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 245 metres.
 - b. On the southern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 225 metres.
7. Approves all kerb alignments, traffic islands, road surface treatment, and road markings on Radcliffe Road commencing at a point 96 metres east of its intersection with Blakes Road, and extending in a westerly direction for a distance of 257 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
8. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
- a. On the northern side of Radcliffe Road, commencing at its intersection with Blakes Road and extending in a westerly direction for a distance of 96 metres.
 - b. On the northern side of Radcliffe Road, commencing at its intersection with Blakes Road and extending in an easterly direction for a distance of 94 metres.
 - c. On the southern side of Radcliffe Road, commencing at a point 96 metres east of its intersection with Blakes Road and extending in a westerly direction for a distance of 257 metres.
9. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 291 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 15 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
10. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 397 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 55 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
11. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 302 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 40 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control

Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

12. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 23 metres east of its intersection with Blakes Road and extending in an easterly direction for a distance of 13 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
13. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 36 metres east of its intersection with Blakes Road and extending in an easterly direction for a distance of 58 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
14. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 96 metres east of its intersection with Blakes Road and extending in a westerly direction for a distance of 588 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Blakes Road

15. Approves all kerb alignments, traffic islands, and road markings on Blakes Road commencing at its intersection with Radcliffe Road, and extending in a northerly direction for a distance of 183 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
16. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southbound approach of Blakes Road at its intersection with Radcliffe Road be controlled by a Stop Control, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
17. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
 - a. On the western side of Blakes Road, commencing at its intersection with Radcliffe Road and extending in a northerly direction for a distance of 183 metres.
 - b. On the easterly side of Blakes Road, commencing at its intersection with Radcliffe Road and extending in a northerly direction for a distance of 183 metres.

18. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 5 to 17 above are in place (or removed in the case of revocations).
19. Endorses staff's recommended delivery staging approach to construct the full intended design for Radcliffe Road and Blakes Road, other than the upgrades to the level crossing, as one phase as soon as possible. The railway level crossing will be delivered when ready to do so.

That the Waimāero Fendalton-Waimairi-Harewood Community Board recommend that Council:

20. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 100 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
21. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Radcliffe Road, commencing at a point 280 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 11 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
22. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Radcliffe Road, commencing at a point 382 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 97 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
23. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Radcliffe Road, commencing at a point 269 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 63 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
24. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 20 to 23 above are in place (or removed in the case of revocations).
25. Approves that for any traffic controls or parking restrictions on land not yet vested with Council as Road Reserve, these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place and when the land has been vested with Council.

4. Waimāero Fendalton-Waimairi-Harewood Community Board Decisions Under Delegation Ngā Mana kua Tukuna

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Radcliffe Road Corridor Improvement Report.
2. Notes that the decision in this report is assessed as **medium** significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to parking and stopping restrictions and traffic controls made pursuant to any Bylaw to the extent that they are in conflict with parking or stopping restrictions described in resolutions 5 to 17 and 21 to 25 below.
4. Approves the following resolutions required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.

Radcliffe Road

5. Approves all kerb alignments, traffic islands, road surface treatments, and road markings on Radcliffe Road commencing at a point 172 metres east of its intersection with Main North Road, and extending in an easterly direction for a distance of 245 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
6. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**:
 - a. On the northern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 245 metres.
 - b. On the southern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 225 metres.
7. Approves all kerb alignments, traffic islands, road surface treatment, and road markings on Radcliffe Road commencing at a point 96 metres east of its intersection with Blakes Road, and extending in a westerly direction for a distance of 257 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
8. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
 - a. On the northern side of Radcliffe Road, commencing at its intersection with Blakes Road and extending in a westerly direction for a distance of 96 metres.
 - b. On the northern side of Radcliffe Road, commencing at its intersection with Blakes Road and extending in an easterly direction for a distance of 94 metres.

- c. On the southern side of Radcliffe Road, commencing at a point 96 metres east of its intersection with Blakes Road and extending in a westerly direction for a distance of 257 metres.
9. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 291 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 15 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
10. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 397 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 55 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
11. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 302 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 40 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
12. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 23 metres east of its intersection with Blakes Road and extending in an easterly direction for a distance of 13 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
13. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 36 metres east of its intersection with Blakes Road and extending in an easterly direction for a distance of 58 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
14. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 96 metres east of its intersection with Blakes Road and extending in a

westerly direction for a distance of 588 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Blakes Road





15. Approves all kerb alignments, traffic islands, and road markings on Blakes Road commencing at its intersection with Radcliffe Road, and extending in a northerly direction for a distance of 183 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
16. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southbound approach of Blakes Road at its intersection with Radcliffe Road be controlled by a Stop Control, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
17. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
 - a. On the western side of Blakes Road, commencing at its intersection with Radcliffe Road and extending in a northerly direction for a distance of 183 metres.
 - b. On the easterly side of Blakes Road, commencing at its intersection with Radcliffe Road and extending in a northerly direction for a distance of 183 metres.
18. Requests staff to consider during the detailed design phase:
 - a. A kerb cutdown opposite the Blakes Road intersection to allow cyclists to turn from Blakes Road and enter the Radcliffe Rd shared path.
 - b. Enhanced warning signage for the pedestrian crossing point near the railway crossing.
19. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 5 to 17 above are in place (or removed in the case of revocations).
20. Endorses staff's recommended delivery staging approach to construct the full intended design for Radcliffe Road and Blakes Road, other than the upgrades to the level crossing, as one phase as soon as possible. The railway level crossing will be delivered when ready to do so.

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

Document Name - Location / File Link
Not applicable

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	Radcliffe Road Corridor Improvement	26/259335	114

No.	Title	Reference	Page
A  	Radcliffe Road Corridor Improvements - TP362601- Issue 1 12-03-2026 For Approval	2026/1077415	130
B  	Consultation submission and staff responses	2026/1077447	132
C	Legal Advice - Radcliffes Road (<i>Under Separate Cover</i>) - CONFIDENTIAL	26/640226	

Radcliffe Road Corridor Improvement

Reference Te Tohutoro: 26/259335

Responsible Officer(s) Te
Pou Matua: Natasha Wells, Project Manager

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval from the Waimāero Fendalton-Waimari-Harewood Community Board for the Radcliffe Road Corridor Improvement scheme design following public consultation.
- 1.2 The report is staff generated.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Radcliffe Road Corridor Improvement Report.
2. Notes that the decision in this report is assessed as **medium** significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to parking and stopping restrictions and traffic controls made pursuant to any Bylaw to the extent that they are in conflict with parking or stopping restrictions described in resolutions 0 to 0 and 0 to 0 below.
4. Approves the following resolutions required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.

Radcliffe Road

5. Approves all kerb alignments, traffic islands, road surface treatments, and road markings on Radcliffe Road commencing at a point 172 metres east of its intersection with Main North Road, and extending in an easterly direction for a distance of 245 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
6. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**:
 - a. On the northern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 245 metres.
 - b. On the southern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 225 metres.
7. Approves all kerb alignments, traffic islands, road surface treatment, and road markings on Radcliffe Road commencing at a point 96 metres east of its intersection with Blakes Road, and extending in a westerly direction for a distance of 257 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.

8. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
 - a. On the northern side of Radcliffe Road, commencing at its intersection with Blakes Road and extending in a westerly direction for a distance of 96 metres.
 - b. On the northern side of Radcliffe Road, commencing at its intersection with Blakes Road and extending in an easterly direction for a distance of 94 metres.
 - c. On the southern side of Radcliffe Road, commencing at a point 96 metres east of its intersection with Blakes Road and extending in a westerly direction for a distance of 257 metres.
9. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 291 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 15 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
10. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 397 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 55 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
11. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 302 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 40 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
12. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 23 metres east of its intersection with Blakes Road and extending in an easterly direction for a distance of 13 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
13. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 36 metres east of its intersection with Blakes Road and extending in an easterly direction for a distance of 58 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is

for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

14. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 96 metres east of its intersection with Blakes Road and extending in a westerly direction for a distance of 588 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Blakes Road

15. Approves all kerb alignments, traffic islands, and road markings on Blakes Road commencing at its intersection with Radcliffe Road, and extending in a northerly direction for a distance of 183 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
16. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southbound approach of Blakes Road at its intersection with Radcliffe Road be controlled by a Stop Control, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
17. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
 - a. On the western side of Blakes Road, commencing at its intersection with Radcliffe Road and extending in a northerly direction for a distance of 183 metres.
 - b. On the easterly side of Blakes Road, commencing at its intersection with Radcliffe Road and extending in a northerly direction for a distance of 183 metres.
18. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 5 to 17 above are in place (or removed in the case of revocations).
19. Endorses staff's recommended delivery staging approach to construct the full intended design for Radcliffe Road and Blakes Road, other than the upgrades to the level crossing, as one phase as soon as possible. The railway level crossing will be delivered when ready to do so.

That the Waimāero Fendalton-Waimairi-Harewood Community Board recommend that Council:

20. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 100 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
21. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Radcliffe Road, commencing at a point 280 metres east of its intersection with Main North Road and extending in an easterly

direction for a distance of 11 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.

22. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Radcliffe Road, commencing at a point 382 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 97 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
23. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Radcliffe Road, commencing at a point 269 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 63 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
24. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 20 to 23 above are in place (or removed in the case of revocations).
25. Approves that for any traffic controls or parking restrictions on land not yet vested with Council as Road Reserve, these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place and when the land has been vested with Council.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Radcliffe Corridor Improvement project has come about from the need to provide a safe pedestrian and cycling connection between Main North Road and the Spring Grove subdivision.
- 3.2 The route means there will be impacts on the existing railway level crossing on Radcliffe Road due to the expected increased numbers of pedestrians and cyclists.
 - 3.2.1 Council therefore has an obligation to upgrade this level crossing to manage the increased risk.
 - 3.2.2 The design for the level crossing requires KiwiRail approval which has not yet been granted, so is not included in this report
- 3.3 Staff have considered the works and provided options for approval in two categories: the permanent design; and staging options:
 - 3.3.1 The permanent design options:
 - Approve the recommended design, found in **Attachment A**
 - Do not approve the design
 - 3.3.2 The staging options are:
 - Construct all scope as soon as possible, noting that the level crossing upgrade will likely be completed much later than the path

- Construct scope east of Blakes Road as soon as possible, and all scope west of Blakes Road once the level crossing upgrade is ready
 - Delay the construction of all scope until the level crossing is ready
- 3.4 The staff recommendation is to construct the intended design up to the rail crossing, then upgrade the level crossing once the design is approved.
- 3.4.1 Staff have recommended these as they address community concerns, and provide the connections as soon as possible.
- 3.4.2 However, staff expect that this will temporarily encourage more users towards a level crossing that has not been upgraded. While this will raise the level of risk at the level crossing itself, the overall impact on users of the corridor has been assessed as lower risk (due to the current risk to users walking on the edge of a narrow, fast and unlit road).

4. Background/Context Te Horopaki

Background

- 4.1 In the past decade there has been significant growth in residential properties to the east of the railway between Radcliffe Road and Belfast Road, within the Spring Grove subdivision.
- 4.1.1 This has created an increasing demand for residents to access amenities and services to the west of the railway: schools, shops, cafes, bus services, major cycleway network, etc. However, there is poor pedestrian and cycle access from the subdivision to Main North Road due to a lack of footpaths, and level crossings that do not cater for non-vehicular traffic. Staff are aware of reports of people using the live railway corridor as an access route between Thompsons Road (east) and Sheldon Park.
- 4.1.2 In the 2015 Long Term Plan a project was initiated that sought to cater for this movement, by crossing the railway line at Thompsons Road. Despite ongoing discussions with KiwiRail over a number of years it was not possible to get agreement for a pedestrian level crossing in this location. A grade separated crossing (under or over-pass) was ruled out for a number of reasons, including high cost, property purchase requirements, and CPTED and privacy concerns. This project was removed from Council's capital programme as part of the 2024 Long Term Plan.
- 4.1.3 In the 2021 Long Term Plan a project was initiated for the Radcliffe Corridor Improvement project. As the Radcliffe Road level crossing needed to be linked to any new works at Thompsons Road, little progress was able to be made on this project until the Thompsons Road level crossing was removed from the programme.
- 4.2 Some of this project is on land which NZTA acquired for the northern motorway, and NZTA is in the process of handing over the land to CCC and vesting it as road reserve, in accordance with the signed memorandum of understanding between CCC and NZTA associated with the Northern Arterial Extension.
- 4.3 As part of the South-East Belfast Outline Development Plan there are significant further areas of land proposed to be developed for housing in this location. Therefore, it is anticipated that traffic and pedestrian/cycle volumes along Radcliffe Road will increase.

- 4.4 There have been high-profile campaigns over a number of years by residents, Council/Community Board elected members, and the Members of Parliament to highlight and address the lack of pedestrian and cycle access to these subdivisions.

Network Context

- 4.5 Both Radcliffe Road and Blakes Road are designated as Collector Roads within the District Plan.
- 4.5.1 Traffic counted was last carried out on Radcliffe Road in August 2022. Average daily traffic is around 4,600 vpd, with an average speed of 62km/h, and an 85th percentile of 68.5km/h. 8.6% of the traffic were heavy vehicles. The area under consideration is not on a bus route.
- 4.5.2 Posted speed limit is mostly 60km/h along Radcliffe Road, although this reduces to 50km/h at the western end (including over the level crossing), and on Blakes Road.
- 4.5.3 The road is narrow (around 6m), has minimal shoulder, and is rural in nature. Grass and other vegetation grows up to the seal edge, making it difficult for pedestrians to walk outside the road.
- 4.6 For cyclists, improved facilities along Radcliffe Road would provide an important link between the major cycleway (Northern Line MCR on Main North Road) and the Northern Corridor Shared Path (parallel to the motorway). This would provide a significant legibility benefit to the overall network.

Scope of the Projects

- 4.7 A condition of subdivisions is that they construct footpaths along their frontages. However, as developments are not necessarily constructed concurrently or in a sequential way, it can leave gaps in the footpath network between the new and existing facilities.
- 4.7.1 In this area there are a number of footpaths that do not link to the wider footpath network. While it is anticipated that eventually further developments will fill in many of these gaps, it is not clear how long this will take – some appear to be many years from being constructed.
- 4.8 To address the poor access, this project is seeking to provide the following:
- a footpath on the eastern side of Blakes Road; from the existing path at approx. 2 Blakes Road, to the intersection with Radcliffe Road
 - upgrade the Blakes Road/Radcliffe Road intersection
 - crossing facilities near the intersection
 - a shared path on the southern side of Radcliffe Road. This will go from the existing path adjacent to the motorway in the east, to the footpath (yet to be installed) outside the recently-constructed retirement development in the west.
 - upgrade the Radcliffe Road level crossing, to improve provision for pedestrians
- 4.8.2 Full path provision will be provided by developers at a later date as the subdivisions are constructed, and therefore has not been included as part of the scope of this project.

Level Crossing

- 4.9 Council and KiwiRail are working closely on the level crossing upgrade. Staff of the two organisations have agreed to a priority of level crossing upgrades to ensure that attention

remains focused on the next priority. The upgrade to Radcliffe Road level crossing is the second highest priority in the Christchurch District (after Scruttons Road).

- 4.9.1 Level crossings are a known source of risk, as they are a point of conflict between road users and trains. As a “*rail participant*” under the Railways Act 2005, Council has an obligation to “*ensure, so far as is reasonably practicable, that none of the rail activities for which it is responsible causes, or is likely to cause, the death of, or serious injury to, individuals*”.
- 4.9.2 The level crossing at Radcliffe Road was constructed as a single track crossing in a rural area. However, due to growth in the area over recent decades it is missing some of the features that would normally be expected in a urban environment.
- 4.9.3 There have been 2 incidents at this crossing between 2016 and 2025, one of which was a Serious Injury crash between a train and a car in mid-2024.
- 4.10 Council’s layout design for the level crossing upgrade was submitted to KiwiRail for approval and staff are currently working with them to finalise the layout design. Note that this is only seeking to manage the additional risk that Council’s path project puts on the level crossing, so will not address all the existing issues at the level crossing.
 - 4.10.1 Once the layout has been approved as compliant with the standards, KiwiRail will review how this integrates with their own systems, and provide Council with an estimate for the rail works.
 - 4.10.2 Due to the time frames for rail work, and the complexity required in integrating these with the existing rail network system, it is likely that the level crossing upgrade will not be constructed for at least 18 months, and possibly longer.
- 4.11 As the level crossing design requires technical approval from KiwiRail, it has not been included in this report.
 - 4.11.1 A further report will be brought to the Community Board for approval of the layout around the level crossing.
 - 4.11.2 However, feedback was specifically sought from the public on the concept for this facility, so further public engagement will be limited.

Phasing of the Works

- 4.12 The path along Radcliffe Road is likely to be ready for construction significantly before the level crossing upgrade. This could create a safety and liability risk if pedestrians are encouraged towards a level crossing with no safe, dedicated facility for non-vehicular traffic to cross the railway.
 - 4.12.1 It is likely that the path will induce more pedestrians and cyclists to use the level crossing, and therefore raise the risk exposure at the crossing.
 - 4.12.2 However, there are already users of the level crossing who are currently placed at risk while travelling along Radcliffe Road due to the high speeds of traffic (85%ile speeds ~70km/h), lack of shoulder, and narrow lanes. The provision of a path between Blakes Road and the level crossing would reduce the safety risk for these users.
 - 4.12.3 Staff commissioned a safety analysis to determine if an option to construct the path ahead of the level crossing upgrade would put users in unreasonable danger. This compared the increased risk at the existing level crossing due to more users, vs the reduced risk to current users along the existing road.

- 4.12.4 While close, the analysis shows that, on balance, constructing the path ahead of the level crossing upgrade is the lower risk option overall.
- 4.13 The risk at the existing level crossing would need to be mitigated until the full level crossing upgrade is complete.
- 4.13.1 Therefore, if the board were to select the option to construct the path first, ahead of the level crossing upgrade, staff will investigate low-cost temporary interventions that can reduce the level crossing risk and/or adequately warn users of the risk.
- 4.14 However, it should be noted that this will, in isolation, raise the level of risk at the level crossing due to the expected increase in users. Therefore, KiwiRail are unlikely to support this approach.
- 4.15 The following related memos/information were circulated to the meeting members:

Date	Subject
15 Nov 2021	Belfast Park Cycle & Pedestrian Rail Crossing - Project Update
13 Oct 2023	Radcliffe Road Corridor Upgrade project
18 Apr 2024	Thompsons Rd Pedestrian and Cycle Crossing – Overbridge Costings
20 Aug 2025	Radcliffe Road Corridor Improvement – Public Consultation
16 Jan 2026	Radcliffe Road Corridor Improvement – Public Consultation

5. Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 5.1 In the options section below, there are two sets of options provided, in two different criteria:
- Permanent Design
 - Delivery Staging
- 5.1.2 The staging options make a minimal impact on overall price (see Financial Implications section below), but do impact on the level and type of risk that Council takes on.

Permanent Design - Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 5.2 The following reasonably practicable design options were considered and are assessed in this report:
- 5.2.1 **Option 1 (Preferred option)** - Installation of pedestrian and cycle infrastructure
- 5.2.2 Option 2 - Do nothing
- 5.3 The following design options were considered but ruled out:
- 5.3.1 Installing the refuge island on Radcliffe Road closer to the Northern Corridor cycleway crossing - This has been moved 15m further west to align with the natural desire lines of pedestrians travelling west, while avoiding a significant cost increase through increased stormwater infrastructure by installing the crossing west of the intersection.
- 5.3.2 Installing the shared path along the northern side of Radcliffe Road – This has not been considered further due to the limited road space available to accommodate the shared path. There is also an existing drain along the northern side of Radcliffe Road that would increase the cost of constructing over. The southern side of the road has sufficient space to accommodate the shared path.

- 5.3.3 Approval of the level crossing layout – until the design has been approved by KiwiRail staff cannot provide a level crossing design for approval by the Community Board. A separate report will be brought once more certainty is gained around the layout.
- 5.3.4 Reduced speed limit – An option to reduce the speed limit on Radcliffe Road to 50km/h (from 60km/h) was considered. However, as developments fronting directly onto Radcliffe Road have not yet been started, the road retains a semi-rural nature. In this context a 50km/h was not felt to be appropriate, and likely to be poorly observed (current 85%ile speeds are around 68km/h), so the consultation process was not started. This would be better considered once developments fronting onto Radcliffe Road are under construction.

Options Descriptions Ngā Kōwhiringa

5.3.5 **Preferred Option:** Installation of pedestrian and cycle infrastructure

5.3.6 **Option Description:** The scope included includes:

- Improvements at Radcliffe Road and Blakes Road intersection
- A shared path along the southern side of Radcliffe Road
- Pedestrian refuge island on Radcliffe Road
- Extension of the footpath on Blakes Road

All areas will receive lighting and drainage upgrades

5.3.7 Option Advantages

- Improve safety for vulnerable road users along Radcliffe Road.
- Provide better pedestrian crossing facilities with the refuge island as pedestrians will be crossing Radcliffe Road in two stages.
- Reduced approaching speeds on Blakes Road with traffic island.
- No stopping to provide visibility at the refuge island and intersection.
- The operational speed of vehicles is anticipated to decrease and be more in line with the posted 60km limit as a result of the proposed design.
- The intersection improvements help to delineate and raise awareness of the intersection to traffic on Radcliffe Road.
- Provides a link in the cycle network between the Northern Corridor (adjacent to the motorway) and the Northern Line Major Cycle Route (along Main North Road)

5.3.8 Option Disadvantages

- High cost for works
- As it provides a slightly circuitous route from Spring Grove to amenities such as Belfast School, it may not fully meet community desires, and may not resolve the issue of illegal access to the railway at Thompsons Road.
- Design may clash with, or restrict design options for, future developments on the southern side of Radcliffe Road.

5.3.9 **Option 2: Do nothing**

- 5.3.10 **Option Description:** Leave existing layout
- 5.3.11 Option Advantages
 - Does not cause clashes with future developments along Radcliffe Road – reduced chance of rework or damage by developers
 - Allows funding to be re-allocated to other projects
- 5.3.12 Option Disadvantages
 - Does not address community concerns about pedestrian and cycle access
 - Retains existing safety risk for users along Radcliffe Road
 - Does not provide an important link in the city-wide cycle network.

Delivery Staging - Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 5.4 The following reasonably practicable construction phasing options were considered and are assessed in this report in relation to the construction of the project:
 - 5.4.1 **Option A (Preferred option)** - Construct the full intended design, other than the upgrades to the level crossing, as one phase as soon as possible. Complete the level crossing when ready.
 - 5.4.2 **Option B** - Stage the improvements: Phase 1 - Construct improvements east of the intersection of Radcliffe and Blakes Roads; Phase 2 – Construct the shared path west of Blakes Road and level crossing.
 - 5.4.3 **Option C** - Delay construction of the full intended design until the upgrade of the level crossing can be constructed.

- 5.5 **Preferred Option A:** Construct the full intended design, other than the upgrades to the level crossing, as one phase as soon as possible. Complete the level crossing when ready.
 - Option Description:** This option would involve constructing as soon as they are ready. It is likely that the roading works will be ready before the level crossing upgrade so the works would be split into two phases:
 - Phase 1 (to progress normally): All works apart from level crossing
 - Phase 2 (to progress only once ready): Level crossing upgrade
 - There is currently no certainty around the length of time between phases 1 & 2, but 12-18 months is a likely minimum.
- 5.5.1 Option Advantages
 - The preferred option more quickly provides a safe access for residents of Spring Grove to the Northern Corridor shared path, and therefore to the wider footpath/cycleway networks.
 - Building the shared path along the southern side of Radcliffe Road up to the level crossing creates a safe travel route for existing pedestrians and cyclists along the road.
 - Building as much of the infrastructure as soon as possible would reduce the risk against inflation.

- 5.5.2 Option Disadvantages
- Does not meet the full project objectives of the Radcliffe Road corridor improvements and level crossing upgrade at once.
 - As the path would likely induce more pedestrian and cycle traffic to use this route, the exposure risk at the level crossing would increase.
 - Current users would experience more disruption as the works would be carried out in two phases
 - Completing the works in two phases is likely to be more expensive than a single pass, due to remobilisation costs and loss of productivity.
- 5.6 **Option B:** Stage the improvements: Phase 1 - Construct improvements east of the intersection of Radcliffe and Blakes Roads; Phase 2 – Construct the shared path west of Blakes Road and level crossing.
- 5.6.1 **Option Description:** This option would split the works into two phases:
- Phase 1 (to progress normally): Footpath connection along Blakes Road; intersection upgrade, crossing point, and connection to Northern Corridor path
- Phase 2 (to progress only once level crossing works are ready): Level crossing upgrade, path along Radcliffe Road (from Blakes Road to the level crossing) is not constructed until the level crossing is upgraded.
- There is currently no certainty around the length of time between phases 1 & 2, but 12-18 months is a likely minimum.
- 5.6.2 Option Advantages
- This option more quickly provides a safe access for residents of Spring Grove to the Northern Corridor shared path, and therefore to the wider footpath/cycleway networks.
 - Does not encourage more pedestrian and cycle traffic to the existing level crossing ahead of upgrades
- 5.6.3 Option Disadvantages
- Does not meet the full project objectives of the Radcliffe Road corridor improvements and level crossing upgrade at once.
 - Delays improvements to safety for current pedestrian and cycle users of Radcliffe Road.
 - Does not immediately address the key concern of residents wanting improved access to the amenities and services along Main North Road
 - Completing the works in two phases is likely to be more expensive than a single pass, due to remobilisation costs and loss of productivity.
- 5.7 **Option C:** Delay construction of the full intended design until the upgrade of the level crossing can be constructed.
- Option Description:** Under this option no works would be constructed until all parts are ready. The likely longest path would be to the level crossing upgrade, which may be 18 months away from completion.
- 5.7.1 Option Advantages
- Disruption to users would only happen once

- Completing the works in a single phase is likely to be the cheapest, as there is no requirement for remobilisation costs, and productivity can be increased.
- Does not encourage more pedestrian and cycle traffic to the existing level crossing ahead of upgrades

5.7.2 Option Disadvantages

- This option would delay the construction of a connection to the Northern Corridor shared path, and therefore to the wider footpath/cycleway networks.
- Delays improvements to safety for current pedestrian and cycle users of Radcliffe Road.
- Does not immediately address the key concern of residents wanting improved access to the amenities and services along Main North Road

Analysis Criteria Ngā Paearu Wetekina

Permanent Design

5.8 Staff have arrived at the recommended design option as it addresses safety concerns raised by residents for several years, and has been well supported during consultation.

5.8.1 While the primary intent of the project is improving local access, this recommended design would also provide a key link within the city's cycle network, so has wider benefits.

5.8.2 The installation of this footpath may impact on future developments on the southern side of Radcliffe Road, however, there are no immediate plans to develop this area, and the impacts are likely to be small.

Delivery Staging

5.9 Staff are recommending that the footpath and other roading works are constructed in full as soon as ready, with the level crossing upgrade to follow once ready. However, staff believe this is marginal - there are clear benefits and disbenefits of each staging option.

5.10 The primary reason for selecting this option is overall safety for users:

5.10.1 Staff acknowledge that this will likely encourage more pedestrians and cyclists towards the level crossing ahead of the upgrade, which will increase the exposure risk at the level crossing.

5.10.2 However, by constructing a shared path along Radcliffe Road between Blakes Road and the level crossing, it will also decrease the risk for existing users navigating a busy, narrow and fast road.

5.10.3 Analysis shows that the overall risk to pedestrian and cycle users of Radcliffe Road will be slightly lower than the existing situation.

5.11 Based on feedback on other level crossings (eg Scruttons Road and Annex Road), staff expect that KiwiRail will have concerns with this option, as the expected increased numbers of users is likely to temporarily increase risk at the level crossing until the upgrade is complete.

6. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - Do nothing
Cost to Implement	\$2.59m	\$0
Maintenance/Ongoing Costs	\$4,234/year	No change
Funding Source	CPMS: 60115	CPMS: 60115
Funding Availability	\$3.66m	\$3.66m
Impact on Rates	Nil – costs covered by project funding	Nil

- 6.1 The cost to implement shows the estimated costs to complete the project, with a 20% contingency on construction items. This is considered appropriate given the stage of design.
- 6.2 The phasing will have a small impact on cost: for options A & B that require the work to be completed in two phases, staff believe there would be an increased cost in the region of \$30-50k for remobilisation, additional traffic management, and lower productivity. This remains within the available budget.

7. Considerations Ngā Whai Whakaaro

Non-Legal Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 7.1 There is a **risk** the construction will cause disruption to the surrounding businesses, schools and residents, and those travelling through or around the construction area.
- The **mitigation** will be to highlight in the contractor tender information the importance of stakeholder engagement, communication and minimising traffic management disruption while balancing this with keeping all road users and contractor staff safe. The importance of minimising disruption will be enforced through the tender evaluation
- 7.2 There is a **risk** that this will not address community concerns, as it does not provide the more direct link wanted at Thompsons Road.
- The **mitigation** is to explain the reasons why this is not feasible (see section 4.1).
- 7.3 There is a **risk** that KiwiRail will not support the proposed phasing option.
- The **mitigation** is that Council demonstrates that the overall risk to users of Radcliffe Road is lower, despite the increased exposure risk at the level crossing due to increased numbers of people.
- 7.4 There is a **risk** that the assumptions of user numbers in the safety analysis are incorrect.
- 7.5 The **mitigation** is that Council will carry out before and after monitoring of user numbers.

Legal Considerations Ngā Hiraunga ā-Ture

- 7.6 Statutory and/or delegated authority to undertake proposals in the report:
- 7.6.1 The Waimāero Fendalton-Waimairi-Harewood Community Board has the delegated authority to approve the scheme design in Attachment A of this report.
- 7.7 Other Legal Implications:
- 7.7.1 Legal advice is contained in an attachment to this report.

Strategy and Policy Considerations Te Whai Kaupapa here

- 7.8 The required decisions:

- 7.8.1 Align with the [Christchurch City Council's Strategic Framework](#). Improving the safety of all road users aligns with the Strategic Priorities and Community Outcomes, in particular:
- Be an inclusive and equitable city
 - Build trust and confidence in the council – this was achieved through the public consultation process and will continue through engagement with local groups and through the contractor's communication.
 - Reduce emissions – a safe shared path encourages more people to walk and ride around the city.
 - Balance the needs of today and the future
- 7.8.2 Is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the high amount of community interest in the project and the risks to Council associated with its delivery.
- 7.8.3 Are consistent with Council's Plans and Policies.
- 7.9 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 7.10 Transport
- 7.10.1 Activity: Transport
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - $\geq 37\%$ of trips undertaken by non-car modes
 - Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - $\geq 85\%$ resident satisfaction
 - Level of Service: 16.0.9 Improve resident satisfaction with footpath condition - $\geq 43\%$
 - Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - ≥ 635 kilometres (total combined length)
 - Level of Service: 10.5.41 Increase access within 15 minutes to key destination types by walking (to at least four of the five basic services: food shopping, education, employment, health, and open spaces) - $\geq 50\%$ of residential addresses with a 15- minute walking access
 - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - ≤ 12 crashes per 100,000 residents

Community Impacts and Views Ngā Mariu ā-Hāpori

- 7.11 Consultation started on 27 January 2026 and ran until 17 February.
- 7.12 Project details including links to the [Kōrero mai | Let's Talk webpage](#) were advertised via:
- 7.12.1 An email sent to 25 key stakeholders, including local residents' associations, emergency services, Northwood Supa Centa, and Ryman Healthcare. Local groups were asked to circulate the project details within their networks and received an open invite to meet with project staff.
- 7.13 The [Kōrero mai | Let's Talk webpage](#) had 948 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 7.14 Submissions were made by three recognised organisations/businesses and 61 individuals. All submissions are available on our [Kōrero mai | Let's Talk webpage](#).
- 7.15 Spokes Canterbury and the AA Canterbury/West Coast District Council support the plans, with Spokes also requesting further improvements to enhance cyclist safety. The managers of Northwood Supa Centa would like to ensure a safe crossing area for pedestrians and cyclists into the shopping centre.
- 7.16 The majority of submitters made comments expressing support or excitement for the project. In addition, comments were made about:
- Wanting to see the plans implemented as quickly as possible / before something bad happens (17)
 - The need for safety improvements for the section of Radcliffe Road to the west of the railway (12)
 - Speeding vehicles being an issue on Radcliffe Road (8) / that the speed limit should be lowered (6)
 - The location of the pedestrian refuge island being unsuitable (4).
- 7.17 There was also a range of other requests made by submitters. These have been collated, along with staff responses, in **Attachment B**.
- 7.18 The decision affects the following wards/Community Board areas:
- 7.18.1 Harewood Ward
- 7.18.2 Waimāero Fendalton-Waimairi-Harewood Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 7.19 The decisions do not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 7.20 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 7.21 The decisions in this report are likely to:
- 7.21.1 Contribute positively to adaptation to the impacts of climate change.
- 7.21.2 Contribute positively to emissions reductions.
- 7.22 The proposed design allows for the safe travel of pedestrians and cyclists, thereby encouraging walking and cycling as transport options. This, in turn, decreases traffic volumes.
- 7.23 Provision to address ponding near the intersection of Radcliffe and Blakes Roads will improve drainage facilities. This will likely reduce flooding during larger rain events.

8. Next Steps Ngā Mahinga ā-muri

- 8.1 If approved, staff will progress the scheme to detailed design, followed by tender and construction.
- 8.2 Construction of the proposed design is currently scheduled for Summer 2026/27.

Attachments Ngā Tāpirihanga

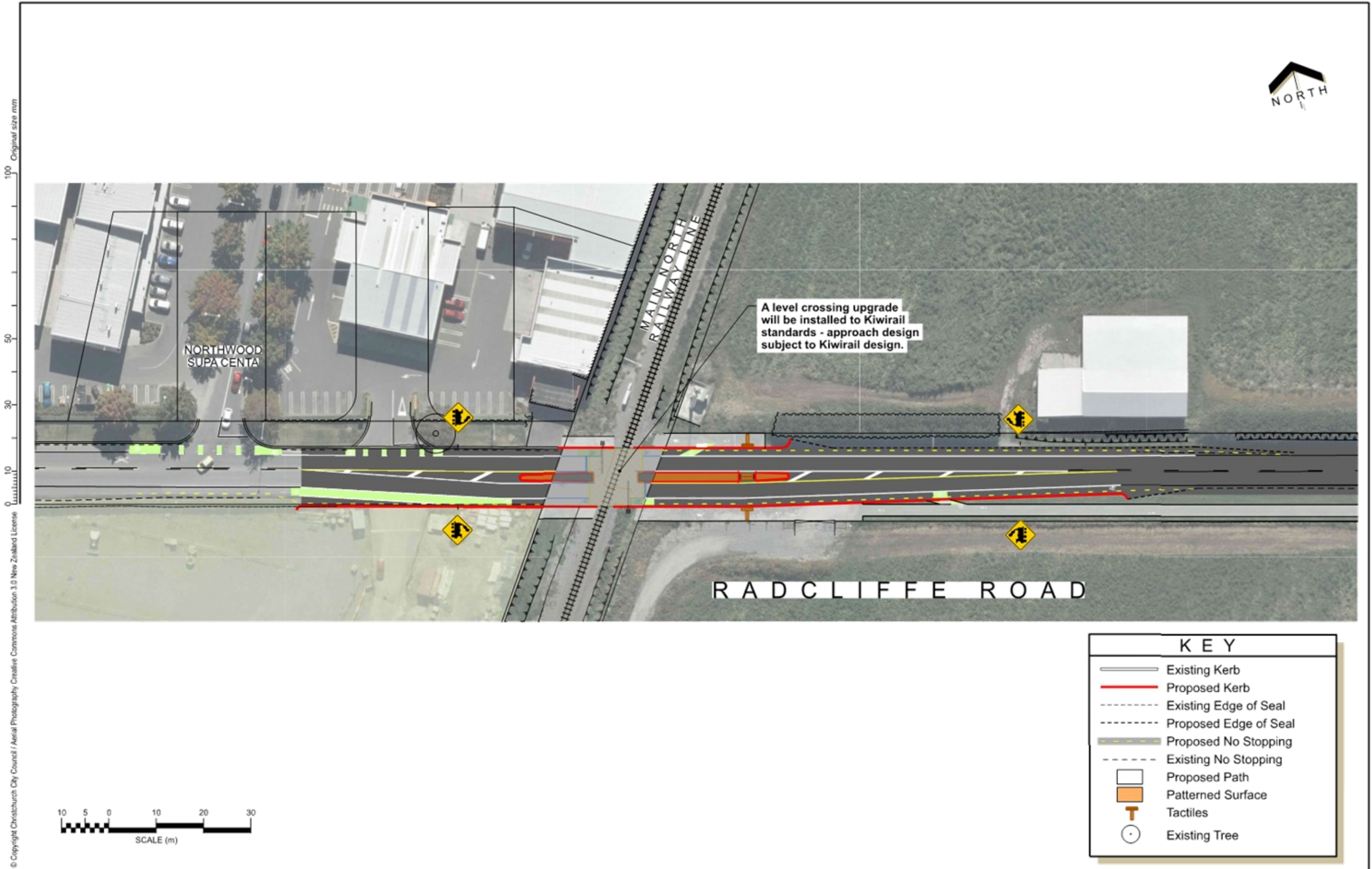
No.	Title	Reference	Page
A	Radcliffe Road Corridor Improvements - TP362601- Issue 1 12-03-2026 For Approval	26/555602	
B	Consultation submission and staff responses	26/639479	
C	Legal Advice - Radcliffes Road (<i>Under Separate Cover</i>) - CONFIDENTIAL	26/640226	

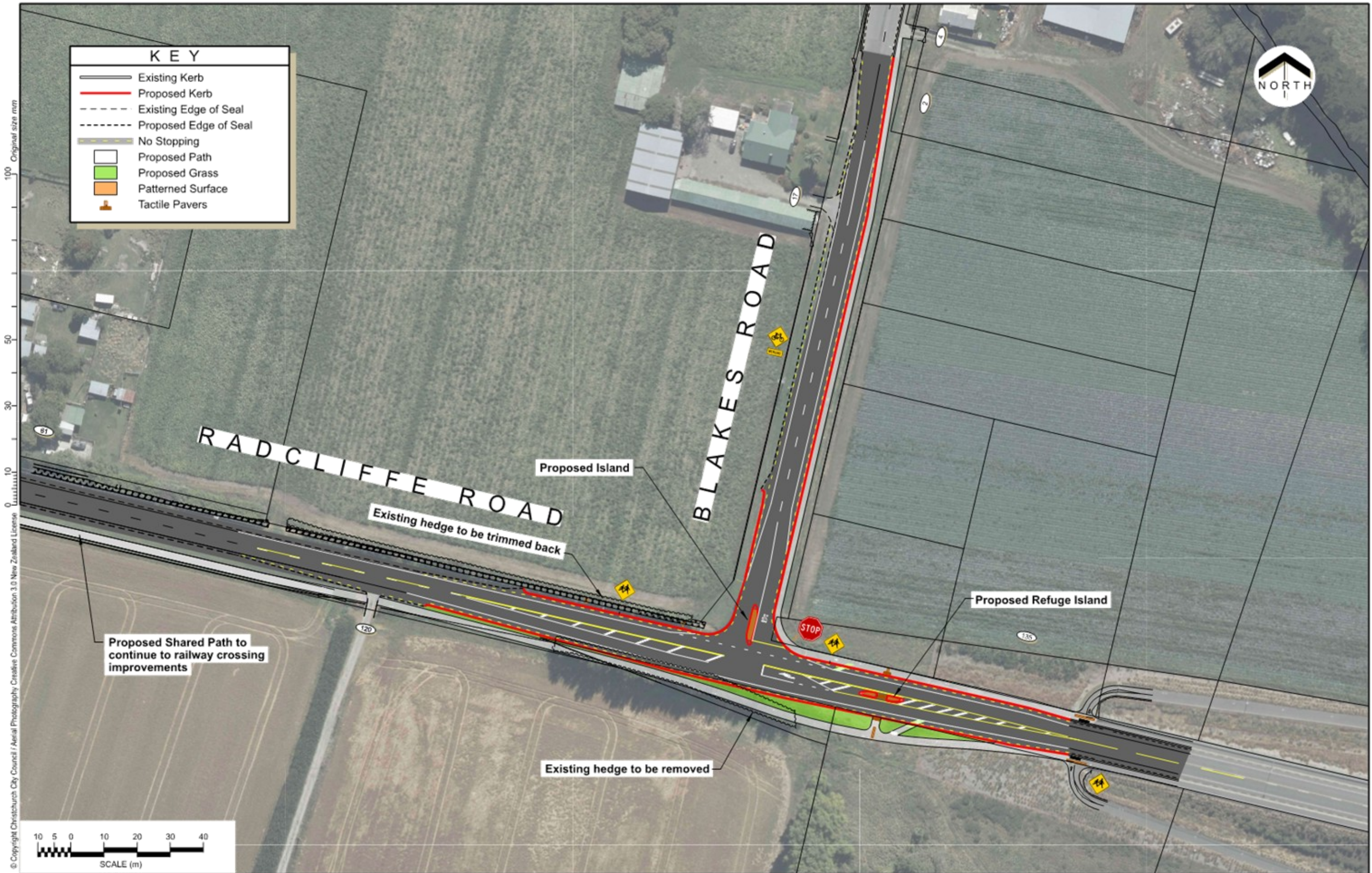
In addition to the attached documents, the following background information is available:

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Natasha Wells - Project Manager Jacob Bradbury - Manager Planning & Delivery Transport Amy Rice - Engagement Advisor May Wong - Engineer - Traffic Investigations Elizabeth Neazor - Manager Legal Service Delivery
Approved By	Matt Goldring - Transport Team Leader Project Management Stephen Wright - Head of Transport & Waste Management





Issue/concern/recommendation	In/out of scope	Staff Response
Path along Blakes Road to be designated a shared path	Out	The majority of Blakes Road is outside the scope of the project, and that which is in scope is designed to tie into the existing facility. If the designation of the path were to include cyclists, the existing path along Blakes Road would need to be amended.
Path on northern side of Radcliffe connecting to Northern Corridor - confirm this is for the entire length, not just from the cyclist on-ramp.	Out	A shared path will be installed on the northern side of Radcliffe Road from the intersection with Blakes Road to the crossing to the southern entrance to the Northern Corridor. There is not sufficient room in the Radcliffe Road corridor to install a shared path the full of Radcliffe Road from the level crossing to the Northern Corridor. Provision for this may be available when the northern side of Radcliffe Road is developed.
Speed calming at refuge island crossing on Radcliffe Road between Blakes Road and the Northern Corridor	In	Staff do not recommend traffic calming in this location, as it would be considered out of context due to the rural environment and 60km/h speed limit. The refuge island has been moved further west towards Blakes Road to improve sight lines when crossing, particularly for those vehicles coming from the overbridge. This could be reconsidered alongside a change to the speed limit when more development has occurred.
No obvious traffic calming at the refuge island by the rail crossing.	In	Engineers on site observed that vehicles tended to reduce their speed over the railway as a result of the steep gradients. These will be resolved as part of the level crossing upgrade. The refuge island may be subject to the design approval process with KiwiRail.
Request for wider refuge islands	In	These refuge islands are 1.8m wide. It can be increased to 2.1 if required.
Path outside Ryman's to be a 2.5m shared path.	Out	This is part of the developer's obligations, and is outside of the scope of this project.
Shared path on-ramp east of Blakes Road	In	An on-ramp has been added to assist cyclists traveling on the road, to access the shared path on the northern side of Radcliffe Road east of Blakes Road, and the Northern Corridor.
KiwiRail crossing to consider a pedestrian refuge island or raised crossing at the entrance to the SupaCentre.	Out	This is outside the scope of this project, however it could be considered at a later date.
On-road cycle lanes on both sides of Radcliffe Road for the full length of the road	Out	The road corridor does not have the width to incorporate additional cycle facilities.
Wayfinding signage	In	As this is not part of the MCR network this has not been considered at this time. However, directional signage is likely to be low cost so could be added within the site boundaries if desired.
Bicycle traffic signals on the south side of the Main North Road, Radcliffe Road, Northwood Blvd intersection	Out	This is outside the scope of the project. This project extends as far west as the tie in to the path to be constructed outside Ryman's development, and does not go as far as the intersection.
Reduce speed to 50km, preferably 40km.	Out	As present the road sits within a mostly rural environment with average speeds at nearly 70km/h, so reductions in speed limit from 60km/h would be inappropriate and likely poorly observed. Staff anticipate that the introduction of the path, kerbs and refuge islands will likely bring speeds closer to the posted limits. When further development occurs along Radcliffe Road an urban speed limit would feel more appropriate, so this can be reassessed at that time.
Right turning bay from Radcliffe Road into the Ryman village.	Out	This is outside the scope of the project which extends as far west as the connection to the new path. This will be shared with the Traffic Operations team who can provide feedback on potential road changes if required.
Pedestrian safety barrier on Radcliffe Road between the SupaCentre and Ryman's Village.	Out	This is outside the scope of the project which extends as far west as the connection to the new path. There is a safe crossing facility at the traffic lights at the Main North Road intersection.
Refuge island west of Blakes Road	In	Installing the refuge island west of Blakes Road was found to be problematic. - The path from Blakes Road is on the east. By installing the refuge island on the eastern side of the crossing, pedestrians are crossing the road once here rather than crossing Blakes Road then Radcliffe. - There is drainage infrastructure on the western side of the Radcliffe/Blakes intersection that would require additional cost to mitigate if a crossing was located there. - A crossing west of Blakes Road is more likely to be affected by future development along Radcliffe Road. Post consultation, the refuge island has been moved further west to align more with pedestrian desire lines, and to give vehicles coming west over the bridge more time to notice vulnerable road users and adjust their speed.
Bus stop within Spring Grove	Out	There are currently no bus routes within the subdivision, so staff do not believe there would be any value in installing a bus stop at this time. This can be revisited through other budgets if Canterbury Regional Council conduct a wider route review.
Pathway parallel to rail line between Radcliffe and Thompsons Roads	Out	Staff remain interested in this longer term so have held preliminary discussions with the landowner, and the improved level crossing facility proposed on the northern side of Radcliffe Road is designed to future proof for this. However, this sits within private land so cannot be progressed at this time.
Please also consider a raised pedestrian platform or refuge island at the entrance to Northwood Supa Centre on Radcliffe Rd to give safer access for pedestrians and cyclists, while helping to reduce motor vehicle travelling speeds, which is much needed.	Out	This is outside the scope of this project.
Please ensure that all on- and off-ramps allow for cyclists to maintain speed, i.e. not too narrow or too sharp an angle.	In	The angles for the on/off ramps for cyclists are considered appropriate, and can be checked through the detailed design stage.
There should be a placeholder project created (if not done already) to cover west of the railway crossing to the traffic lights on Main North Road.	Out	The project is designed to tie into the path (to be installed by the developer) outside the Ryman's development on the southern side. This would provide a full link through to Main North Road. If further footpath connections are desired, these should be requested by the Board, and can be added as candidates to the New Footpath Programme.
For anyone biking south on Blakes Road and wanting to connect with the CNC shared path, it would be safer to bypass the intersection and just ride on the path.	In	The path from the Blakes Road intersection to the connection to the Northern Corridor is a shared path. Request is for cyclist on ramp on Blakes Road.
Ensure there is a shoulder on the south side of Radcliffe Road at the Blakes Road intersection.	In	The length of the path on the south side of Radcliffe Road will have kerb and channel.
For the two unsealed driveways on the south side of Radcliffe Road, can measures be taken to reduce the amount of loose metal that ends up on the shared path. Maybe raise the shared path slightly above the driveway or seal the driveway a few metres back from the shared path. Also seal the driveway between the shared path and the road.	Out	This is outside the scope of the project but can be considered if acceptable to private property owners and there are no implications to stormwater catchment or path levels.
The width of the shared path on Radcliffe Road should be similar to the width of the CNC shared path.	In	The width of the road corridor is narrow and space is limited.
The shared path should continue across the rail crossing.	Out	The intended design is for cyclists to leave the shared path and enter the road carriageway when passing over the level crossing. To include the shared path in the level crossing so cyclists use the pedestrian gates would significantly alter the design and increase the cost of the level crossing upgrade.
There should also be a traffic light controlled means for pedestrians and cyclists to travel between the north and south side of Radcliffe Road at the rail crossing.	Out	A crossing is available at the intersection with Main North Road. To include a signalised crossing at the level crossing would likely significantly increase costs, yet would not be expected to attract large numbers of users.
I'm not sure the best option for a cycling connection between the rail crossing and Main North Road traffic lights. My preference is probably a protected one-way cycleway on the north and south side of Radcliffe Road. Reason for this is there are a few significant driveways, some drivers don't expect cyclists to approach from the left, so using one-way cycleways makes interactions more standard.	Out	This is outside the scope of the project. Such a proposal would have risks around cost, and available space within the corridor.
Way outside the scope, but Radcliffe Road between the CNC and Te Waiuku Kahikatea is also not the friendliest place to cycle, yet this is a wonderful place for a family outing. It would be wonderful if this could be improved in future.	Out	This is outside the scope of the project. This would require funding through a future Annual or Long Term Plan.
With the rail crossing upgrade, if the road is built up to reduce the hump, this will likely result in increased vehicle speed near the crossing. This should be considered (especially for drivers approaching from the east).	In	This is being considered by the designer. Other proposed changes around the level crossing are likely to help manage speeds.
Why is the path on the south side of Radcliffe Road?	In	The northern side will have paths installed at a later date by developers as part of their subdivisions.
Improvements to street lights and signage should be considered.	In	A lighting assessment has been undertaken and this is forming the foundation of the design.
Cost split between KiwiRail and CCC to upgrade the level crossing "I would be interested to know the cost split between altering the KiwiRail level crossing and the works approaching this either way."	In	As the path will encourage more users to the level crossing, CCC have caused a "change of use", so are obliged to fund the upgrades to the level crossing. Ongoing maintenance will be split as per agreements and guidance.
Is there a similar future proposal for the Belfast Road crossing. Access to and from the Belfast retail and schools precinct is serviced by this more so from Radcliffe Road.	Out	This is outside the scope of this project, and would require a separate budget to be allocated through a future Annual or Long Term Plan. Belfast Road does not suffer from the many of the same issues as Radcliffe Road: there are existing pedestrian facilities, a wider road corridor, half arm barriers, and a path between Blakes Road and the rail corridor.
We note that the road surface entering from the northern corridor has degraded and though "patched" does not provide a longterm adequate result.	Out	This is outside the scope of the project but can be forwarded to the Maintenance team for review.
mowing regularly and checking for rubbish which often blocks the drains	Out	The installation of the footpath will remove much of the grass berm, and therefore should reduce these issues.
Safety of crossing at the railway line. Suggest barrier arms for cars and very clear signs for pedestrians and cyclists	In	The design of the level crossing is to be agreed with KiwiRail.
This footpath is a huge waste of public money. The Consent for Spring Grove was very specific about the requirement for an at grade pedestrian crossing at Thompsons Road (this would save anyone having to use your proposed path about an hours walk either way). It is impracticable to build a bridge due to cost and the area is suitable for an underpass due to flooding concerns - for these two reasons KiwiRail are able to allow a variance their policy of no new at grade crossings. However this has not been pursued I suspect because a certain interest group wants a cycle path to the northern motorway cycle path instead. This is not an either or proposition, we should actually have both. Buyers off the plan were misled and promised access across the rail line at Thompsons Road. No one cares about public safety or up holding consent conditions the were made for good reasons.	Out	This is addressed within the main report. There is no project on budget for an at-grade crossing at Thompsons Road.

10. Events and Festivals Fund

Reference Te Tohutoro: 26/314594

Responsible Officer(s) Te Pou Matua: Lucy Blackmore, Manager Events and Arts

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider the applications made through the 2026/27 Events and Festivals Sponsorship Fund process and decide on the allocation of funding.
- 1.2 The report is staff generated.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Events and Festivals Fund Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Notes that Public Excluded Attachment C of this report can be publicly released following the completion of the post event reviews.
4. Approves the following allocations from the Events and Festivals Sponsorship Fund as outlined in the Final Evaluation Summary assessments (Attachment A to this report):

Ref No.	Event	Funding Request	Officer Recommendation
1	Whānau Mārama New Zealand International Film Festival 2026	\$35,000	\$20,000
2	Open-Air Summer Shakespeare 2027	\$20,000	\$10,000
3	Show Me Shorts Film Festival 2026	\$7,752	\$7,752
4	Lyttelton Arts Festival 2026	\$24,256	\$14,000
5	Festival of New Writing 2026	\$17,496	Decline
6	Alice's Adventure in the Moon Palace – Multicultural Family Musical Theatre 2026	\$5,139	Decline
7	Arts Canterbury Art Play Day 2026	\$8,275	Decline
8	Canterbury Youth Theatre 2026-27	\$12,337	Decline
9	Christchurch Gang Show 2026	\$15,000	Decline

10	Rising Legends NZ 2026	\$3,532	Decline
11	Open Christchurch 2027	\$28,200	\$28,200
12	6th Annual Christchurch Hip Hop Summit 2026	\$22,450	\$12,000
13	Christchurch Holi - Festival of Colours 2027 - 2029	Y1: \$22,000 Y2: \$22,000 Y3: \$22,000	Y1: \$10,000 Y2: \$10,000 Y3: \$10,000
14	Diwali 2026	\$25,000	\$15,000
15	Christchurch Eid Festival 2027 - 2029	Y1: \$16,927.96 Y2: \$16,927.96 Y3: \$16,927.9	Y1: \$5,000.00 Y2: Decline Y3: Decline
16	Korea Day 2026	\$5,000	\$5,000
17	Waitangi Day Commemoration 2027	\$15,299	\$5000
18	75 Years of Ukrainian Heritage: A Journey Through Time	\$5,000	Decline
19	Buddha's Birthday Multicultural for World Peace	\$5,000	Decline
20	Happy Chinese New Year Festival 2027 - top-up request	\$40,001	Decline
21	Carols by Candlelight 2026 - 2028	Y1: \$10,430 Y2: \$11,628 Y3: \$12,378	Y1: \$10,430 Y2: \$11,000 Y3: \$12,000
22	Orton Bradley Park Spring Fair 2026	\$10,740	\$10,800
23	Duke Festival 2027	\$22,400	\$10,000
24	Illuminate 2026	\$20,000	Decline
25	Christchurch Comedy Gala 2027	\$24,750	\$10,653
26	The Christchurch Easter Show 2027	\$10,750	Decline
27	Christchurch Kids' Show 2026	\$22,500	Decline
28	The Big Sheep Trail Farewell Weekend 2027	\$68,000	Decline

29	National Sustainability Showcase 2026	\$25,700	Ineligible
30	Christchurch Big Band Jazz Festival 2026 - 2028	Y1: \$25,000 Y2: \$20,000 Y3: \$20,000	Y1: \$25,000 Y2: \$20,000 Y3: \$20,000
31	Coca-Cola Christmas in the Park 2026	\$80,000	\$40,000
32	The Big Sing Finale 2026	\$25,000	\$15,000
33	Twominds Festival 2027	\$85,000	Decline
34	Christchurch Schools' Music Festival 2026 - Te Hā Puoro	\$29,605	\$5,000
35	The Fifth New Zealand Golden Ribbon Multicultural Arts & Music Festival 2026-2027	\$14,150	Decline
36	Lakes Festival 2026	\$40,000	Decline
37	Run Akaroa 2027	\$56,500	\$10,000
38	Christchurch Beach 5s Rugby Fest 2027	\$20,000	\$12,000
39	Crater Rim Ultra 2026 - 2028	Y1: \$23,500 Y2: \$10,000 Y3: \$10,000	Y1: \$7,000 Y2: \$7,000 Y3: Decline
40	Sea2Sky Challenge 2027 - 2029	Y1: \$15,000.00 Y2: \$15,450.00 Y3: \$15,913.50	Y1: \$12,000 Y2: \$12,000 Y3: \$12,000
41	International Track Meet 2027	\$15,000	\$15,000
42	Le Race 2027 - 2029	Y1: \$15,000 Y2: \$15,000 Y3: \$15,000	Y1: \$10,000 Y2: \$10,000 Y3: Decline
43	The Aramex Kiwi Walk and Run Series 2027	\$10,000	Decline
44	Southern Cross Round the Bays 2027	\$50,000	Decline
45	Hagley Stomp Run 2027	\$4,900	Decline
46	Ruapuna Superbike Grand Prix 2027	\$90,000	Decline

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3. Executive Summary Te Whakarāpopoto Matua

- 3.1 All the events recommended for support meet the Events and Festivals Sponsorship Fund criteria and have been evaluated against weightings and prioritised accordingly for support.

Assessment Information and Weightings:

- 3.1.1 **Event offering alignment (20%)** - The degree of alignment with the city's events calendar, including its contribution to a balanced schedule and its ability to fill identified gaps between May and September. This includes date and uniqueness of event concept (is the event unique to Ōtautahi, not an event duplicated elsewhere in the city or surrounds). Events that are free to attend or have significant free aspects will be prioritised.
- 3.1.2 **Community involvement (20%)** - The extent to which the event actively involves and connects with community groups, highlighting the distinctiveness of our uniquely Ōtautahi communities. This includes providing lasting benefits to the city, such as supporting local suppliers, fostering community development, promoting local talent, and collaborating with other events to share resources (where appropriate).
- 3.1.3 **Environmental sustainability (15%)** - The degree to which the event employs environmentally sustainable practices and reduces their environmental impact.
- 3.1.4 **Accessibility (10%)** - The degree to which the event is accessible e.g. cost to attend, multiple transport options, mobility access, companion ticketing.
- 3.1.5 **Organisation capability and application standard (20%)** - The level of detail and completeness of the information provided, as well as the demonstrated capacity of the organisation to deliver the event. For an existing event, how effectively the event has been run in the past.
- 3.1.6 **Financial viability (15%)** - The extent to which the event is supported by external organisations (e.g., commercial sponsorship, ticket sales, non-Council grants), reducing its reliance on Council funding, with the aim of becoming financially self-sustaining in the long term. This includes consideration of benefits to the local economy.
- 3.2 The 2026/27 Events and Festivals Sponsorship Fund was oversubscribed with 46 eligible applications assessed totalling at \$1,147,588.51.
- 3.3 \$521,835 is on budget, less \$197,000 which is already committed on multi-year contracts leaving \$324,835 available to allocate in the 2026/27 financial year.
- 3.4 The Council has the discretion to reallocate funding between applications; however, any increase in funding to one applicant will require a corresponding reduction from others. This ensures the total budget is allocated and is within the approved limit.

4. Background/Context Te Horopaki

Events and Festivals Sponsorship Fund

- 4.1 The purpose of the Events and Festivals Sponsorship Fund is to provide support for events that enhance regional and local Christchurch as a place to live and visit and to strengthen the distinctive lifestyle, qualities, and identity of Christchurch.
- 4.2 Applications to this fund were received by Sunday 22nd March 2026. Information provided by the applicants included the event budget and company/organisation details. An event business plan was provided for multi-year applications. Applications have been assessed against the fund criteria, Council strategies and within the total funding available.
- 4.3 The 2026/27 funding process has followed the same approach as in previous years. Community and regional events were assessed under this fund, while major and mega events are considered separately as part of the broader events ecosystem through the City Partners Group.
- 4.4 The City Identity Fund, established in July 2024, was created to support iconic community events. In 2025 Word Christchurch Festival and SPACPAC Canterbury PolyFest were referred to this fund for multi-year support.
- 4.5 No applications to the Events and Festivals Sponsorship Fund were identified as major or mega events.

Timeline for Assessment

- 4.6 February 2026: Industry-wide notification of fund opening dates.
- 4.7 17th - 20th February: Pre application meetings were held to explain the eligibility and criteria. A total of 9 event organisers participated in these sessions.
- 4.8 23rd February to 22nd March: Fund open.
- 4.9 April/May: Applications assessed against the fund criteria and recommendations drafted by Council staff.
- 4.10 3 June 2026: Final allocation decisions made by the Council at a Council decision-making meeting.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.11 The following reasonably practicable options were considered and are assessed in this report:
 - 4.11.1 Approve the recommended allocations from the Events and Festivals Sponsorship Fund (**Preferred**).
 - 4.11.2 Alter the amounts recommended by staff to allocate more of less funding to an event (**Option 2**).
 - 4.11.3 Do not distribute any funding (**Option 3**).
- 4.12 No other options were considered.

Options Descriptions Ngā Kōwhiringa

- 4.13 **Preferred Option:** Approve the recommended allocations from the Events and Festivals Sponsorship Fund assessed in accordance with the Assessment Information and Weightings (outlined in section 3.1 of this report).
 - 4.13.1 **Option Advantages**

- The recommended allocations support events that enhance Christchurch as a place to live and visit and have been carefully assessed by staff in accordance with the Assessment Information and Weightings.

4.13.2 **Option Disadvantages**

- The full allocation of the fund reduces flexibility for elected members to revisit declined applications or increase funding for events they consider under supported.

4.14 **Option 2:** Alter the individual amounts recommended by staff to allocate more or less funding to an event. An increase in funding to one event will require a decrease in funding to another event to remain within the allocated budget.

4.14.1 **Option Advantages**

- Provides elected members with flexibility to adjust allocations to reflect to reflect their priorities or support events they consider having greater benefit.
- Enables funding to be redistributed to address perceived underfunding of events.

4.14.2 **Option Disadvantages**

- Reducing funding to some events may impact their ability to deliver as planned, potentially affecting event delivery.
- Adjustments may not align with the established assessment criteria and weightings applied to all applications.

4.15 **Option 3:** Do not distribute any funding. The \$324,835 available will not be allocated and will instead be retained resulting in a saving for Council.

4.15.1 **Option Advantages**

- Potential to provide a direct benefit to ratepayers through savings.

4.15.2 **Option Disadvantages**

- Events and festivals would not receive Council support, which would result in reduced scale, cancellation or loss of events.
- Negative impacts on community wellbeing, city vibrancy and economic activity generated by the events sector.

Analysis Criteria Ngā Paearu Wetekina

4.16 The Assessment Information and Weightings are outlined in full in section 3.1 of this report. Assessment was undertaken against the following criteria:

- 4.16.1 Event offering alignment
- 4.16.2 Community involvement
- 4.16.3 Environmental sustainability
- 4.16.4 Accessibility
- 4.16.5 Organisation capability and application standard
- 4.16.6 Financial viability

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Preferred Option
Cost to Implement	No additional cost to the Council, allocation of the fund is included in existing budgets
Maintenance/Ongoing Costs	No additional cost to the Council
Funding Source	Events and Festivals Sponsorship fund
Funding Availability	\$324,835 (\$521,835 total fund - \$197,000 on contract)
Impact on Rates	No additional cost to the Council

- 5.1 The financial implications for Option 2 are the same as that outlined for the Preferred Option. For Option 3, the funding would not be allocated and result in a saving, but the Council would not achieve the intended outcomes of the fund.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Insufficient funds to meet the requests may result in a negative response from applicants.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 The Council has delegation for the allocation of the Events and Festivals Fund.
- 6.3 Other Legal Implications:
- 6.3.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
- 6.4.1 Align with the [Christchurch City Council's Strategic Framework](#)..
- 6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the relatively low impact on the community and low number of people affected by the decision.
- 6.4.3 Are consistent with Council's Plans and Policies.
- Events Policy Framework
 - Community Events Implementation Plan
 - Toi Ōtautahi – Art and Creativity Strategy
 - Physical Recreation and Sport Strategy Implementation Plan
- 6.5 This report supports the [Council's Long-Term Plan \(2024 - 2034\)](#):
- 6.6 Citizens and communities
- 6.6.1 Activity: Recreation, Sports, Community Arts and Events
- Level of Service: 2.8.6.1 Support community-based organisations to develop, promote and deliver community events and arts in Christchurch - 15,000 hours of staff support per annum

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 As part of the funding agreement, event organisers are required to consider accessibility. This includes making events as inclusive as possible for people of all abilities, such as providing accessible sites, facilities, and clear information for attendees. This supports Council's commitment to inclusive and connected communities.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

6.9 The decision does not a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

6.10 Local Rūnanga are consulted directly if an event has significant impact on nearby water of land use/environment.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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





6.12 Events that receive sponsorship support from the Events and Festivals Sponsorship Fund are expected to meet Christchurch City Council's event waste management requirements and take reasonable steps to minimise waste and maximise diversion from landfill. Waste management planning and outcomes must be reported as part of the post-event report

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

7. Next Steps Ngā Mahinga ā-muri

7.1 Event organisers will receive notifications regarding the outcome of the 2026/27 Events and Festivals Sponsorship Fund process.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Events & Festivals Sponsorship Fund 2026-27 - Final Evaluation Summary	26/1071106	142
B  	Events & Festivals Sponsorship Fund 2026-27 - Final Budget	26/961700	145
C	Events & Festivals Sponsorship Fund 2026-27 - Final Matrix (Under Separate Cover) - CONFIDENTIAL	26/961736	

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Lucy Blackmore - Manager Events and Arts
Approved By	Nigel Cox - Head of Recreation, Sports & Events Andrew Rutledge - General Manager Citizens and Community

Events and Festivals Sponsorship Fund 2026/27 - Assessment Summary

Number	Event Category	Event Name	Priority Rating	Funding Request	Staff Recommendation	Assessment panel rationale, comments and context	CCC Events Funding received 25/26
1	Arts	Whānau Mārama New Zealand International Film Festival 2026	2	\$35,000	\$20,000	Partial funding is recommended - the Festival is Christchurch's leading winter film event, giving audiences access to high-quality international and local films not otherwise available. Partial funding will support broad community access, strengthen the local film sector, and contribute to Christchurch's cultural vitality in line with the Toi Ōtautahi Arts and Creativity Strategy.	\$15,000.00
2	Arts	Open-Air Summer Shakespeare 2027	2	\$20,000	\$10,000	Partial funding is recommended - Open Air Summer Shakespeare is a proven, accessible outdoor theatre event with 20 years of successful delivery, engaging thousands of people each year. It supports youth, inclusive access, and creative skill development, making it a strong candidate for continued funding.	\$0.00
3	Arts	Show Me Shorts Film Festival 2026	2	\$7,752	\$7,752	Full funding is recommended - Show Me Shorts is a long-running national short film festival that brings audiences to the central city during the October shoulder season, supporting local businesses and strengthening Christchurch's film sector. Funding will enhance local delivery by supporting Christchurch filmmakers, providing inclusive and accessible programming, and creating valuable opportunities for emerging talent and community engagement.	\$7,767.00
4	Arts	Lyttelton Arts Festival 2026	2	\$24,256	\$14,000	Partial funding is recommended - Lyttelton Arts Factory has a proven record of delivering the festival successfully and is supported by an experienced local leadership team and strong organisational systems. Funding will enable fair payment for artists and staff, improved marketing, and a more sustainable, professional delivery model alongside existing income sources.	\$0.00
5	Arts	Festival of New Writing 2026	2	\$17,496	Decline	Funding is not recommended - as the Festival of Writing is primarily workshop-based, has very limited participant numbers, and does not align with the fund's aim of delivering broad community benefit. In addition, the actual attendance was significantly lower than projected, resulting in a relatively small and niche audience reach rather than engagement with the wider Christchurch public.	\$0.00
6	Arts	Alice's Adventure in the Moon Palace - Multicultural Family Musical Theatre 2026	3	\$5,139	Decline	Funding is not recommended - the project supports youth participation and cultural expression, and the applicant has relevant delivery experience. However, key partnerships and Māori engagement are not clearly detailed, and the limited marketing budget may restrict audience reach. Overall, the project's scale and focus appear better suited to the Creative Communities Scheme rather than this fund.	\$0.00
7	Arts	Arts Canterbury Art Play Day 2026	3	\$8,275	Decline	Funding is not recommended - the applicant is requesting full funding for the project, despite it being more closely aligned with the Access and Participation objectives of the Creative Communities Scheme. Arts Canterbury has since been approved for Creative Communities Scheme funding, which will cover the cost of art materials and contribute to marketing expenses.	\$0.00
8	Arts	Canterbury Youth Theatre 2026-27	3	\$12,337	Decline	Funding is not recommended - while the project is well run and supports youth development, it occurs during a peak period, has limited wider audience reach, and includes participation costs that create barriers. As a result, it is not well aligned with the priorities of this fund.	\$0.00
9	Arts	Christchurch Gang Show 2026	3	\$15,000	Decline	Funding is not recommended - the project has limited uniqueness and public reach, with participation and audiences largely restricted to Scouts and Guides members and their families. As a result, it is better suited to funding sources such as the Strengthening Communities Fund rather than this programme.	\$0.00
10	Arts	Rising Legends NZ 2026	4	\$3,532	Decline	Declined as ineligible - as the requested amount is below the \$5000 minimum for this fund, it is ineligible for funding	\$0.00
11	Culture	Open Christchurch 2027	1	\$28,200	\$28,200	Full funding is recommended - Open Christchurch aligns strongly with the Arts and Creativity Strategy and is supported by a range of external funders. It showcases the city's architecture and design, engages the public with the built environment, and delivers strong cultural impact, supporting continued Council funding.	\$26,500.00
12	Culture	6th Annual Christchurch Hip Hop Summit 2026	2	\$22,450	\$12,000	Partial funding is recommended - although the event falls outside the fund's prioritised months, it strongly aligns with funding objectives as a free, multi-day cultural festival celebrating Hip Hop culture with wide public reach. It is a unique grassroots event that enhances the city's cultural calendar through youth-focused arts and urban culture, adding diversity and vibrancy.	\$0.00
13	Culture	Christchurch Holi - Festival of Colours 2027 - 2029	2	Y1: \$22,000 Y2: \$22,000 Y3: \$22,000	Y1: \$10,000 Y2: \$10,000 Y3: \$10,000	Partial funding is recommended - as a long-established feature of the city's events calendar, the event demonstrates clear and ongoing community appeal. It closely supports the Council's Multicultural Strategy through its celebration of cultural diversity, promotion of inclusion, and contribution to social cohesion, making it a strong candidate for multi-year funding support.	\$10,000.00
14	Culture	Diwali 2026	2	\$25,000	\$15,000	Partial funding is recommended - this established, free, family-friendly event has a strong history of successful delivery and community impact. It celebrates cultural diversity, promotes inclusion, and aligns closely with Council's Multicultural Strategy, supporting a recommendation for funding.	\$17,000.00
15	Culture	Christchurch Eid Festival 2027 - 2029	2	Y1: \$16,927.96 Y2: \$16,927.96 Y3: \$16,927.96	Y1: \$5,000.00 Y2: Decline Y3: Decline	Partial funding is recommended - Asturlab's delivery model is collaborative and community-driven, with a strong emphasis on inclusive participation from people of diverse backgrounds. While the event aligns with the fund's criteria, recent uncertainty around event leadership and delivery, the potential impact of the venue changes on the final event, and lower-than-anticipated attendance figures support a recommendation for partial funding.	\$10,000.00
16	Culture	Korea Day 2026	2	\$5,000	\$5,000	Full funding is recommended - Korea Day is a free, family-friendly event that celebrates Korean culture, supports local talent, and builds strong community connections, making it suitable for funding support.	\$0.00
17	Culture	Waitangi Day Commemoration 2027	2	\$15,299	\$5,000	Partial funding is recommended - this free, community-led event celebrates Banks Peninsula's heritage and Māori taonga, with strong volunteer support and wide regional participation. As the city and Peninsula's largest Waitangi Day commemoration, funding support is recommended.	\$0.00
18	Culture	75 Years of Ukrainian Heritage: A Journey Through Time	3	\$5,000	Decline	Funding is not recommended - due to the limited alignment to the criteria of the fund, the event being wholly reliant on Council for support, and the eligible costs not meeting the minimum threshold for support through this fund.	\$0.00
19	Culture	Buddha's Birthday Multicultural for World Peace	3	\$5,000	Decline	Funding is not recommended - the event shows limited alignment with funding criteria and does not add materially to a balanced events calendar. As it is likely to proceed without Council support and funding would have minimal impact, the application is a lower priority and support is not recommended.	\$0.00

20	Culture	Happy Chinese New Year Festival 2027 - top-up request	4	\$40,001	Decline	Funding is not recommended - the event is already receiving the maximum level of funding available through this programme. While its value is acknowledged, allocating an additional \$40,000 is not considered a priority given the significant support already provided.	\$70,000.00
21	Family	Carols by Candlelight 2026 - 2028	2	Y1: \$10,430 Y2: \$11,628 Y3: \$12,378	Y1: \$10,430 Y2: \$11,000 Y3: \$12,000	Partial funding is recommended - as the sole large-scale public carols-singing event of its kind in New Zealand held on Christmas Eve, and given its strong alignment with the fund's criteria, partial multi-year funding is recommended for this event.	\$7,500.00
22	Family	Orton Bradley Park Spring Fair 2026	2	\$10,740	\$10,800	Full funding is recommended - with a proven delivery history and a wide range of activities showcasing heritage, music, and recreation, it delivers clear community and regional benefits. Funding is recommended for this well-established, affordable, and family-friendly community event that attracts visitors and demonstrates strong local involvement.	\$11,000.00
23	Family	Duke Festival 2027	2	\$22,400	\$10,000	Partial funding is recommended - the Duke Festival delivers significant free public benefit and cultural activation for New Brighton and the wider city, and the Festival demonstrates strong alignment with the Events and Festivals Sponsorship Fund criteria. It is recommended that the event receive partial funding support towards eligible event costs.	\$10,000.00
24	Family	Illuminate 2026	2	\$20,000	Decline	Funding is not recommended - illuminate Light and Sound Show is a well-established, well-organised, family-friendly event with strong community involvement and a proven track record of success. However, as the application shows the event will remain financially viable with a projected surplus of more than \$180,000 without Council funding, and given competing demands on limited funds, financial support is not recommended.	\$0.00
25	Family	Christchurch Comedy Gaia 2027	2	\$24,750	\$10,653	Partial funding is recommended - the Festival supports local comedian development through workshops and networking, aligns with the Toi Ōtautahi Arts and Creativity Strategy, shows strong audience demand, and contributes to a more balanced events calendar by taking place in May.	\$9,618.00
26	Family	The Christchurch Easter Show 2027	2	\$10,750	Decline	Funding is not recommended - the event has limited alignment with the fund's objectives and does not fill a gap in the events calendar. Although it is free and family-friendly, its established commercial model suggests it is financially viable without Council support.	\$0.00
27	Family	Christchurch Kids' Show 2026	3	\$22,500	Decline	Funding is not recommended - the event is a new, ticketed commercial concept that is still developing financially. With a forecast surplus of \$13,850, it does not demonstrate a clear need for public funding, so it is recommended that the application be declined.	\$0.00
28	Family	The Big Sheep Trail Farewell Weekend 2027	3	\$68,000	Decline	Funding is not recommended - the event would operate mainly as an exhibition and does not meet the fund's eligibility criteria. The venue and related costs are not yet confirmed, creating uncertainty around the final budget and delivery. As the primary purpose is fundraising, funding support is not recommended.	\$0.00
29	Food	National Sustainability Showcase 2026	4	\$25,700	Decline	Declined as ineligible - as a conference and gala dinner, the event is not eligible for funding through the Christchurch City Council's Events and Festivals Sponsorship Fund.	\$0.00
30	Music	Christchurch Big Band Jazz Festival 2026 - 2028	1	Y1: \$25,000 Y2: \$20,000 Y3: \$20,000	Y1: \$25,000 Y2: \$20,000 Y3: \$20,000	Full funding is recommended - the festival is accessible, well established, and delivered by an experienced team. It strongly aligns with Toi Ōtautahi priorities by supporting creativity through broad performance opportunities and reinforcing Christchurch's identity as the City of Big Band Jazz, with meaningful cultural engagement and diversified income streams alongside council support.	\$15,000.00
31	Music	Coca-Cola Christmas in the Park 2026	1	\$80,000	\$40,000	Partial funding is recommended - with its established track record, positive community outcomes, economic contribution, and secure funding base, the event aligns well with Council priorities and merits ongoing investment.	\$40,000.00
32	Music	The Big Sing Finale 2026	2	\$25,000	\$15,000	Partial funding is recommended - the event has strong community involvement through volunteers, partnerships with schools and community choirs, and the inclusion of several Ōtautahi choirs. It supports the local economy by engaging Christchurch-based providers and attracting around 1,200 visitors, and is delivered by the New Zealand Choral Federation, an experienced organisation with a proven, well-supported funding model.	\$0.00
33	Music	Christchurch Schools' Music Festival 2026 - Te Hā Puoro	2	\$29,605	\$5,000	Partial funding is recommended - the festival is accessible through low ticket prices and is delivered by a highly experienced organisation with an 87-year track record. It demonstrates strong financial resilience through diversified income and can proceed with partial funding, continuing its well-established contribution to children's music in Christchurch.	\$0.00
34	Music	Twominds Festival 2027	2	\$85,000	Decline	Funding is not recommended - the event has received Council support since its early stages and has delivered clear community benefits and growth. However, financial projections show a surplus of more than \$100,000 without Council funding. Given current funding constraints, the application is not a priority and support is not recommended.	\$15,000.00
35	Music	The Fifth New Zealand Golden Ribbon Multicultural Arts & Music Festival 2026-2027	3	\$14,150	Decline	Funding is not recommended - after excluding ineligible workshop costs and considering the relatively small audience reach, the application is better suited to the Creative Communities Scheme, which is designed to support smaller-scale, community-led initiatives.	\$0.00
36	Music	Lakes Festival 2026	3	\$40,000	Decline	Funding is not recommended - the event is commercially run, financially self-sustaining, and generates a significant surplus without Council support. Funding would mainly support external marketing and does not improve community access or event balance, so support is not recommended.	\$0.00
37	Sport	Run Akaroa 2027	2	\$56,500	\$10,000	Partial funding is recommended - Run Akaroa demonstrates strong alignment with the Events and Festivals Fund criteria, particularly in relation to destination activation, community benefits, and seasonal spread.	\$0.00
38	Sport	Christchurch Beach 5s Rugby Fest 2027	2	\$20,000	\$12,000	Partial funding is recommended - due to the good alignment to the Events and Festivals Sponsorship Fund criteria and is an exciting addition to the city's event programme, bringing a strong sense of vibrancy and activation to Sumner Beach.	\$0.00
39	Sport	Crater Rim Ultra 2026 - 2028	2	Y1: \$23,500 Y2: \$10,000 Y3: \$10,000	Y1: \$7,000 Y2: \$7,000 Y3: Decline	Partial funding is recommended - for this event that is increasingly recognised as an iconic Christchurch trail run, attracting participants from across New Zealand and internationally. It demonstrates strong alignment with the Events and Festivals Sponsorship Fund criteria and is recommended for funding.	\$5,000.00
40	Sport	Sea2Sky Challenge 2027 - 2029	2	Y1: \$15,000.00 Y2: \$15,450.00 Y3: \$15,913.50	Y1: \$12,000 Y2: \$12,000 Y3: \$12,000	Partial funding is recommended - Christchurch's premier triathlon event, the Sea2Sky Challenge benefits from strong community partnerships, with local groups actively involved in the planning and delivery of the event. It has a proven track record of successful delivery and demonstrates strong alignment with the Events and Festivals Sponsorship Fund criteria.	\$12,000.00

41	Sport	International Track Meet 2027	2	\$15,000	\$15,000	Full funding is recommended - as the only Bronze-level meet in the South Island, the event provides a unique opportunity for Ōtautahi and plays an important role in activating Ngā Puna Wai as a Council-owned venue. Due to its alignment to the criteria of the fund, full support is recommended.	\$15,000.00
42	Sport	Le Race 2027 - 2029	2	Y1: \$15,000 Y2: \$15,000 Y3: \$15,000	Y1: \$10,000 Y2: \$10,000 Y3: Decline	Partial funding is recommended - Le Race continues to deliver positive outcomes for the City and retains good alignment with the Events and Festivals Sponsorship Fund criteria. Support is recommended, however, staff will continue to work closely with the event organiser to better understand proposals for future events and growth opportunities.	\$10,000.00
43	Sport	The Aramex Kiwi Walk and Run Series 2027	3	\$10,000	Decline	Funding is not recommended - while the event delivers community benefits, it is not considered unique within the Christchurch context and doesn't significantly contribute to a balanced and diverse calendar of event activity for the city. Ōtautahi already hosts a high number of comparable mass participation walking and running events. Due to the limitations of the fund this application has been assessed as a lower funding priority.	\$0.00
44	Sport	Southern Cross Round the Bays 2027	3	\$50,000	Decline	Funding is not recommended - as Christchurch already hosts a high number of mass participation running events of a similar nature. When considered against the calendar of event activity across the city, this application shows limited strategic alignment. Given the limitations of the fund, this application is assessed as a lower funding priority.	\$0.00
45	Sport	Hagley Stomp Run 2027	3	\$4,900	Decline	Funding is not recommended - Christchurch already hosts a high number of mass participation running events, particularly those that are created for the purpose of fundraising so the event offering wouldn't contribute to a balanced calendar of event activity and due to limited alignment with the Events and Festivals Sponsorship Fund criteria, support is not recommended.	\$0.00
46	Sport	Ruapuna Superbike Grand Prix 2027	3	\$90,000	Decline	Funding is not recommended - the requested funding represents a high proportion of the event budget, and the event has previously been delivered successfully without Council support. As the application focuses on growth rather than core delivery, it has been considered a lower priority within the limited fund.	\$0.00
Total funding requested and recommended FY26/27					\$1,147,589	\$324,835	
Total funding requested and recommended FY27/28					\$111,006	\$70,000	
Total funding requested and recommended FY28/29					\$112,219	\$54,000	
Funds available to allocate FY26/27						\$324,835	
Funds remaining FY26/27						\$0	

Priority based on weighted score:

- 0 - 25: **Priority 4** - Does not meet eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / insufficient information provided by applicant (in application and after request from Advisor) / other funding sources more appropriate. Not recommended for funding.
- 26 - 50: **Priority 3** - Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
- 51 - 75: **Priority 2** - Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
- 76 - 100: **Priority 1** - Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.

Events and Festivals Sponsorship Fund 2026/27 - Budget

EVENTS CURRENTLY CONTRACTED			
Event name	2026/27		2027/28
	Requested	Contracted	Contracted
Asian Arts Festival	\$ 58,430	\$ 7,500	
Christchurch Marathon	\$ 100,000	\$ 30,000	
Japan Fiesta EX	\$ 8,693	\$ 5,000	
The Single Fin Mingle	\$ 60,000	\$ 15,000	
Christchurch Brick Show	\$ 15,000	\$ 7,000	\$ 7,000
Latin Street Festival	\$ 17,000	\$ 10,000	\$ 10,000
Port Noise	\$ 27,500	\$ 17,500	\$ 15,000
Happy Chinese New Year Festival	\$ 150,000	\$ 60,000	\$ 50,000
SCAPE Public Art Season	\$ 75,000	\$ 20,000	
Tūhono Kapa Haka Festival	\$ 25,000	\$ 25,000	\$ 25,000
Total	\$ 197,000	\$ 197,000	\$ 107,000

FUNDING SUMMARY				
Financial Year	Allocated Budget	Currently Contracted (as per above)	Proposed Committee Allocation (as per below)	Proposed Council Allocation (as per below)
Year 1 - 2026/27	\$ 521,835	\$ 197,000	\$ 324,835	\$ -
Year 2 - 2027/28	\$ 521,835	\$ 107,000	\$ 70,000	\$ -
Year 3 - 2028/29	\$ 521,835	\$ -	\$ 54,000	\$ -

2026/27 EVENTS & FESTIVALS FUNDING APPLICATIONS											
Event name	2025/26 EMF Funding	2026/27			2027/28			2028/29			Page # Reference
		Requested	Staff Rec.	Council Rec.	Requested	Staff Rec.	Council Rec.	Requested	Staff Rec.	Council Rec.	
6th Annual Christchurch Hip Hop Summit 2026	\$ 0.00	\$ 22,450.00	\$ 12,000.00								1
75 Years of Ukrainian Heritage: A Journey Through Time	\$ 0.00	\$ 5,000.00	\$ -								2
Alice's Adventure in the Moon Palace - Multicultural Family Musical Theatre 2026	\$ 0.00	\$ 5,138.53	\$ -								3
Arts Canterbury Art Play Day 2026	\$ 0.00	\$ 8,275.06	\$ -								4
Buddha's Birthday Multicultural for World Peace	\$ 0.00	\$ 5,000.00	\$ -								5
Canterbury Youth Theatre 2026-27	\$ 0.00	\$ 12,337.00	\$ -								6
Carols by Candlelight 2026 - 2028	\$ 7,500.00	\$ 10,430.00	\$ 10,430.00	\$ 11,628.00	\$ 11,000.00		\$ 12,378.00	\$ 12,000.00			7
Christchurch Beach 5s Rugby Fest 2027	\$ 0.00	\$ 20,000.00	\$ 12,000.00								8
Christchurch Big Band Jazz Festival 2026 - 2028	\$ 15,000.00	\$ 25,000.00	\$ 25,000.00	\$ 20,000.00	\$ 20,000.00		\$ 20,000.00	\$ 20,000.00			9
Christchurch Comedy Gala 2027	\$ 9,618.00	\$ 24,750.00	\$ 10,653.00								11
Christchurch Eid Festival 2027 - 2029	\$ 10,000.00	\$ 16,927.96	\$ 5,000.00	\$ 16,927.96	\$ -		\$ 16,927.96	\$ -			12
Christchurch Gang Show 2026	\$ 0.00	\$ 15,000.00	\$ -								13
Christchurch Holi - Festival of Colours 2027 - 2029	\$ 10,000.00	\$ 22,000.00	\$ 10,000.00	\$ 22,000.00	\$ 10,000.00		\$ 22,000.00	\$ 10,000.00			14
Christchurch Kids' Show 2026	\$ 0.00	\$ 22,500.00	\$ -								15
Christchurch Schools' Music Festival 2026 - Te Hā Pūoro	\$ 0.00	\$ 29,605.00	\$ 5,000.00								16
Coca-Cola Christmas in the Park 2026	\$ 40,000.00	\$ 80,000.00	\$ 40,000.00								17
Crater Rim Ultra 2026 - 2028	\$ 5,000.00	\$ 23,500.00	\$ 7,000.00	\$ 10,000.00	\$ 7,000.00		\$ 10,000.00	\$ -			19
Diwali 2026	\$ 17,500.00	\$ 25,000.00	\$ 15,000.00								20
Duke Festival 2027	\$ 10,000.00	\$ 22,400.00	\$ 10,000.00								21
Festival of New Writing 2026	\$ 0.00	\$ 17,496.00	\$ -								22
Hagley Stomp Run 2027	\$ 0.00	\$ 4,900.00	\$ -								24
Happy Chinese New Year Festival 2027 - top-up request	\$ 70,000.00	\$ 40,001.00	\$ -								25
Illuminate 2026	\$ 0.00	\$ 20,000.00	\$ -								27
International Track Meet 2027	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00								28
Korea Day 2026	\$ 0.00	\$ 5,000.00	\$ 5,000.00								29
Lakes Festival 2026	\$ 0.00	\$ 40,000.00	\$ -								30
Le Race 2027 - 2029	\$ 10,000.00	\$ 15,000.00	\$ 10,000.00	\$ 15,000.00	\$ 10,000.00		\$ 15,000.00	\$ -			31
Lyttelton Arts Festival 2026	\$ 0.00	\$ 24,256.00	\$ 14,000.00								32
National Sustainability Showcase 2026	\$ 0.00	\$ 25,700.00	\$ -								33
Open-Air Summer Shakespeare 2027	\$ 0.00	\$ 20,000.00	\$ 10,000.00								34
Open Christchurch 2027	\$ 26,500.00	\$ 28,200.00	\$ 28,200.00								35
Orton Bradley Park Spring Fair 2026	\$ 11,000.00	\$ 10,739.62	\$ 10,800.00								36
Rising Legends NZ 2026	\$ 0.00	\$ 3,531.65	\$ -								37
Ruapuna Superbike Grand Prix 2027	\$ 0.00	\$ 90,000.00	\$ -								38
Run Akaroa 2027	\$ 0.00	\$ 56,500.00	\$ 10,000.00								39
Sea2Sky Challenge 2027 - 2029	\$ 12,000.00	\$ 15,000.00	\$ 12,000.00	\$ 15,450.00	\$ 12,000.00		\$ 15,913.50	\$ 12,000.00			40
Show Me Shorts Film Festival 2026	\$ 7,767.00	\$ 7,751.77	\$ 7,752.00								41
Southern Cross Round the Bays 2027	\$ 0.00	\$ 50,000.00	\$ -								43
The Aramix Kwi Walk and Run Series 2027	\$ 0.00	\$ 10,000.00	\$ -								44
The Big Sheep Trail Farewell Weekend 2027	\$ 0.00	\$ 68,000.00	\$ -								45
The Big Sing Finale 2026	\$ 0.00	\$ 25,000.00	\$ 15,000.00								46
The Christchurch Easter Show 2027	\$ 0.00	\$ 10,750.00	\$ -								48
The Fifth New Zealand Golden Ribbon Multicultural Arts and Music Festival 2026-2027	\$ 0.00	\$ 14,150.00	\$ -								49
Twominds Festival 2027	\$ 15,000.00	\$ 85,000.00	\$ -								50
Waitangi Day Commemoration 2027	\$ 0.00	\$ 15,298.90	\$ 5,000.00								51
Whānau Mārama New Zealand International Film Festival 2026	\$ 15,000.00	\$ 35,000.00	\$ 20,000.00								52
Total		\$ 1,147,588.51	\$ 324,835.00	\$ -	\$ 111,005.96	\$ 70,000.00	\$ -	\$ 112,219.46	\$ 54,000.00	\$ -	

11. Capital Endowment Fund Drawdown - Kura Tāwhiti Canterbury Foundation

Reference Te Tohutoro:	26/891482
Responsible Officer(s) Te Pou Matua:	Rose Crossland, Acting Manager, Community Support and Partnerships John Filsell, Head of Community Support and Partnerships
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider the drawdown of Tranche 3 of grant funding, totalling \$220,000, currently set aside in the Capital Endowment Fund (CEF), for the Kura Tāwhiti Canterbury Foundation (Foundation), formerly the Christchurch Foundation.
- 1.2 The report originates from the decision made by the Council on 19 March 2025 CNCL/2025/00200:

[Council] Provides a conditional grant of up to \$440,000 from the Capital Endowment Fund over two years to the Christchurch Foundation, payable in instalments over two financial years being as described in Resolution 4a and 4b, and conditional upon a workshop being held, and the Council approving the Strategic Plan and Implementation Plan:

a. Tranche 2: Up to \$220,000 – payable 1 July 2025, subject to the Council’s approval of a new Strategic Plan and Implementation Plan in May/June 2025. This decision to be made via a Council report.

b. Tranche 3: Up to \$220,000 – payable 1 July 2026, subject to the Council’s approval of the progress in implementing the new Strategic Plan in May/June 2026. This decision to be made via a Council report.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Capital Endowment Fund Drawdown - Kura Tāwhiti Canterbury Foundation Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.
3. Approves the drawdown of Tranche 3 totalling \$220,000, currently set aside in the Capital Endowment Fund to the Kura Tāwhiti Canterbury Foundation to support operational costs for the 2026/27 financial year.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 On 19 March 2025, the Council approved a grant of \$82,500 from the CEF to support the operation of the Foundation known as Tranche 1. The Council also set aside \$440,000 in the CEF to support the operation of the Foundation, to be drawn down in two Tranches of \$220,000 (Tranches 2 and 3), subject to conditions being satisfied. On 4 June 2025 the Council approved the drawdown of Tranche 2.
- 3.2 The drawdown of Tranche 3 is conditional on the Council's approval of the progress the Foundation has made on the implementation of its Strategic Plan via a Council report.
- 3.3 Pursuant to the implementation of its strategic Plan, the Foundation has undertaken a variety of actions over the past year. These are detailed in section 4.1 of this report below. Following analysis staff believe the Foundation have made sufficient progress implementing their Strategic plan over 2025/2026. This is primarily because they have delivered on the 12-month targets in the Strategic Plan.
- 3.4 This report provides two options. Council approves the drawdown of Tranche 3, being satisfied that the Foundation have made sufficient progress implementing their Strategic Plan over 2025/2026. Alternatively declining to approve to approve the drawdown of Tranche 3 due to insufficient progress. The preferred option is that Council approve the drawdown.

4. Background/Context Te Horopaki

- 4.1 The funding received from the Council in March and June 2025 enabled the Foundation to continue progress to reposition the organisation for future growth and sustainability. The 12-month targets outlined in the Strategic Plan are summarised below along with the actions undertaken and results achieved. The Christchurch Foundation Strategic plan 2025/27 is attached to this report as **Attachment C**.
- 4.2 Explore name change and/or rebrand with stakeholders and Ngāi Tūāhuriri – **Achieved**.
 - 4.2.1 The name Kura Tāwhiti was gifted by Ngāi Tahu to recognise the new geographical reach across Canterbury. Kura Tāwhiti is the original name for Castle Hill, a place of great significance to Ngāi Tahu.
- 4.3 Develop a bequest programme – **Achieved**.
 - 4.3.1 The Foundation has secured commitments for \$10 million in bequests.
- 4.4 Establish an Emergency Fund – **Achieved**.
 - 4.4.1 An Emergency Fund has been set up in response to the February 2026 storm on Banks Peninsula. The Foundation has partnered with The Rod Donald Trust to open the February 2026 Storm Damage Repair Fund for the recovery of popular walking and cycling tracks on Banks Peninsula. This pilot appeal allows the Foundation to test the framework and develop processes for future events. The Foundation can then set up and tailor the fund very quickly when local emergencies occur so anyone can donate.
- 4.5 Grow funds under management – **Achieved**.
 - 4.5.1 Funds under management and reserved funds are currently \$3.3million. The Foundation are forecast to distribute over \$425,000 to the community this year, an increase of 8% from the previous financial year. It includes:
 - Our People Our City Fund – \$60,000 has been distributed to nine students to support their education. This fund has now supported 36 students and provided \$400,000 in grants since its inception following the mosque shootings.

- Women’s Entrepreneurs Fund - \$104,000 has been distributed.
 - Canterbury Cricket’s Inclusivity Programme - \$50,000 has been distributed.
 - Private Fund - \$10,000 has been distributed to support the treatment of Lymphoedema.
 - Impact100 Canterbury, a new collective giving group of women supporting women and families in the region. \$31,000 will be distributed in the inaugural grant round in June 2026 and contribute \$3,400 to the Kate Sheppard Women’s Endowment Fund. Two spaces were sponsored by businesses and JB Were provided \$4,000 in sponsorship to assist with administration and events costs. This fund has also attracted a 10% administration fee to manage the fund. This is an example of how the Foundation can generate income to support their operational costs.
 - Workplace giving - \$4,500 has been distributed to various for-purpose organisations from Craigs Investment Partners Workplace Giving programme. The Foundation is also talking with Donorbees about signing up to their workplace giving platform. This will broaden the donor base and allow for matched giving from employers.
 - The Plant a Tree campaign is forecast to plant over 1,300 native seedlings since inception whilst also contributing to the Green Philanthropy Endowment Fund.
 - A new private fund, the ‘Life Fulfilled Fund’ has been established to support mental health organisations.
- 4.6 Engage with local businesses “In Business for Good’ programme – **Achieved.**
- 4.6.1 The Foundation is meeting with professional services providers (lawyers, accountants, financial advisors, wealth management firms) to ensure a good understanding of the structured giving solutions and other services through the Foundation when advising their clients. This includes Trust transfers. New relationships have been developed with Wealth Management firms Forsyth Barr Limited and Craigs Investment Partners to offer philanthropic solutions for their clients (see attached letters of support **Attachment A and B**).
- 4.7 Host one professional advisor event – **In progress.**
- 4.7.1 An event is being planned for Wills Month in September. This will bring professional services providers together to raise awareness of the Foundation’s structured giving programme that can be offered in estate planning.
- 4.8 Engage with Council (staff) – **Achieved.**
- 4.8.1 Staff meet regularly with the Foundation to discuss progress and make relevant connections. There have been discussions with the Parks team about what potential collaborations could arise to generate revenue to support Parks projects. The Foundation continues to manage the pass-through funds for TSB’s corporate sponsorship of Tūranga.
- 4.9 Offer 12-months contracts to staff – **Achieved.**
- 4.9.1 The team now comprises 2 FTEs plus contracted financial and project support. The board have three new Trustees and most recently announced the appointment of Colin Mansbridge, CEO of the Crusaders as Co-Chair alongside Anake Goodall.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.10 Preferred Option: Approve the drawdown of Tranche 3, \$220,000.

4.10.1 **Option Description:** Approve the drawdown of \$220,000 to support core operation of the Foundation to June 2027.

4.10.2 **Option Advantages**

- Secures the Foundation in Christchurch and Banks Peninsula until at least 30 June 2027.
- Allows the Foundation to continue the momentum happening over the past year.
- Provides Councillors strategic and operational oversight prior to any consideration of long-term funding.
- Contemplates the opportunity but does not set any firm expectation on Council funding moving forward.

4.10.3 **Option Disadvantages**

- Does not guarantee certainty around financial sustainability long-term.
- There may be a higher use for the committed funding.

4.11 **Option Two:** Decline the drawdown of Tranche 3

4.11.1 **Option Description** – Decline the drawdown of Tranche 3 and ask staff to work with the Foundation to manage the effects of this decision.

4.11.2 **Option Advantages**

- Allows the CEF to be invested in other Council priorities.

4.11.3 **Option Disadvantages**

- Loss of momentum gained over the past year and a reduction in the capacity of the Foundation to upscale its impact.
- A weakened emergency philanthropy response for future local events.
- Reduced capacity for Council-Foundation collaboration on strategic projects.
- Missed opportunity to strengthen a regional giving infrastructure.
- Potential reputational impact. The Council has been an early and visible partner in the Foundation's transformation. Stepping back may be perceived by donors, partners, mana whenua and the wider community as a withdrawal of confidence which could affect the Foundation's credibility and ability to attract further investment.

Analysis Criteria Ngā Paearu Wetekina

4.12 The degree to which the Foundation have progressed implementing their Strategic Plan over 2025/2026 and met targets. Please see section 4.1 of this report.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - Decline
Cost to Implement	Grant \$220,000	None
Maintenance/Ongoing Costs	None	N/A
Funding Source	CEF	N/A
Funding Availability	Immediate	N/A
Impact on Rates	None	N/A

- 5.1 After accounting for all commitments to the CEF, the current balance available for allocation in 2025/26 is \$1,221,289. If the Council accept the staff recommendation the remaining balance will be **\$1,001,289**. The CEF available for allocation will increase by \$2,270,000 on July 1, 2026.
- 5.2 Current applications to the CEF include the Dogwatch Sanctuary Trust. Staff will recommend a grant of \$120,000.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that the ongoing need by the Foundation for an operating grant from the Council to remain sustainable is an expectation that the Council can not commit to. This could ultimately result in the wind-up of the organisation.
- 6.1.1 This risk cannot be mitigated. Any Council consideration for further funding should be considered through the 2027/37 Long Term Plan process.
- 6.2 There is a risk that, despite the Council's contribution, the Foundation does not raise the funds to become financially sustainable. This could ultimately result in the wind-up of the organisation.
- 6.1.2 This risk can be partially mitigated by the Foundation committing to the ongoing implementation of its Strategic plan.
- 6.3 There is a risk of reputational damage to the Council as some elements of the community may not support further funding of the Foundation and/or see the Council's CEF better spent elsewhere.
- 6.1.3 The risk is low given previous funding to the Foundation did not result in significant criticism for Council.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.4 The authority to make decisions relating to the allocation of the CEF sits with the Council.
- 6.5 There are no other legal implications other than noting that the Council's Legal Services Team review the form and function of all funding agreements and formal documentation.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.6 The required decision:
- 6.6.1 Aligns with the [Christchurch City Council's Strategic Framework](#). Strategic priorities – Champion Ōtautahi and Manage Ratepayers Money Wisely. Community Outcomes – Cultural Powerhouse and Thriving and Prosperous.

- 6.6.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the fact that the CEF is a recently consulted level of service in the 2024/34 LTP. The application is eligible under both the Civic and Community and Economic Development focus of the CEF and has a strategic alignment. Any long-term decisions around the Council financially supporting the Foundation will be made in the 2027 LTP process.
- 6.6.3 Is consistent with the Council's Plans and Policies. Specifically, the Strengthening Communities Together Strategy and the strategic pillar of Te Mahi Preparedness. Specifically, 4.1 Working with communities to prepare for and respond to emergencies and increase climate resilience and adaptation action and 4.2 Support the capacity of the community and voluntary sector to plan, adapt and respond to risk, disruption and change.
- 6.7 This report supports the [Council's Long-Term Plan \(2024 - 2034\)](#):
- 6.8 Citizens and communities
- Activity: Community Development and Facilities
 - Level of Service: 2.3.1.1 Provide funding for projects and initiatives that build partnerships; resilient, engaged and stronger communities, empowered at a local or community of interest level - 100% of funding assessments detail rationale and demonstrate benefits aligned to Council's strategic priorities, and where appropriate, Community Board Plans

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.9 The CEF is a recently consulted level of service in the 2024/34 LTP. The application is eligible under both the community and economic focus of the CEF and has a strategic alignment. Any long-term decisions around the Council financially supporting the Foundation will be made in the 2027 process. The contents of this report have been discussed with the Foundation, no further community views have been sought.
- 6.10 The decision effects Christchurch and Banks Peninsula.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.11 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.12 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.13 The decision the Council is being asked to make involves the allocation of the CEF by way of an eligible application that aligns with the Council's strategic priorities. Accordingly, the views of Mana Whenua have not been sought.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi







- 6.14 The decisions in this report are likely to:
- 6.14.1 Contribute positively to adaptation to the impacts of climate change. The Foundation has funds and campaigns that help make an impact on climate change including the Green Philanthropy Fund, Emergency Fund, Plant a Tree campaign.

- 6.14.2 Contribute positively to emissions reductions. The Foundation is committed to growing the funds and responding to community need and working with key stakeholders to influence change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the Council supports the staff recommendation funds will be drawn down accordingly. Any consideration of ongoing financial support for the Foundation will be undertaken through the 2027/37 Long Term Plan process.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Forsyth Barr Limited Letter of Support Kura Tāwhiti Canterbury foundation 20260422	26/928772	154
B  	Craigs Investment Partners letter of Support for Kura Tāwhiti Canterbury Foundation 20260422	26/928762	155
C  	The Christchurch Foundation Strategic Plan 2025 27	26/985076	157

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Rose Crossland - Acting Community Partnerships Manager
Approved By	John Filsell - Head of Community Support and Partnerships Nick Dean - Finance Business Partner Andrew Rutledge - General Manager Citizens and Community

Forsyth Barr Limited
Level 2, Deloitte House
151 Cambridge Terrace

PO Box 13542
Christchurch 8140

+64 3 365 4244
0800 367 227

forsyhbarr.co.nz

17th April 2026

Christchurch City Council
Attn: Councillors

Re: Support for Kura Tāwhiti–Canterbury Community Foundation

Dear Councillors,

Forsyth Barr is establishing relationships with community foundations across New Zealand as part of our broader commitment to supporting local communities and to provide our expertise as relevant to their activities. Through engagement with the national Community Foundations Aotearoa New Zealand network, we see value in a coordinated, place-based approach to philanthropy.

Our partnership model enables clients of Forsyth Barr to donate funds to their local community foundation, while those funds continue to be professionally managed by us. This provides an efficient pathway for philanthropy and an incentive for our adviser network to promote philanthropy to their clients. Without the presence of a community foundation network, there are very limited options available with local partners to receive and steward these donated funds on behalf of clients.

We support the community foundation model because it:

- Provides a cost-effective and enduring structure to manage charitable donations
- Builds long-term expertise in donor engagement and effective grant-making
- Enables local decision-making and ensures funds are deployed where they can have the greatest community impact

We are currently in discussion with several clients regarding leaving substantial legacies to the Christchurch Community Foundation, collectively in the tens of millions of dollars. These conversations reflect both the intent and the potential scale of future giving into the region. Without a stable and effective community foundation, there is a risk of disruption to this programme and to our ability to help clients achieve meaningful local impact.

Kura Tāwhiti is well placed to play a critical role in enabling generosity across the Canterbury region. A well-supported community foundation creates a platform for long-term investment into local priorities and helps grow the region's philanthropic capital over time.

Forsyth Barr is committed to working alongside Kura Tāwhiti and the wider Community Foundations Aotearoa New Zealand network to support this approach.

Yours sincerely,



Simon Bowden
Head of Philanthropic Services



Andrew Wyllie
Christchurch Manager / Investment Adviser

22 April 2026

Lynne Umbers, Chief Executive
Kura Tāwhiti – Canterbury Community Foundation
PO Box 17
Canterbury 8140



Superannuation Management Limited
Craigs Investment Partners House
158 Cameron Road
PO Box 13155, Tauranga, 3141
New Zealand
P. +64 7 577 6049
0800 272 442
E. headoffice@craigsip.com
craigsip.com

RE: Letter of Support

To whom it may concern,

Craigs Investment Partners is pleased to provide this letter of support for Kura Tāwhiti Canterbury Community Foundation (KTCCF) and its important role in strengthening place-based philanthropy across Ōtautahi Canterbury and the wider Canterbury region.

Craigs Investment Partners is one of New Zealand's largest investment advisory firms, with a longstanding history of working alongside individuals, families and charitable organisations to steward wealth responsibly over generations. Our purpose is to build connected, prosperous communities by helping clients grow, manage and protect their wealth, while also supporting them to give back in ways that are meaningful and enduring.

A core part of Craigs approach is supporting the growth of generosity to meet evolving community needs. We work closely with clients to explore structured and strategic approaches to giving, including charitable trusts, endowments, and gifts in wills. Increasingly, clients are seeking place-based models that ensure their generosity remains connected to local community and delivers long-term benefit. Community foundations play a critical role in meeting this aspiration.

Craigs Investment Partners has a long-standing and constructive relationship with Community Foundations of Aotearoa New Zealand (CFANZ) and with community foundations across the country. Through these relationships, we have supported the establishment and growth of charitable funds, advised on sustainable investment and distribution strategies.

At Craigs, our model integrates philanthropic advice within our broader wealth management offering. Advisers are supported by specialist philanthropy expertise to help clients clarify intent, select appropriate giving structures, and align investment strategy with charitable purpose. This approach provides confidence to clients that their philanthropic capital is being managed prudently, ethically and in alignment with their values, while also enabling advice to evolve over time as family and community needs change.

Within this context, Kura Tāwhiti Canterbury Community Foundation plays a vital role locally. As a place-based community foundation, KTCCF offers Canterbury donors a trusted vehicle to give back to the places and people they care about most. Its focus on building permanent endowment, local

NZX Firm



decision-making and long-term resilience aligns strongly with the outcomes many of our clients seek, particularly those wanting their giving to support Canterbury both now and for generations to come.

We also note that there are constructive, ongoing conversations with clients that could, over time, result in charitable funds being established with Kura Tāwhiti Canterbury Community Foundation. While these discussions are at varying stages, they reflect growing interest in locally anchored philanthropy and the confidence that donors place in the community foundation model.

Craigs Investment Partners is supportive of the continued development of Kura Tāwhiti Canterbury Community Foundation and sees it as an important partner in enabling lasting generosity, and community wellbeing across the region.

Ngā mihi nui,

Yours Sincerely



Arron Perriam

Director, Philanthropy and Intergenerational Wealth
Craigs Investment Partners

Strategic and Communications Plan

July 2025 – June 2027

**CHRISTCHURCH
FOUNDATION**

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Executive Summary

As the community foundation for the Christchurch, Selwyn and Waimakariri Districts, the Christchurch Foundation knows that building more reliable funding streams is pivotal in aiding the future resilience of these communities. Encouraging sustainable, future-focused ways of giving will contribute to transformative change in our region, to benefit all who live and visit, now and in the future.

During 2024, the team at the Christchurch Foundation has undertaken a review of the organisation, resetting our business model and right sizing our operations to be best placed to serve our communities going forward.

Our strategic focus is to build endowment funds that will grow and provide funding for future generations as well as support the operational costs of the organisation. In addition, we will assist the fundraising efforts of other organisations, on a fee-for-service basis to support projects and services in the community.

We will achieve this by working across the following areas:

- Building funds under management through Donor Advised Funds, Trust Transfers and Bequests
- Exploring options for public-private partnerships
- Providing opportunities for local businesses to support the communities in which they operate
- Supporting a Regional Disaster Fund as required

It is vital for a community foundation to be a trusted community asset that stewards the generosity of people and organisations to provide support where it is needed most. This will require strong governance to guide the Foundation, committed operational support from Councils and other entities, and effective communications to educate, inform and share stories of giving that will inspire greater generosity in the community.

Support from the Christchurch City Council is key to delivering this strategy.



Vision

The Greater Christchurch Region has inclusive and vibrant communities that offer opportunities for everyone to thrive, where the environment is cherished and protected so that our region is a dynamic and sustainable place to live for generations to come.

Mission Statement

We will grow giving to benefit our communities now and for generations to come.

Values

Manaakitanga – caring	We care for our communities' needs and those who support and invest in them
Mahitahi – collaboration	We work together to grow investments for shared community projects
Mana – respect	We respect the place in which we work and everyone we work with and for, in our region
Kaitiaki – guardians	We are considerate and discrete caretakers of investments on behalf of our communities

Strategic Objectives

Connecting	We connect generosity to community needs in a strategic framework that supports People, Place and Planet
Organisational sustainability	We offer secure opportunities for our people, provide assurance to our partners and run fiscally prudent operations
Accessibility and profile	We are approachable and align our giving with community need. We are a recognized and trusted asset to the community
Collaboration	We foster strong relationships across the region, aligning interests and needs

Action Plan

The following tables outline the actions that will be taken to deliver the strategy through to June 2027. This plan has been developed with input from Community Foundations Aotearoa New Zealand (CFANZ) and Taranaki Foundation.

Action: Grow funds under management

Strategic Objective	How	Timeframe	Stakeholders	Target
Connecting Organisational sustainability	<ul style="list-style-type: none"> Support establishment of Donor Advised Funds Investigate Trust Transfers 	30 Jun 2026	<ul style="list-style-type: none"> For-Purpose Organisations & Private Trusts Private donors from the community Professional Services Advisors 	<ul style="list-style-type: none"> Reach \$4M under management
	<ul style="list-style-type: none"> Develop a Bequest programme Provide links to online will service through website Host 1 Professional Services Advisors event 	30 Jun 2026	<ul style="list-style-type: none"> Professional Services Advisors 	<ul style="list-style-type: none"> 5 Bequests Increase awareness of programme
<ul style="list-style-type: none"> Using our database to connect with previous donors and establishing new relationships to promote the 'give while you live' approach through the establishment of Donor Advised Funds (endowment funds where distributions are guided by donor wishes) or to donate to the Foundation's general funds, will grow funds under management. Trust resettlements offer the potential to grow investments, where inactive trusts can be resettled with the Christchurch Foundation (TCF) so that they can actively support the community, or TCF can manage funds for For-Purpose Organisations to limit the burden on volunteer Boards. TCF will establish relationships with Trust entities and executors. Over a longer time frame, Bequests provide a great opportunity to grow funds under management and to redirect some of the funds from the upcoming intergenerational transfer of wealth to the For-Purpose sector. TCF will work with Professional Services Advisors to increase awareness of leaving a lasting legacy to the community through the Foundation. To cater for the younger generation who generally prefer a cheaper, digital option, we will also provide options to make an online will through the Gathered Here platform. 				

Action: Support fundraising of For-Purpose Organisations and other organisations

Strategic Objective	How	Timeframe	Stakeholders	Target
Connecting Accessibility and profile Collaboration Organisational sustainability	<ul style="list-style-type: none"> Pass-through funds to support fundraising for community benefit 	30 Jun 2026	<ul style="list-style-type: none"> For-Purpose Organisations Community groups 	<ul style="list-style-type: none"> Work with 5 organisations to provide online fundraising
	<ul style="list-style-type: none"> Start a Giving Circle 	30 Jun 2025	<ul style="list-style-type: none"> Donors Community 	<ul style="list-style-type: none"> 10 members
<ul style="list-style-type: none"> Examples of pass-through funds currently in use are: <ul style="list-style-type: none"> Electrify Aotearoa Youth Hub Canterbury Muslim Community Trust Collective giving is a great way to introduce people to philanthropy and also provides networking, volunteering and learning opportunities 				

Action: Collaboration with businesses

Strategic Objective	How	Timeframe	Stakeholders	Target
Connecting Accessibility and profile Collaboration Organisational sustainability	<ul style="list-style-type: none"> Set up the In Business, For Good membership programme Reconnect with previous Better City Business members Establish new relationships 	30 Jun 2026	<ul style="list-style-type: none"> Local businesses Business Associations For-Purpose Organisations 	<ul style="list-style-type: none"> Grow membership to 10 organisations
<ul style="list-style-type: none"> Many small to medium businesses are keen to support the communities in which they operate The programme will offer opportunities to provide financial support, pro-bono services or volunteer It will provide learning and networking opportunities alongside other values-aligned organisations Membership donations will contribute to the Foundation's income stream 				

Action: Collaboration with Christchurch City Council

Strategic Objective	How	Timeframe	Stakeholders	Target
Connecting Collaborating Organisational sustainability	<ul style="list-style-type: none"> Investigate setting up a public-private partnership initiative with CCC Engage with New Plymouth (NP) Partners to understand model 	30 Jun 2026	<ul style="list-style-type: none"> CCC Local Business leaders Local Community leaders Taranaki Foundation & New Plymouth (NP) Partners 	<ul style="list-style-type: none"> Agree framework Strengthen relationship with CCC
	<ul style="list-style-type: none"> Investigate opportunities to support CCC to offer naming rights of Council assets 	30 Jun 2026	<ul style="list-style-type: none"> CCC Business community 	<ul style="list-style-type: none"> Agree framework as required
	<ul style="list-style-type: none"> Investigate opportunities for Fund Transfers 	30 Jun 2026	<ul style="list-style-type: none"> CCC 	<ul style="list-style-type: none"> Evaluate opportunities for TCF to manage funds for CCC where appropriate
<ul style="list-style-type: none"> NP Partners provides a model of a successful public-private partnership forum comprised of Council, Business and Community leaders with a shared vision for the region's future. If replicated in the Christchurch region, such a forum could harness the collective energy and contributions to shape the city and the region's future. Bright Light projects that are identified through this initiative could lead to endowment or pass-through funds. Examples of NP Partners' Bright Light projects can be viewed here and illustrate the breadth of opportunities. Suggestions made for potential projects in the Christchurch Region include: <ul style="list-style-type: none"> Refurbishment of the playground in the Botanic Gardens Urban Forest (potentially in the Red Zone) Canterbury Museum TCF will work with CCC where requested to develop a philanthropic funding approach for Council assets. An example of this is the ongoing TSB support at Tūranga 				

Action: Establish Regional Disaster Fund

Strategic Objective	How	Timeframe	Stakeholders	Target
Connecting Collaboration	<ul style="list-style-type: none"> Initiate discussions with Christchurch, Selwyn & Waimakariri Councils Develop a website and fundraising facility to be on stand-by 	30 Jun 2026	<ul style="list-style-type: none"> CCC Selwyn District Council Waimakariri District Council Community 	<ul style="list-style-type: none"> Agree parameters with Christchurch, Selwyn and Waimakariri District Councils
<ul style="list-style-type: none"> Establish a Regional Disaster Fund to support the region in the event of a natural disaster or acute event. Community Foundations are well placed to act as a single point of contact to distribute emergency funding if the need arises – to respond quickly, leveraging community connections and offering tax deductibility for NZ donations. In response to Cyclone Gabrielle in 2023, the Hawkes Bay Foundation set up the Cyclone Relief Fund and demonstrated the benefit of cross-sector collaboration to offer a speedy and effective response. 				

Action: Maintain business continuity

Strategic Objective	How	Timeframe	Stakeholders	Target
Connecting Collaboration	<ul style="list-style-type: none"> • TCF staff meet with CCC staff every 2 months (allowing CCC staff to report to Councillors every 4 months) • TCF Board meets with full Council once a year 	Ongoing	<ul style="list-style-type: none"> • CCC Councillors and staff • TCF Board and staff 	<ul style="list-style-type: none"> • Strengthen relationship with CCC • Transparent reporting on progress
	<ul style="list-style-type: none"> • Develop relationship with Selwyn and Waimakariri District Councils 	Ongoing	<ul style="list-style-type: none"> • Selwyn District Council • Waimakariri District Council 	<ul style="list-style-type: none"> • Re-establish dialogue with Selwyn and Waimakariri Councils
	<ul style="list-style-type: none"> • Confirm employment contracts with TCF staff for the coming 12 months 	30 Jun 2025	<ul style="list-style-type: none"> • TCF Board • TCF Staff 	<ul style="list-style-type: none"> • Retain staff with knowledge and skills to achieve targets

Communications Strategy

All charities operate with resource constraints and the Christchurch Foundation is no different, investing in systems that actively grow generosity is crucial. We will have to be selective in our communications activities, focusing on high-impact initiatives that directly support our core mission of growing giving to benefit our communities for generations.

This is a two-year strategy focused on utilising current assets and working within resource constraints (time and financial). Our key messages will form the basis of these communications. We're particularly focused on amplifying donor voices, letting their stories of city pride and community impact lead our narrative. Our aim is that as our profile grows throughout the Christchurch, Waimakariri and Selwyn Districts, we earn the trust of those we represent, we grow our endowment and bequest funds, and the model of Community Foundations is better understood and supported.

This strategy has been developed with the support from Nikau Foundation (Wellington) and Hawkes Bay Foundation.

Content Pillars

- Information: this content will ensure that key messages about the foundation are consistently shared and available, so those looking us up understand who we are, what we do and why their support is critical.
- Inspiration: Striving to be trusted sector leaders in philanthropy in Canterbury, we will share the impact our giving is having, philanthropic trends and donor stories.
- Contribution: Whether financially, as volunteers, as part of the In Business, For Good programme, or otherwise, this content will encourage people to consider giving to the Christchurch Foundation.

This aligns with consistent storytelling that is structured, compelling and professional.



Key Audiences

- Greater Christchurch region population
- Current donors and partners
- Potential donors
- Councils
- Fund holders
- Local iwi
- Local influencers and ambassadors
- Local businesses who may want to join In Business, For Good
- Professional advisors
- Grant seekers
- Community leaders
- Media partners
- Potential impact investors

Core Messaging

It's important to develop consistent, values-driven messaging that reflects our mission. This messaging needs to convey who we are, what we do, why it matters and how people can get involved. Storytelling will highlight the community impact.

Channels

Channels host the content that the Christchurch Foundation will create to drive action that align with our targets. We currently use Facebook, Instagram, LinkedIn, an eDM and host a news section on the website. We'll utilize three different categories of media:

1. Paid media: Marketing or advertising that TCF pays for to reach its target audience. It involves a direct financial investment in exchange for exposure.
Examples: boosting social media posts, advertising in magazines, Google Ads
2. Earned media: Publicity or exposure that TCF gains organically, without paying for it. It's essentially "word-of-mouth" on a larger scale, driven by positive public relations, compelling content, and community engagement.
Examples: positive news coverage, favourable social media reviews, being featured by other community organisations or individuals e.g. our grantees
3. Owned media: All the communication channels that TCF directly owns and controls. It's the content TCF creates and distributes through its own platforms.
Examples: website, social media profiles, eDMs, brochures and reports

Beyond these channels, the Christchurch Foundation will look to conduct media outreach to create opportunities through press releases, op-eds and local radio and TV where possible. Where appropriate we will host small, targeted events to engage with key donors or stakeholders.

Budget

There is a modest allocation in the budget for PR & Marketing. Where possible we will focus on utilizing owned media channels to promote the Foundation's work, boosting circulation where needed. For sustainability and cost reduction, we will keep printed copy to a minimum. We will investigate options available to the For-Purpose sector to advertise through traditional media channels at a lower cost.

Action Plan

The following tables outline the actions that will be taken to deliver the Communications Strategy through to June 2027.

Action: Create compelling content, through effective use of key messages and content pillars

Strategic Objective	How	Timeframe	Stakeholders	Target
Connecting Accessibility and Profile Collaboration	<ul style="list-style-type: none"> Maintain a content calendar Post regularly through owned and paid media 	Ongoing	<ul style="list-style-type: none"> Greater Christchurch region population 	<ul style="list-style-type: none"> Sustained and audience aligned communications, throughout a variety of avenues
	<ul style="list-style-type: none"> Utilise database to send quarterly eDM and create donor journey Create case for support Create key messages and collateral for specific audiences e.g. Bequest prospects, Advisors 	Ongoing	<ul style="list-style-type: none"> Current donors and partners Potential donors Councils Fund holders Local businesses Professional Advisors Grant seekers Community leaders Local iwi 	<ul style="list-style-type: none"> Implement a new, cost-effective database that is used across Community Foundations in New Zealand
	<ul style="list-style-type: none"> Engage in time-specific campaigns e.g. Wills month Engage and utilise well known and respected Ambassadors Contribute to sector research 	Ongoing	<ul style="list-style-type: none"> Media connections and partners Ambassadors Local influencers 	<ul style="list-style-type: none"> Establish or re-establish relationships with local journalists as well as local journalists at national providers As opportunities arise, ensure budget-aligned marketing responses that emphasise TCF's key

Strategic Objective	How	Timeframe	Stakeholders	Target
	and reports through CFANZ			messaging and ensure our brand awareness grows
	<ul style="list-style-type: none"> Develop a Philanthropy Impact Hub – an interactive digital showcase mapping the impact of donations across the three districts 	30 Jun 27	<ul style="list-style-type: none"> Donors Community groups Potential impact investors 	<ul style="list-style-type: none"> Increased understanding and awareness of impact TCF is delivering
	<ul style="list-style-type: none"> Track performance of different media channels 	Ongoing	<ul style="list-style-type: none"> TCF Board TCF Staff 	<ul style="list-style-type: none"> Optimise communications through different channels

Action: Build public awareness of The Christchurch Foundation brand

Strategic Objective	How	Timeframe	Stakeholders	Target
Connecting Accessibility and Profile	<ul style="list-style-type: none"> With support of CFANZ review the name and branding of TCF 	30 Jun 2026	<ul style="list-style-type: none"> CCC Selwyn District Council Waimakariri District Council CFANZ 	<ul style="list-style-type: none"> Resolve question of whether to change the name of the Foundation
	<ul style="list-style-type: none"> Develop a comms programme to build awareness of Foundation and what we do Engage with local media to amplify the messages Finalise brand pack – documents, presentations, visuals and newsletter templates 	Ongoing	<ul style="list-style-type: none"> Local media entities – The Press, The Star, local radio Community Ngāi Tūāhuriri 	<ul style="list-style-type: none"> Raise awareness and understanding of the Foundation and its work

CHRISTCHURCH FOUNDATION

12. Central City Shuttle Scoping Study

Reference Te Tohutoro: 26/616953

Responsible Officer(s) Te Pou Matua: Jane Cameron, Team Leader, Strategic Transport, Stephen Wright, Head of Transport & Waste.

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present the findings of the Central City Shuttle Scoping Study and to seek the Council's approval for the recommended next steps.
- 1.2 Funding to undertake the Central City Shuttle Scoping Study was allocated and approved through the 2025/26 Annual Plan.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the Central City Shuttle Scoping Study (Attachment A to this report).
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the handover of the work from the scoping study to the Canterbury Regional Council for integration into existing public transport services improvement work programmes.
4. Writes to the Canterbury Regional Council via the Office of the Mayor to advocate for this work continuing and being integrated into existing public transport services improvement work programmes to support improvements to public transport services within the Central City.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Council allocated \$200,000 for a Central City Scoping Study (the scoping study) in the 2025/26 Annual Plan.
- 3.2 The purpose of the scoping study was to understand whether there is a case for reinstating a central city shuttle service. The original shuttle operated for 12 years between 1998 and 2011 when it was discontinued after the Christchurch Earthquakes.
- 3.3 The scoping study has been completed and is provided as Attachment A to this report.
- 3.4 The findings indicate that while a central city shuttle could deliver targeted benefits, particularly for specific short-trip movements or areas with limited existing coverage, the central city is well served by a range of transport services and that a new shuttle service would face some regulatory and operational challenges.
- 3.5 Changes to the Land Transport Management Act enacted in 2023 present a specific regulatory constraint. Now any Council-funded or subsidised shuttle service needs to be delivered through the Canterbury Regional Council and aligned with the statutory Regional Public Transport Plan. In addition, any fully commercial shuttle service would also now need to be approved by the regional council and demonstrate it does not unduly impact subsidised public transport services.

- 3.6 These changes to regulatory requirements strongly shape the feasibility and delivery options for a central city shuttle. The report therefore provides three options for the Council to consider based on the available regulatory pathways.
- 3.7 The preferred option is to handover the work to the Canterbury Regional Council to integrate into existing public transport services improvement work programmes. This option supports a coordinated and integrated delivery pathway and best aligns with regulatory requirements and any future funding opportunities.

4. Background/Context Te Horopaki

Context and background informing scoping study

The central city has undergone significant change since 2011

- 4.1 The original central city shuttle operated for 12-years between 1998 until it was discontinued following the February 2011 Canterbury Earthquake. Since this time, the central city has undergone significant transformation, reshaping how people use and move around the area.
- 4.2 It is now a more compact, mixed-use environment. The near completion of the anchor projects has strengthened its role as a key destination for cultural, recreational, and event activities for the city. There has also been an increase in residential living, with the provision for higher density living.
- 4.3 Alongside these shifts in urban form, travel within the central city has also changed. The direction set through the Accessible Central City chapter of the Christchurch Central Recovery Plan prioritised walking and cycling, which has made it easier to move around the central area on foot or by bike. More recently, we have seen the rise of micromobility (e.g., e-scooters) in how people get around, with an average of 1800 e-scooter trips per day reported by commercial operators in the central city last year
- 4.4 The central city is well served by high frequency bus services. Public transport now flows through the central city interchange, with super stops next to the hospital and Manchester Street.

Public transport regulations were amended in 2023

- 4.5 The public transport system is primarily regulated under the Land Transport Management Act 2003 (LTMA). This legislation sets the rules for how public transport services are planned, procured, contracted and delivered. The LTMA was amended in 2023.
- 4.6 Under the LTMA there are now two potential pathways to operating a shuttle service:
 - **Integral Services:** these may only be operated by the regional council or by a territorial authority under contract with the regional council. These services are subsidised through local government funding, and are eligible for NZTA funding – however, this requires that they are included in the Regional Land Transport Plan.
 - **Exempt Services:** commercial services (e.g., private bus, shuttle or ferry operators, ride-share services) must be fully privately operated and are not subsidised. However, these services must not financially impact on integral services and require approval from the regional council to operate.
- 4.7 The regulatory framework now means that approval from the Canterbury Regional Council would be required for either pathway to be advanced. In the case of the exempt approval pathway, Canterbury Regional Council staff advise that a commercial operator would need to apply to operate an exempt service and include details of the operational aspects of a

proposed trial and the potential impacts on existing Metro services and the wider public transport network.

Canterbury Regional Council public transport work programme

- 4.8 Regional councils are primarily responsible for the planning, procurement, and management of public transport services as part of their regional land transport responsibilities.
- 4.9 There are several potential linkages between this work and the Canterbury Regional Council's current public transport services improvement work programme that are of note:
- The Canterbury Regional Council have commenced work on a 10-year review of the public transport network (outside the core routes) to identify gaps in service provision and assess future needs, including any service gaps within the central city.
 - Motu Move, the new national ticketing solution enables the introduction of fare zones. There is an action in the Regional Public Transport Plan (2025-2035) to consider the investigation of a Christchurch City Central City Zone.

Canterbury Regional Council view

- 4.10 In recognition of the key role that the Canterbury Regional Council would play in taking this project forward if progressed, Council staff requested their comment to inform this report.
- 4.11 In response to this request, staff were directed to the submission provided by Canterbury Regional Council on the proposed scoping study during the 2025-26 Annual Plan submission process (see Attachment B).
- 4.12 The attached notes that the regional council are of the view that:
- there is a good level of public transport accessibility in the central city which will improve further through the implementation of the jointly planned Public Transport Futures and Mass Rapid Transit programmes; and
 - while the problem statement for reinstating this service is unclear, if a potential economic case is demonstrated, it could be incorporated into the scope of the 10 year review of the public transport network (noted in para 4.9 above).

Scoping study

- 4.13 A feasibility study was undertaken to assess whether a reinstated shuttle service could address short-distance travel needs with the central city to inform a decision on whether further investigation should proceed.
- 4.14 The feasibility study investigates such factors as: changes to the central city since the shuttle last operated; potential shuttle users and market analysis; and some preliminary route testing to understand indicative operational costs and land-use integration parameters within the current central city footprint (see Attachment A for full report).

Summary of findings

- 4.15 The findings indicate that while a central city shuttle could deliver targeted benefits, particularly for specific short-trip movements or areas with limited existing public transport coverage, a new shuttle service faces some regulatory and operational challenges. These challenges are important when considering options for next steps.
- 4.16 The central city is already well served by a wide range of transport options. This means that any additional service would need to be carefully designed, tightly scoped, and clearly justified to add value rather than dilute existing strengths and services.
- 4.17 Key opportunities and constraints identified are summarised in Table 1 below.

Table 1: Opportunities and constraints of establishing a central city shuttle service

Opportunities/positives	Constraints/risks
Potential demand: Engagement undertaken shows broad-based interest in a shuttle concept. 45 percent of survey respondents reported they would be likely or very likely to use such a service (see community views section below).	Demand sensitivity: Demand exists but it is likely to be highly sensitive to price, service frequency and overall ease of use.
Potential to improve existing services: Potential to address some public transport coverage gaps and improve access to key destinations within the central city. Notably on the west side of the core central city and north-east residential quadrant.	Impact on existing services: There is a risk that the introduction of a shuttle service could displace the pedestrian economy and core bus and tram usage in the central city. This would need to be tested further to fully understand the impacts. Any new shuttle service would need to provide a clear and differentiated contribution to avoid duplicating existing service or undermining the active, walkable character of the central city.
Connections with existing work programmes: Connects with wider opportunities within existing Canterbury Regional Council public transport work programme to improve central city accessibility.	Problem definition: There is a question as to whether such a service is necessary. The compact central area now supports a diverse mix of transport options, including high-frequency Metro bus services, the heritage tram, extensive walking and cycling infrastructure, and e-scooters and rideshare. Resident views on the ease of PT travel to and within the central city have also improved.
	Regulatory constraints: There are only two potential pathways to operating a shuttle service, both requiring approval from the Regional Council.

4.18 The following related memos/information were circulated to the meeting members:

Date	Subject
12 May 2025	Central city shuttle proposal: scoping considerations

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

Date	Subject
31 March 2026	PX Staff information session on the Central City Shuttle Scoping Study

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- 4.20.1 **Handover to Canterbury Regional Council (preferred):** Handover to Canterbury Regional Council to integrate scoping study findings into existing public transport services improvement work programmes.
- 4.20.2 **Test potential for commercial trial:** Take market soundings to test feasibility for a fully commercial trial, including regulatory requirements.
- 4.20.3 **Do nothing:** Take no further action at this time.

Options Descriptions Ngā Kōwhiringa

4.21 **Preferred Option:** Handover to Canterbury Regional Council

- 4.21.1 **Option Description:** Handover work to Canterbury Regional Council to integrate scoping study findings into existing public transport services improvement work programmes.
- 4.21.2 Option Advantages
 - The regulatory framework requires that all subsidised services need to be operated by or contracted through Canterbury Regional Council. Handing the work over means the approving authority can take responsibility for progressing the work, creating a more streamlined pathway from a legislative perspective.
 - Avoids public confusion on responsible authority for bus services in Christchurch.
 - The additional modelling, analysis, and stakeholder engagement required to progress the work could be incorporated into the planned 10-Year Review of the public transport network. This integration with the existing metro network will avoid any impacts on existing services.
 - If progressed to implementation, it can be integrated with the existing public transport network, fare structures, ticketing and operator relationships and potential for NZTA subsidy provision. It also enables future considerations such as a central city fare zone.
 - Canterbury Regional Council hold in-house expertise on service trial development and therefore leverages existing knowledge and expertise to support the next phase.

4.21.3 Option Disadvantages

- Less opportunity for the Council to influence the service design, as led by the Regional Council.
- Limited funding for new services, it not stack up highly against other priorities and farebox recovery targets. This would need to be tested.
- Longer lead time to implementation if progressed.

4.22 **Option:** Test potential for commercial trial

- 4.22.1 **Option Description:** Take market soundings to test feasibility for a fully commercial trial, including regulatory requirements.
- 4.22.2 Option Advantages
 - Low-risk way to test market appetite and commercial feasibility.

- If feasible, there is the potential for a faster pathway to implementation if there is market appetite, subject to regulatory approval from Canterbury Regional Council.
- Lower direct financial risk to Councils, with service delivery and operating costs borne by the market if there is appetite to progress.

4.22.3 Option Disadvantages

- Regulatory risk remains high – it would need to be demonstrated that it does not negatively impact core public transport network viability to secure approval from Canterbury Regional Council.
- If the impact on core public transport services is substantive, approaching the market could raise expectations that could not be realised.
- Service design, coverage and accessibility outcomes may be driven by private profit rather than public interest objectives with a more limited ability for Council to influence.
- Cannot be integrated with core public transport network fare structures and ticketing systems if there is market appetite to progress and regulatory approvals are received.
- No requirement for private sector operators to continue delivering a shuttle service if commercial outcomes are not met.
- A commercially operated central city shuttle service may impact the viability of established commercial operators, such as, the tram.

4.23 **Option:** Do nothing

4.23.1 **Option Description:** Take no further action this time.

4.23.2 Option Advantages

- Avoids any further costs and resource commitments.

4.23.3 Option Disadvantages

- Represents a missed opportunity to integrate scoping study findings into the existing public transport planning and improvement programmes led by Canterbury Regional Council.
- Potential for loss of trust by community and stakeholders who have expressed support for the reinstatement of the shuttle service.

Analysis Criteria Ngā Paearu Wetekina

- 4.24 The preferred option, to handover to the Canterbury Regional Council to integrate the scoping study into the existing public transport services improvement work programmes, provides a coordinated pathway for considering further work on public transport services within the central city.
- 4.25 Given the potential challenges identified through the scoping study – including demand sensitivity, funding viability and impacts on the existing network, further consideration including detailed modelling is required to understand how public transport improvements within the central city could be delivered. Canterbury Regional Council, as the statutory authority responsible for public transport planning and delivery, is best placed to undertake this work.

- 4.26 Progressing further investigation through the Regional Council enables this work to be considered alongside broader public transport planning already underway, including the 10-year review of the public transport network. This approach supports integration with the existing public transport network and reduces the risk of unintended impacts on current services.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option Handover to CRC	Option 2 Test commercial trial pathway	Option 3 Do nothing
Cost to Implement	Staff resource to complete handover	Procurement cost and staff resource	No cost
Maintenance/Ongoing Costs	No cost	No cost	No cost
Funding Source	Strategic Transport budget	Strategic Transport budget	N/A
Funding Availability	Funds avail. from current budget	Funds avail. from current budget	N/A
Impact on Rates	Nil impact	Nil impact	Nil impact

- 5.1 Of the \$200,000 allocated to the Central City Shuttle Scoping Study \$100,032 has been spent to complete the study (Attachment A).

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Each option presents different risks. These have been outlined in the options analysis above.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 The Land Transport Act 2003
 - 6.2.2 An amendment to Land Transport Management Act in 2023 means there are two pathways (integral or exempt services) for operating public transport services.
 - 6.2.3 For the proposal to proceed under either pathway it needs to be delivered through Environment Canterbury and be aligned with the statutory Regional Public Transport Plan.
 - 6.2.4 Further, any exempt services must not financially impact any existing integral services.
- 6.3 Other Legal Implications:
- 6.3.1 The legal implications are identified above.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
- 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#) as it relates to the Council's priorities of achieving accessible and well-connected neighbourhoods and communities and creating a thriving and prosperous city.

- 6.4.2 Is assessed as a low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by an assessment against policy criteria and nature of the decision which is one of process at this point in time.
- 6.4.3 Is consistent with Council's Plans and Policies, notably the Central City Action Plan.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#).

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.6 In the 2025 Annual Plan, submitters were asked whether they support undertaking a scoping study for a central city shuttle service. 477 residents responded – 58% said yes and 42% said no.
- 6.7 A workshop was held with partner organisations Canterbury Regional Council, Te Whatu Ora Health New Zealand, Venues Ōtautahi and Christchurch NZ. At this workshop, it was difficult to understand a clear need for the shuttle and define obvious user group(s). It was decided to work towards broad-based demand rather than being tied to a specific user group(s).
- 6.8 As part of the scoping study, staff reached out to 43 key central city stakeholders including schools, body corporates, resident associations, business associations, accommodation providers, and representatives of the youth and disability sectors.
 - 6.8.1 11 responded, with most positive about the concept of a central city shuttle.
 - 6.8.2 Most said that it was neither easy nor difficult to get around the central city currently.
 - 6.8.3 Five suggested that more public transport provision would make it easier for people to travel around the central city.
 - 6.8.4 A supplementary engagement report, provides an overview what was already known about community views and what was learned through key stakeholder engagement. This is available in the appendices to Attachment A.
- 6.9 A representative survey was undertaken with a stratified random sample of the Life in Christchurch Panel (n=535)
 - 6.9.1 45% of respondents said that they were likely or very likely to use the shuttle.
 - 6.9.2 Approximately a quarter of respondents thought that a shuttle should be free, with the average person willing to pay \$1.50.
 - 6.9.3 55% of respondents find it easy or very early to travel within the central city currently (20% find it difficult or very difficult).
 - 6.9.4 39% of respondents conveyed that there are areas in the central city that they find difficult or challenging to get to.
 - 6.9.5 When asked what would make it easier to travel within the central city, 51% discussed changes to make the central city more car friendly, 27% discussed changes to improve public transport, 24% sought changes to make it more cycling friendly, and 17% to make it more pedestrian friendly.
 - 6.9.6 The full analysis of the central city alternative transport scoping survey is available in the appendices to Attachment A.
- 6.10 The decision affects the following wards/Community Board areas:
 - 6.10.1 Waipapa Papanui-Innes-Central Community Board

- 6.11 The Waipapa Papanui-Innes-Central Community Board view is reflected through its Community Board Plan for the current term, which it adopted on 11 May 2026 following community consultation. The Board records in its priorities that it will continue to advocate for the reinstatement of a central city shuttle service. This reflects its understanding of the local community interest in improving connectivity within the central city.
- 6.12 The Board notes that the connectivity of the central city and its integration into the wider network is of metropolitan significance.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.13 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions. This is primarily because the decision is confirming next steps and not a substantive project in its own right.





Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions as the decision relates to the process pathway only.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the Council approves the recommendation to hand-over this work to the Canterbury Regional Council, staff will prepare a letter to be sent via the Office of the Mayor advocating for its inclusion in the 10-year review currently underway.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Central City Shuttle Feasibility Study - 18 March 2026	26/949125	183
B  	2025-06-23 ECan response Central City Shuttle Annual Plan 25-26 scoping study proposal	26/674294	263

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Helaina Gregg - Principal Advisor Policy Hannah Ballantyne - Senior Engagement Advisor Jane Cameron - Team Leader Transport Ron Lemm - Manager Legal Service Delivery
Approved By	Mark Stevenson - Head of Planning & Consents Stephen Wright - Head of Transport & Waste Management John Higgins - General Manager Strategy, Planning & Regulatory Services



Central City Shuttle

Feasibility Study

Christchurch City Council

18 March 2026

→ The Power of Commitment



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Project name		Christchurch Central city Shuttle					
Document title		Central City Shuttle Feasibility Study					
Project number		12681151					
File name		Central City Shuttle Feasibility Study					
Status Code	Revision	Author	Reviewer		Approved for issue		
			Name	Signature	Name	Signature	Date
S4	0	A Smith	L Dowdle	Record on file	L Dowdle	Record on file	18.03.26

GHD 626860

Contact: L Dowdle, Executive Advisor | Business Advisory New Zealand
Level 3/138 Victoria Street,
Christchurch, 8013
T 03 378 0900 | ghd.com

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 **The Power of Commitment**

Executive summary

The Christchurch Central City Shuttle Feasibility Study has been undertaken to assess whether a central city shuttle could address short-distance travel needs within the central city and to inform a decision on whether further investigation should proceed.

The study examines the context for a shuttle, potential users and demand, service design considerations, indicative routes, and preliminary economic and financial implications. The work has been completed in alignment with the Better Business Case framework and Decision-Led Approach and reflects collaboration between Christchurch City Council and Canterbury Regional Council (CRC).

Context and problem definition

Christchurch's central city has undergone significant transformation since the 2010–2011 earthquakes. It is now more compact, higher density, and pedestrian-focused, with a growing residential population, major employment areas, and a concentration of cultural, recreational, health, and event destinations. The central city is supported by a diverse transport system that includes frequent Metro bus services, the Bus Interchange, the heritage tram, extensive walking and cycling infrastructure, and high levels of e-scooter and rideshare use. Most destinations are accessible within a 15–30 minute walk.

Despite this, engagement identified that some people still experience barriers to moving around the central city, particularly for multi-stop trips, short transfers between destinations, travel in poor weather, or where mobility needs are present. Certain areas are perceived as less well served by existing public transport for short internal trips, and parking cost and availability can also influence travel choices.

A critical constraint is the regulatory environment under the Land Transport Management Act. Any Council-funded or subsidised shuttle would need to be delivered as part of the integral public transport network through CRC and align with the Regional Public Transport Plan. Even a privately funded service would require CRC approval and could be declined if it were shown to adversely impact existing Metro services. These requirements strongly shape the feasibility and delivery options for a central city shuttle.

Case for investment and potential demand

Community and stakeholder engagement undertaken through an Investment Logic Mapping workshop and a citywide survey indicates mixed but notable support for a shuttle concept. Of 535 Christchurch residents surveyed, 45% indicated they would be likely or very likely to use a central city shuttle. Potential users span residents, workers, students, visitors, families, and people with mobility constraints, suggesting demand is broad-based rather than limited to a single group.

Across all user groups, common barriers and expectations emerged. People highlighted long walking distances for multi-stop trips, weather exposure, mobility challenges, parking costs, and perceived gaps in existing bus coverage for short journeys. Expectations for a shuttle are consistent: it must be frequent, affordable or free, simple to understand, well-routed, and highly accessible. These findings suggest that while demand exists, it is highly sensitive to service quality, frequency, price, and ease of use.

At the same time, some stakeholders expressed concerns that a shuttle could duplicate existing services, compete with the tram and Metro buses, reduce walking and cycling, and potentially weaken pedestrian activity that contributes to central city vibrancy and economic vitality.

Mode, route and market considerations

A review of national and international case studies shows that successful shuttle services typically rely on simple routes, high frequency, strong branding, integration with the wider public transport network, and low or no fares. Bus-based services are the most common and practical option for initial implementation, as they can operate on existing streets with relatively low capital cost and high flexibility.

For Christchurch, a bus-based shuttle is considered the most feasible mode for any trial or early implementation. Four indicative routes were developed to connect major destinations such as the hospital, Bus Interchange,

stadium, retail areas, and key attractions, while attempting to minimise duplication with existing Metro services. Each route was designed around a high-frequency, legible service model to be competitive with walking.

The analysis highlights that in a compact and walkable city centre, a shuttle would need to be carefully positioned as a complementary service, filling specific gaps rather than functioning as a general circulator.

Initial economic and financial findings

Preliminary, assumptions-based modelling indicates that a free shuttle could attract approximately 1.15 to 1.47 million trips per year, while a paid service charging \$1.50 could attract approximately 983,000 to 1.24 million trips per year, depending on the route. Indicative operating costs range from around \$0.9 million to \$1.6 million per year.

Partial and preliminary Benefit–Cost Ratios are low for a free service and higher for a paid service, though these results are highly sensitive to assumptions and exclude a range of potential benefits and disbenefits, including impacts on active travel, emissions, congestion, and displacement from existing Metro services. At this stage, the economic analysis is insufficient to support an investment decision and would require refinement through more detailed modelling and testing.

The analysis also raises questions about commercial viability. While paid scenarios show higher partial BCRs, this should not be interpreted as evidence that a route would be commercially viable without further investigation, given the uncertainties around demand, pricing sensitivity, and operating risk.

Key considerations for next step

Overall, a central city shuttle could address some targeted short-distance travel needs and provide benefits for specific user groups. However, the central city is already well served by multiple transport modes, and a potential shuttle faces significant regulatory, operational, and economic challenges. Key considerations include compliance with the Land Transport Management Act, integration with the existing and future Metro network, potential impacts on walking and cycling, value for money, and the risk of service duplication.

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1. Introduction

Christchurch City Council (Council) has engaged GHD to undertake a Feasibility Study to investigate the reintroduction of a Christchurch central city shuttle (the shuttle). This study has been progressed collaboratively with both the Council and Canterbury Regional Council, reflecting a shared commitment to enhancing central city accessibility and transport options for both residents and visitors.

1.1 Purpose of this report

The primary objective of this project is to assess the advantages and challenges associated with establishing a central city shuttle, which includes:

- Determining the case for investment
- Undertaking a preliminary market analysis supported by targeted engagement
- Completing route option analysis
- Assessing at a high level the costs, benefits and financial implications of a central city shuttle.
- Providing advice on whether there is merit in proceeding with further analysis and market sounding.

This study broadly aligns with the New Zealand Transport Agency (NZTA) Better Business Case framework and Decision Led approach, which are designed to facilitate faster and more cost-effective outcomes through early identification of scope, budget and risks.

This report is intended to assist Council in determining whether further, more detailed analysis should be undertaken. It is important to note that traffic modelling or market sounding has not been undertaken.

1.2 Assumptions

The following assumptions have been applied to guide the scope of this Feasibility Study:

- **Mode-agnostic approach:** The study does not assume a specific transport mode for the shuttle service. All options remain open for consideration.
- **Preliminary analysis:** Findings and recommendations are based on high-level assessments and indicative data. Detailed modelling, operational planning, and cost estimation will be required to validate feasibility.
- **Indicative demand:** Assumptions regarding potential user demand are based on existing central city travel patterns and stakeholder input, rather than formal passenger forecasting.
- **Infrastructure readiness:** It is assumed that some existing infrastructure (e.g. roads, stops, and traffic management systems) can accommodate a bus-type of service with minimal upgrades, subject to further technical validation.
- **Regulatory environment:** The study assumes that any proposed shuttle service would comply with current regulatory frameworks and that necessary approvals could be obtained within reasonable timeframes.

The remainder of this report is structured as follows:

02	03	04	05	06/07
<p style="text-align: center; font-weight: bold; margin: 0;">Context</p> <p style="text-align: center; font-size: 0.8em; margin: 0;">Presents the context for the study</p>	<p style="text-align: center; font-weight: bold; margin: 0;">The Case for Investment</p> <p style="text-align: center; font-size: 0.8em; margin: 0;">Outlines the case for investment</p>	<p style="text-align: center; font-weight: bold; margin: 0;">Route and Market Analysis</p> <p style="text-align: center; font-size: 0.8em; margin: 0;">Summarises the route and market analysis that has been completed</p>	<p style="text-align: center; font-weight: bold; margin: 0;">Initial Economic and Financial Analysis</p> <p style="text-align: center; font-size: 0.8em; margin: 0;">Presents the preliminary economic and financial analysis</p>	<p style="text-align: center; font-weight: bold; margin: 0;">Conclusion</p> <p style="text-align: center; font-size: 0.8em; margin: 0;">Documents the key conclusions</p>

2. Context

2.1 Regulatory environment

Canterbury Regional Council (CRC) is responsible for the delivery of public transport services in Canterbury. CRC set the bus routes, schedules, and the types of vehicles used. CRC contract specific services to specialist urban public transport providers who provide the buses, ferries, drivers and staff to support these services.

Public transport infrastructure, such as bus stops, shelters, real-time information systems, bus lanes, and hubs like the Central Bus Interchange in Christchurch are funded and provided by local and central government (Christchurch City Council, Timaru, Selwyn and Waimakariri District Councils, and NZ Transport Agency).

New Zealand's public transport system is primarily regulated under Part 5 of the Land Transport Management Act 2003 (LTMA). This legislation sets the rules for how public transport services are planned, procured, contracted and delivered. Under the updated LTMA enacted in late 2023, public transport services fall into three categories:

- **Integral services** – include any core scheduled public transport service lines (Metro Network) and must be included in the Regional Public Transport Plan (RPTP). These may only be operated by the regional council or by a territorial authority under contract with the regional council. Public transport services are funded through a combination of private revenue (e.g. fares, fines, fees, advertising and sponsorship) and public revenue (e.g. council rates and government grants administered by NZTA).

A shuttle would not fall under the definition of an integral service unless it was part of the public transport services operated or under contract from CRC.

The RPTP requirements and guidance issued to regional councils further notes that if a **subsidy** is applied to a service, it must be provided through the integral service pathway. The LTMA defines a subsidy as any funding from the National Land Transport Fund or a local authority.

In summary, this means that a Council funded / partially subsidised shuttle would need to follow the integral service pathway as noted above.

- **Exempt services** – typically commercial services (e.g. private bus or ferry operators, ride-share services) that are not subsidised i.e. Council funded; some require registration with regional authorities. Grounds for declining registration of exempt services under the LTMA include having an adverse financial impact on an existing integral service.

This means that a shuttle funded / partially subsidised by Council would not qualify as an exempt service and even if privately operated/funded could be declined if it was shown to have an impact on the patronage (and therefore farebox recovery) of existing integral (Metro) services operating within the city.

- **Excluded services** – e.g. Ministry of Education school buses or tourism services that are not publicly funded.

Based on the current regulatory framework, a central city shuttle can only proceed to implementation with the endorsement of CRC. This endorsement would be required whether Council is acting as the service operator or the contractor for a subsidised public transport service. It would also be required if the shuttle is proposed as a registered exempt service when unsubsidised (i.e., privately funded). In all cases, the potential impact on existing public transport services would need to be assessed.

2.2 Overview of the previous shuttle

The shuttle was a free public transport service introduced in December 1998 to improve accessibility and support economic activity in the central city. It was discontinued in February 2011. An overview of the previous shuttle service is provided in Figure 1.

Figure 1 Central city shuttle overview

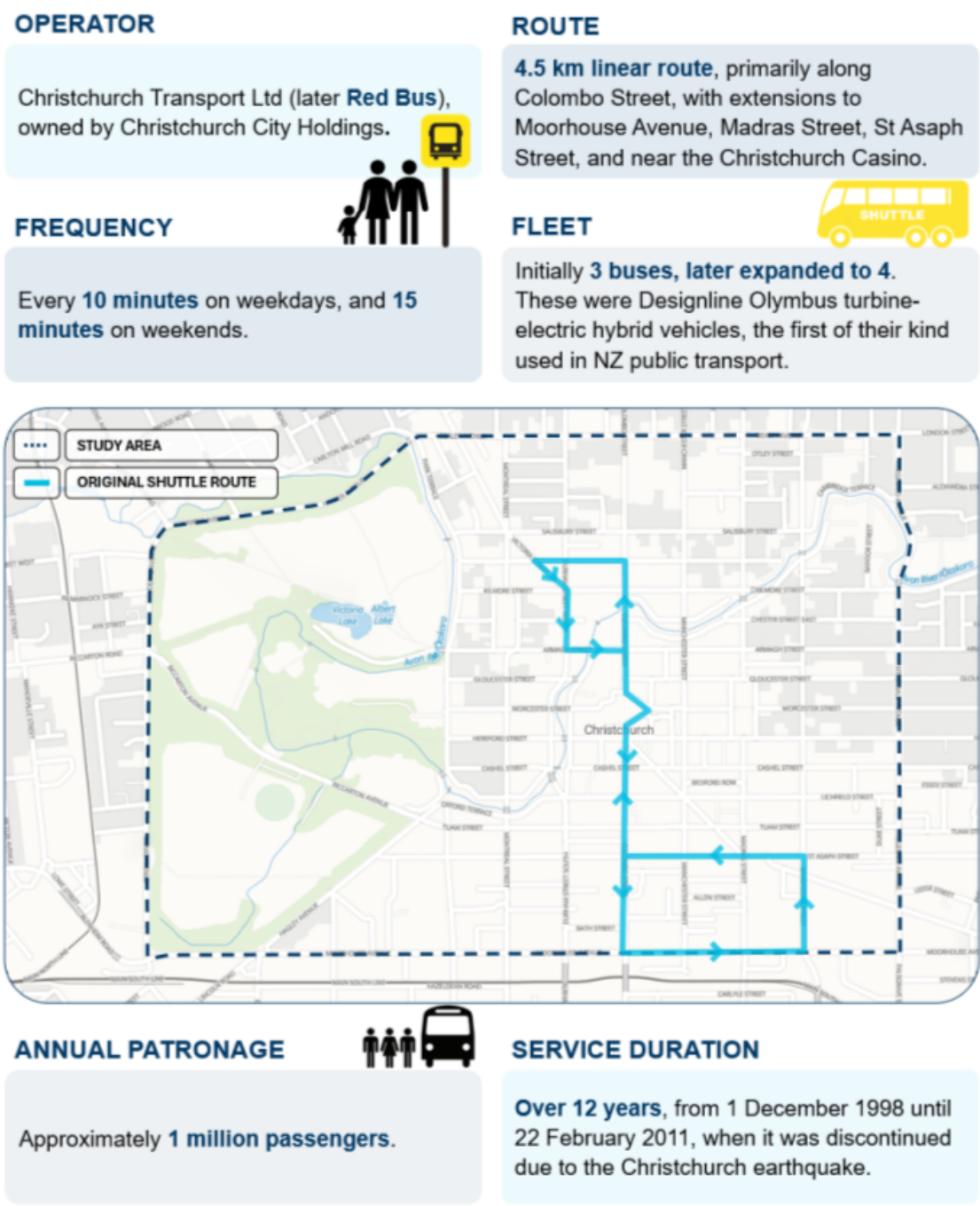
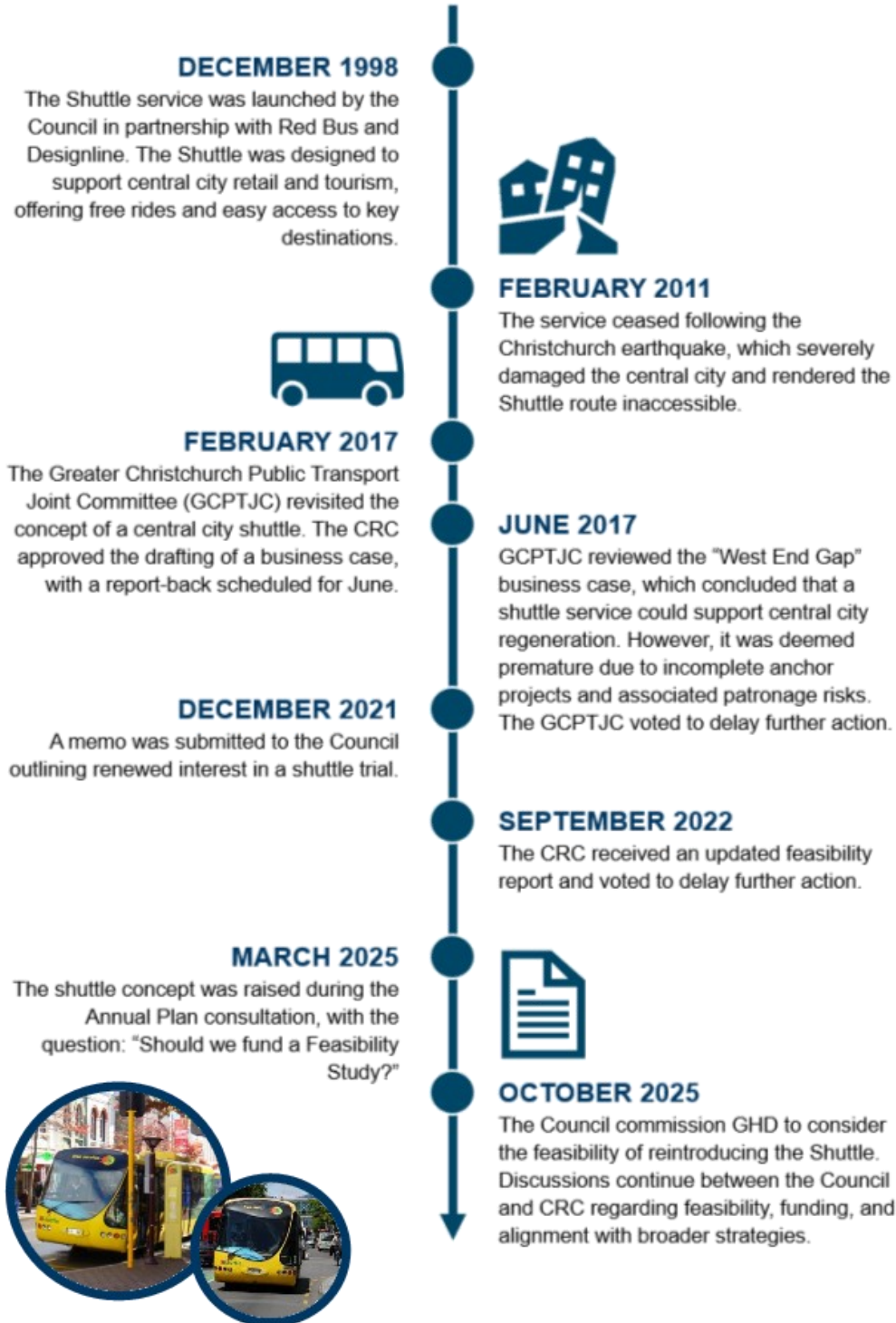


Figure 2 provides a timeline of the central city shuttle and previous work that has been undertaken to consider re-instatement of the service.

Figure 2 Evolution of the central city shuttle service



2.3 The role of the central city

The central city is a critical location for Christchurch and the wider Canterbury region. As shown in Figure 3 the population is growing, and land use is rapidly changing and will continue to do so over the next decade.

Figure 3 Central city overview



2.4 Trip generators

The central city hosts a range of major attractions and facilities that generate significant visitor activity, including:



Botanic Gardens

Over one million visitors annually.¹



Christchurch Art Gallery Te Puna o Waiwhetū

Recorded 366,627 visitors between 1 July 2023 and 30 June 2024.²



Ara Institute of Canterbury

Approximately 19,000 students each year.³



Parakiore Recreation and Sport Centre

Opened in December 2025, this is the largest indoor sport and aquatic facility of its kind in New Zealand, seating up to 2,500 spectators, and expected to attract around two million visits each year.⁴



Te Pae Convention Centre

Since opening in 2021, has hosted 550 events and welcomed 300,000 visitors.⁵



One NZ Stadium (Te Kaha)

Expected to open in April 2026, with a 30,000-seat capacity, this venue is expected to significantly increase the number of national and international sporting and entertainment events in Christchurch.⁶

Christchurch Hospital is also a major trip generator within the central city. The hospital has around 800 beds and is one of the South Island's largest employers. Approximately 600 Metro buses pass the hospital each day.⁷

Figure 4 Christchurch Hospital bus routes



¹ CCC. [About the Botanic Gardens](#) : Christchurch City Council

² Christchurch Art Gallery. [Bulletin 217 Master doc AW for web.pdf](#)

³ Ara. [About Us & Contacts - Ara](#)

⁴ Crown Infrastructure Delivery. [Parakiore Recreation and Sport Centre | Crown Infrastructure Delivery](#)

⁵ Te Pae. [Our Story: Premier Convention Centre | Te Pae](#)

⁶ CCC. [Te Kaha project overview](#) : Christchurch City Council

⁷ Metro. [Getting to Christchurch's hospitals](#) | Metro Christchurch

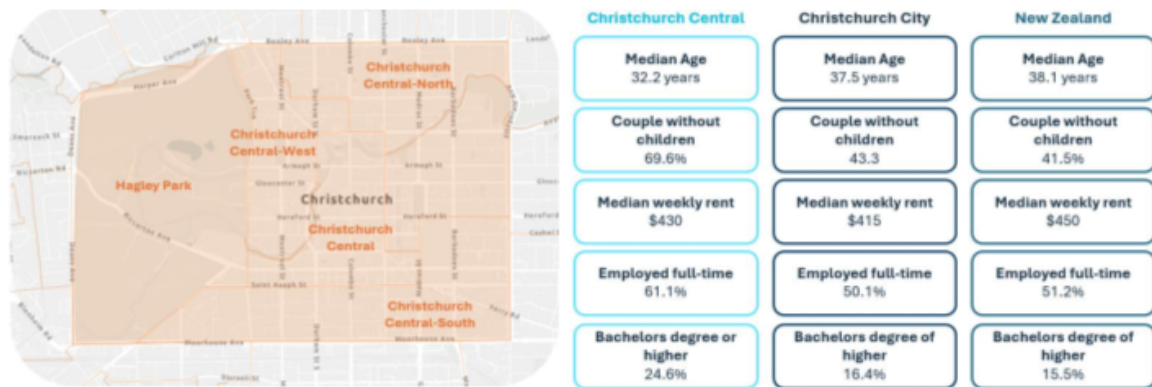
2.5 Christchurch Central demographics

The Christchurch Central Statistical Area 3 (SA3) comprises the Statistical Area 2 (SA2) units of Hagley Park, Christchurch Central-West, Central-North, Central, Central-East, and Central-South, shown in Figure 5 below.

Understanding who lives in Christchurch Central provides valuable insight into the character and future needs of the area. The central city is home to a growing population that is typically younger and more diverse than the wider Christchurch area. The demographic trends below highlight the influence of nearby education institutions, employment opportunities, and urban lifestyle amenities, shaping Christchurch Central as a vibrant hub for students, professionals, and culturally diverse communities.

- Christchurch Central has an estimated population of 9,200 residents. The ethnic composition is predominately European (70%), Asian (20%), and Māori (10%).
- **Age profile:** Median age is 32.2 years, which is younger than Christchurch City (37.5 years) and the national median (38.1 years). The age breakdown of Christchurch Central is:
 - Under 15 years: 7%
 - 15 to 29 years: 36%
 - 30 to 64 years: 47%
 - 65 years and over: 10%
- **Household composition:** 69.6% of households are couples without children, compared to 43.3% citywide and 41.5% nationally. This suggests a strong presence of young professionals and empty nesters.
- **Housing costs:** Median weekly rent is \$430, slightly higher than Christchurch City (\$415) but below the national median (\$450).
- **Employment:** 61.1% of residents are employed full-time, well above Christchurch City (50.1%) and New Zealand (51.2%), indicating a high working-age population.
- **Education:** 24.6% hold a bachelor's degree or higher, compared to 16.4% citywide and 15.5% nationally, reflecting a skilled workforce.

Figure 5 Christchurch Central demographic comparison with Christchurch City and New Zealand⁸



2.6 Changing land use and transport networks

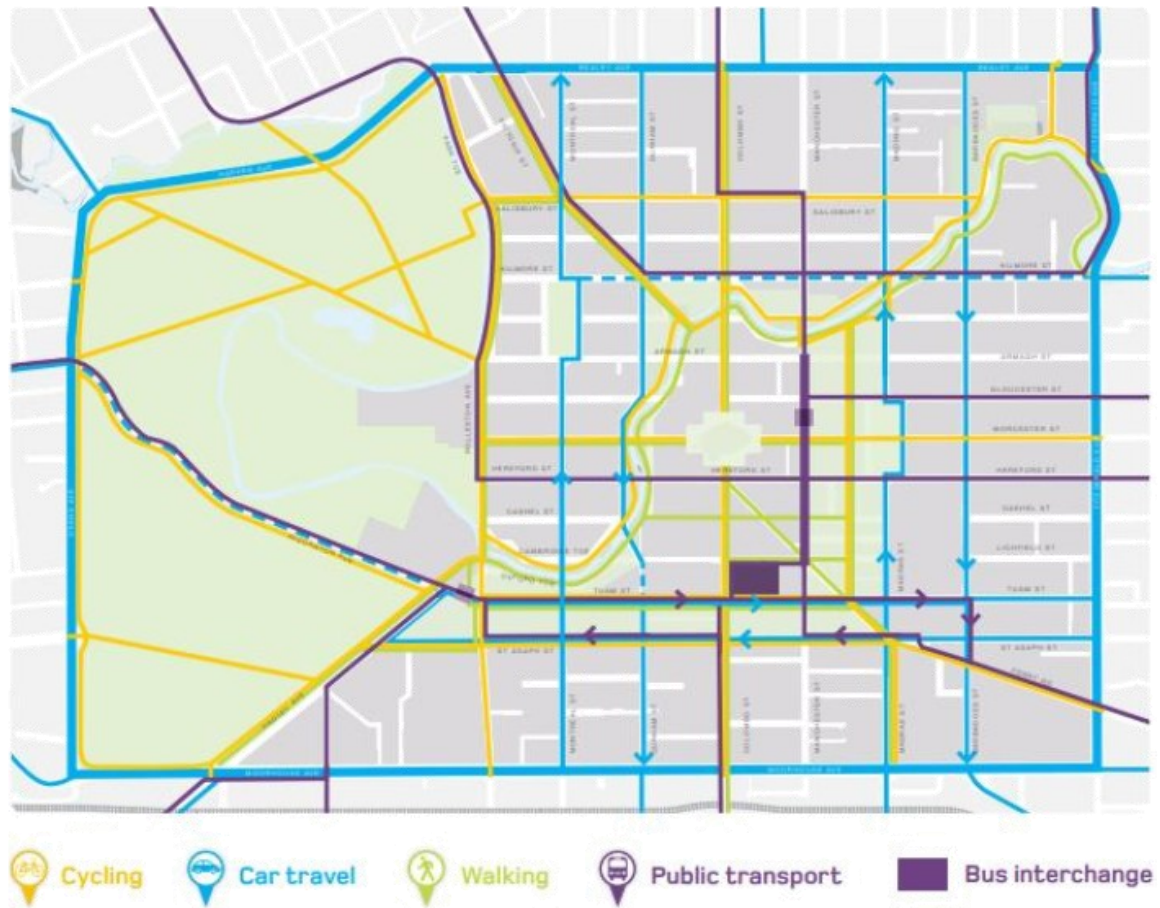
Following the Canterbury earthquakes in 2011, Christchurch faced the challenge of rebuilding a central city that was not only functional but future focused. To address this, An Accessible City was introduced as the transport chapter of the Christchurch Central Recovery Plan. The aim was to create a safe, accessible, and vibrant urban environment by prioritising walking, cycling, and public transport while maintaining efficient vehicle access.

⁸ Based on 2023 Stats NZ Census, sourced from [Christchurch Centre, Place and ethnic group summaries | Stats NZ](#), [Christchurch City, Place and ethnic group summaries | Stats NZ](#)

The plan introduced a redesigned street network featuring a core grid of slow-speed streets (30 km / h) to enhance pedestrian safety and encourage active modes. Selected streets have been converted to include wider footpaths, cycleways and street greening to improve pedestrian connectivity and vitality.

Distributor streets manage moderate traffic volumes, while pedestrian environments have been improved through wider footpaths, safer crossings, and enhanced streetscapes. Parking has been rationalised to balance space for active transport and maintain access to different precincts.

Figure 6 An Accessible City Road Hierarchy



Council is continuing to plan and invest in the transport system across all modes to achieve strategic goals and improve community outcomes. Over the next ten years the Council goals are to make the central city:

- 



The thriving economic heart of an international city
- 

A vibrant people-focused place – day and night
- 

Grow liveable Central City neighbourhoods

The study area has undergone significant transformation since the 2010–2011 earthquakes, as outlined in Table 1. Previously characterised by car-oriented streets and dispersed commercial activity, the central city has evolved into a more compact, mixed-use environment featuring enhanced public spaces and well-developed active transport networks.

Table 1 pre-and post-earthquake land use and transport comparison

	Today	Prior to the Earthquakes
Urban Form and Land Use 	<ul style="list-style-type: none"> ▪ A more compact central city core. ▪ Anchor projects (Convention Centre, Avon River Precinct, Parakiore/Metro Sports Facility, Innovation Precinct, Performing Arts and Arts Precincts support distinct zones). ▪ Mixed-use precincts for health, retail, entertainment, and innovation. ▪ Increasing resident population with provision of higher density residential living. ▪ Increased emphasis on green spaces and public realm improvements to integrate land use and transport networks. 	<ul style="list-style-type: none"> ▪ The central city was less dense with a mix of commercial offices, retail, and hospitality. ▪ Many heritage buildings and older structures dominated the landscape. ▪ Residential presence in the central city was limited. Most housing was situated in surrounding suburbs. ▪ Key destinations were dispersed which encouraged car dependency and increasing congestion issues.
Transport Patterns 	<ul style="list-style-type: none"> ▪ More dedicated walking and cycling infrastructure with connections to and between the city (including wide major cycle routes). ▪ Slower speed zones and improved streetscapes for pedestrians, including improved infrastructure to assist people with mobility impairments. ▪ Public transport priority routes, purpose-built bus interchange and super stops developed to support uptake. ▪ Fewer on-street car parking spaces, which has been balanced by an increase in off-street supply. Overall, the same number of car parks.⁹ ▪ New forms of transport such as rideshare, bike hire, and electric scooters have improved accessibility within the city and to the suburbs. These modes also provide first mile / last-mile opportunities to and from the public transport network. 	<ul style="list-style-type: none"> ▪ Heavy reliance on private cars. Christchurch had one of the highest car ownership rates in New Zealand. ▪ Poor infrastructure environment for people with mobility impairments. ▪ Public transport was not well utilised, with low patronage compared to other major New Zealand cities. ▪ A bus-interchange facility (within a retrofitted building) with constrained capacity and modest amenities ▪ Cycling existed but was modest. Dedicated bicycle infrastructure was minimal, with gaps in the network. ▪ Road network designed for car access and parking, with wide traffic lanes and limited pedestrian crossings.

A series of visual comparisons below illustrate the central city’s transformation from car-centric, utilitarian streetscapes to vibrant, mixed-use, and pedestrian-friendly environments. A feature of the An Accessible City plan was laneways and internal accesses within precinct developments, South Frame and East Frame, and the Ōtākaro/Avon River shared promenade which connects the built form to the natural environment.

Modern mixed-use developments now prioritise public space, active transport, and a balanced mix of residential and commercial uses. Land use and transport networks have changed substantially. The central city is more walkable, key destinations are concentrated within a compact area, and they are connected by attractive streetscapes featuring active street frontages.

The transport network and land use changes have resulted in vibrancy and have attracted people to visit the central city. This is summed up by a recent media article that noted:

“How good is Christchurch? So good that it’s time to admit it is our best city – by far. The place has what other cities don’t: absolutely positive vibes. I went for a walk around central Christchurch at the weekend, and it was absolutely going off. A city’s CBD is of course its symbolic heart – and Christchurch’s is thumping.”¹⁰

⁹ [STR3781-CCP-Policy-Supporting-info-2021-WEB.pdf](#)

¹⁰ [Paddy Gower: Absolutely Positively Christchurch - why it’s New Zealand’s best city by far | Stuff](#)

Figure 7 Visual comparison of central city land use and transport environments (google maps)



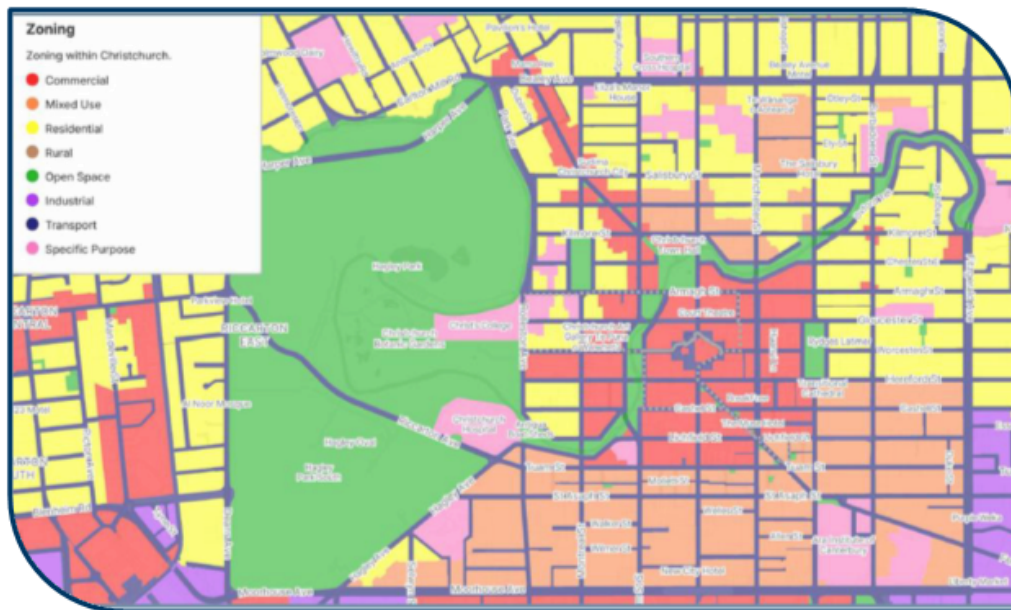
Central city land use

Christchurch City Council's recently adopted Plan Change 14 (PC14) – Housing and Business Choice enabling significant residential and business growth potential, particularly in and around the central city and key suburban commercial centres. These changes, introduce new zoning rules and increased building heights.

PC14 was driven by the government's National Policy Statement on Urban Development (NPS-UD) and Medium Density Residential Standards (MDRS), aiming to increase housing supply and density. Key features include:

- **High-Density Residential Zoning:** Introduced around the central city and nine significant commercial centres (including Riccarton, Papanui, Hornby, and Linwood), allowing for higher density development, generally up to 14 meters (around 4 storeys), with potential for higher limits in specific areas. In addition, High Density Residential Zoning is permitted with higher building heights encouraged.
- **Increased Housing Choice:** The changes aim to provide a wider range of housing options, including apartments, to meet the city's diverse and changing population needs and improve affordability.
- **Increased Building Heights across Commercial Centres:** All suburban commercial centres have greater heights enabled, with at least 14 m permitted.
- **Central city Focus:** The changes reinforce the central city as the primary commercial hub of the Canterbury region, largely through the removal of previous building height limits (previously around 28 m), with provisions enabling more height and supporting its revitalisation. While there is no building height limit, buildings over 45 m (approximately 12 storeys) may have consents declined, subject to specified conditions.
- **Mixed-Use Areas:** Well-located industrial land surrounding the central city has been rezoned to mixed-use, allowing for a blend of commercial and high-quality residential development.

Figure 8 Land use zoning map



Central city transport network

When assessing a potential shuttle service, it is useful to consider the broader transport system. The central city transport network comprises pedestrian, tram, cycling, and bus routes, complemented by modes such as electric scooters and rideshare services. A grid-based road layout, combined with several one-way streets, supports vehicle and freight movements within a broadly lower speed environment than prior to the earthquakes designed to enhance safety. Commuter Waka data shows Christchurch Central attracts significant inbound travel: nearly

39,000 work arrivals and 10,800 education arrivals. Car travel dominates with St Albans being the largest external origin.¹¹

Table 2 Christchurch Central – Arrivals - Commuter Waka data

Category	Work Arrivals	Education Arrivals
Total arrivals to Christchurch Central	38,934 people (94%)	10,812 people (93%)
Live & Work / Study within CBD	2,547 people (6%)	807 people (7%)
Most common mode	Private car, truck or van (59%)	Private car, truck or van (39%)

Similarly, Christchurch Central generates notable outbound travel, around 2,500 work departures and 615 education departures. Private vehicles remain the most common mode for trips to work. Walking or jogging is most popular for education. Addington–Middleton is the largest external origin for work departures, and Ilam leads as the destination for education, aligning with the location of the University of Canterbury.

Table 3 Christchurch Central – Departures - Commuter Waka data

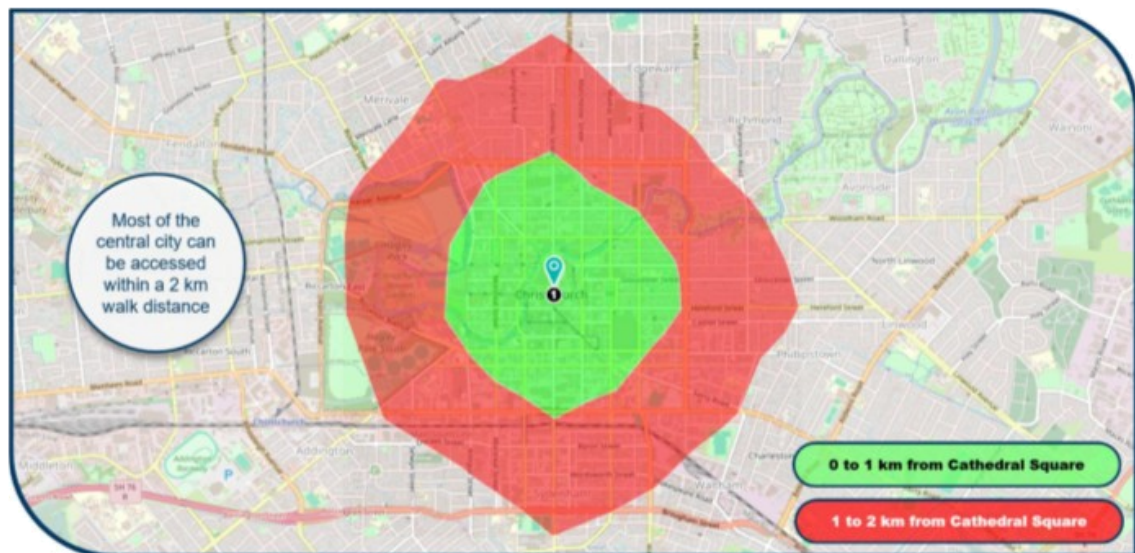
Category	Work Departures	Education Departures
Total departures from Christchurch Central	2,496 people (50%)	615 people (43%)
Live & Work / Study within CBD	2,547 people (51%)	807 people (57%)
Largest external origin	Addington-Middleton (5%)	Ilam (20%)
Most common mode	Private car, truck or van (51%)	Walk or jog (25%)



Pedestrian

As illustrated in Figure 9, most of the central city can be accessed on foot within one to two kilometres from Cathedral Square, approximately 15-30 minutes of walking time. The Christchurch City Council Life in Christchurch survey found 63% of respondents walk more than once a month to various activities. This highlights that for a shuttle to be competitive with walking, it would need to operate at high frequency to offer a clear time and convenience advantage.

Figure 9 Walking isochrone (green = 0 to 1km from Cathedral Square, red = 1 to 2km)



¹¹ [Commuter Waka | Stats NZ](#), SA3 Christchurch Central.



Tram

Another important consideration for a potential shuttle service is the role of the Christchurch Tram. A heritage attraction offering a hop on, hop off service with 18 stops in the central city. The tram is popular with visitors and provides convenient connections to key attractions.

Figure 10 Tram route and stops



Bus

Greater Christchurch accounts for nearly 93% of the combined population of Christchurch City, Waimakariri, and Selwyn Districts. In 2023/24, nearly one-third (30.8%) of residents used public transport.¹²

From July 2025, Greater Christchurch MetroCard bus fares range from \$1.50 (community service card / child fare) to \$3.00 (Standard adult fare), with free transfers within 2 hours, and fare caps limiting charges to no more than 2 trips per day, or 10 trips per week.¹³

The central city is well served by high frequency bus services (see Figure 11 and

Figure 12) operating along several core routes such as St Asaph Street, Tuam Street, Manchester Street, with key transfer points at the Christchurch Hospital (approximately 600 buses per day)¹⁴, the Bus Interchange (approximately 1,000 buses per day) and the Manchester Street super stops. Service frequency varies by time of day, but as an example, buses typically travel along Manchester Street every five minutes or less during weekdays, and every 2 minutes or less at the hospital.

There are however some gaps in the existing network provision that require bus users to walk further to access a bus service, which this study could help address. These areas include Rolleston Avenue and what is commonly referred to as the West End Gap. In addition, it should be noted that CRC is about to commence a strategic review and update of the Metro network. This ten-year view is expected to result in changes to existing public transport routes to improve network coverage, increase frequencies and future proof the public transport network to respond to ongoing growth. This work is commencing shortly and is highly relevant to this shuttle study.

¹² [M1: Percentage of Greater Christchurch population using public transport in the last year is increasing | Environment Canterbury](#)

¹³ [Get ready for new Greater Christchurch Metro fares starting in July | Environment Canterbury](#)

¹⁴ [Getting to Christchurch's hospitals | Metro Christchurch](#)

Figure 11 Current bus network within the study area

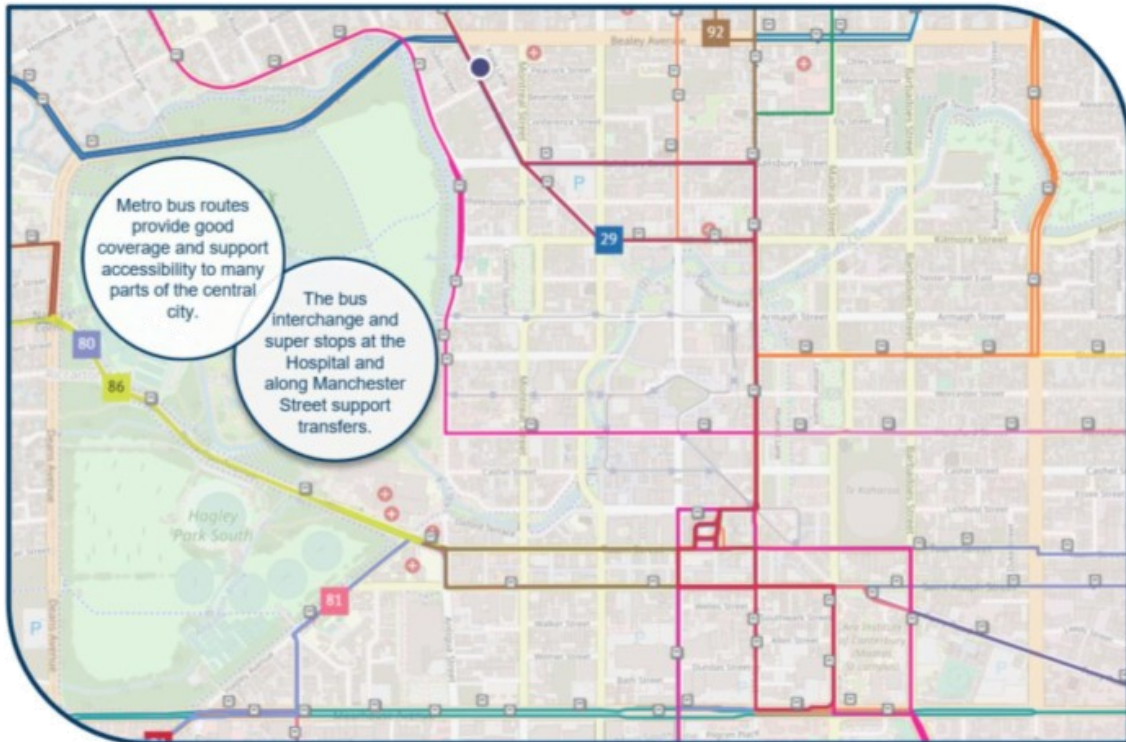
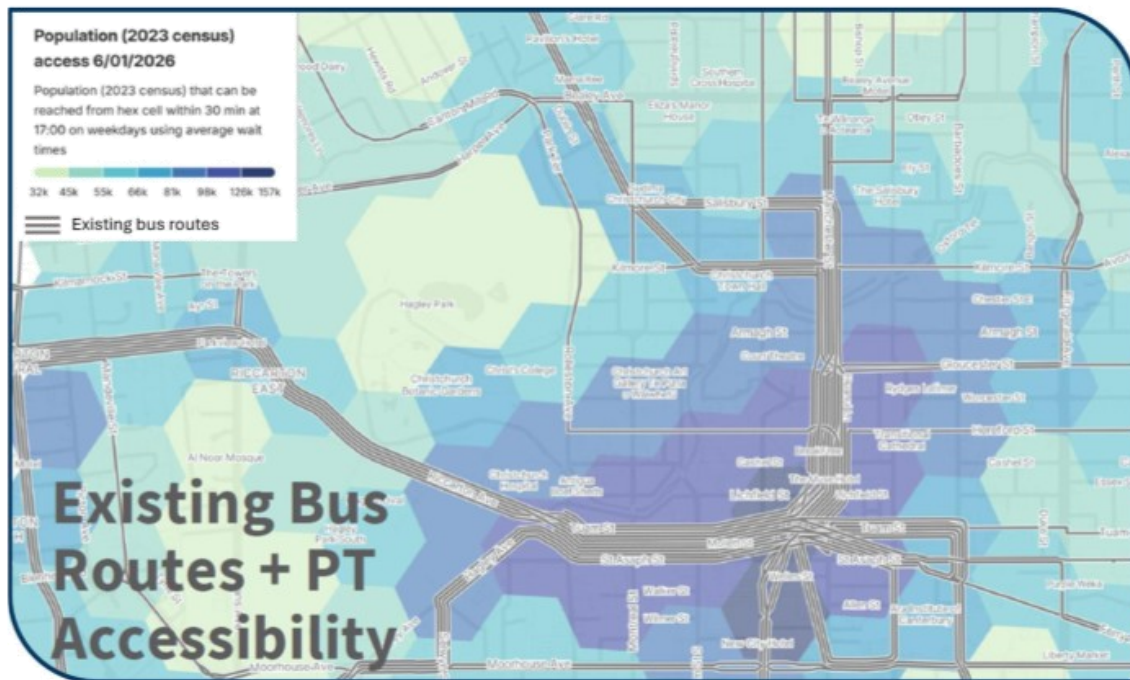


Figure 12 Current bus network accessibility within the study area

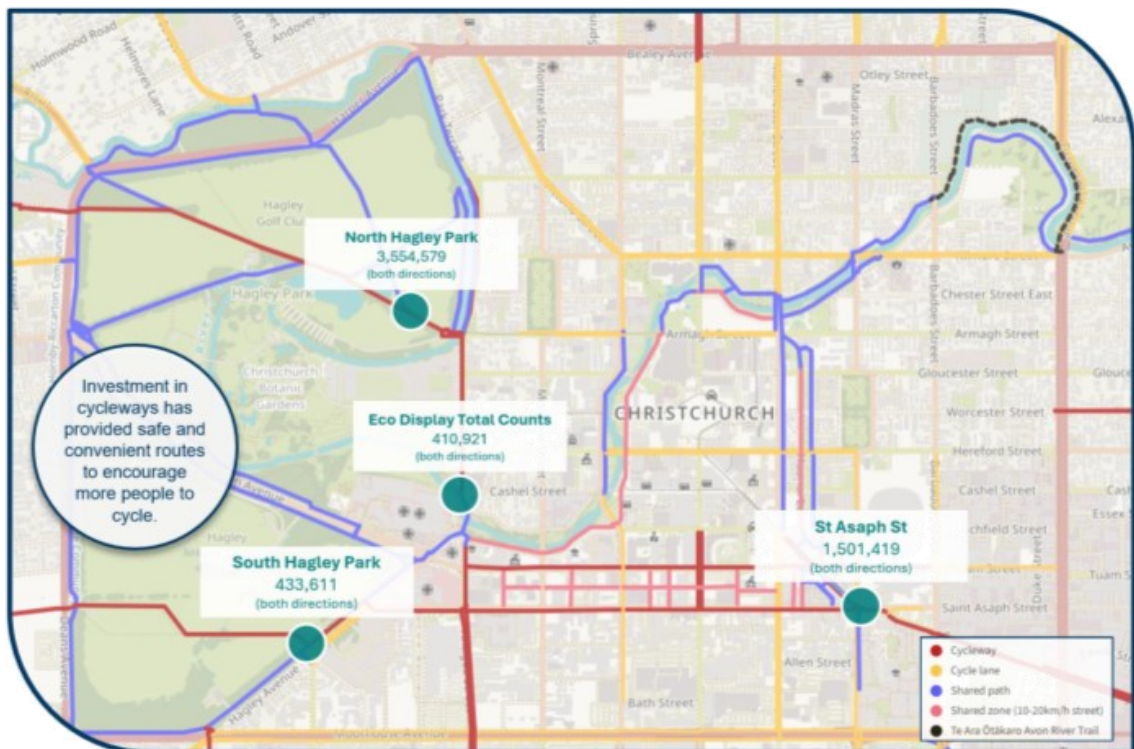




Cycle

Cycling is a popular mode of transport in Christchurch, supported by the flat topography and compact layout. Recent investment in separated cycleways and end-of-trip facilities has supported steady growth in cycling, making it safer and more convenient for commuting, recreation, and short trips within the central city. Figure 13 shows the existing cycle facilities in the central city, along with Christchurch City Council Cycle Counter 12-month total cyclist counts for locations within the study area, updated as of 3 November 2025.¹⁵

Figure 13 Current cycle facilities and routes in the study area



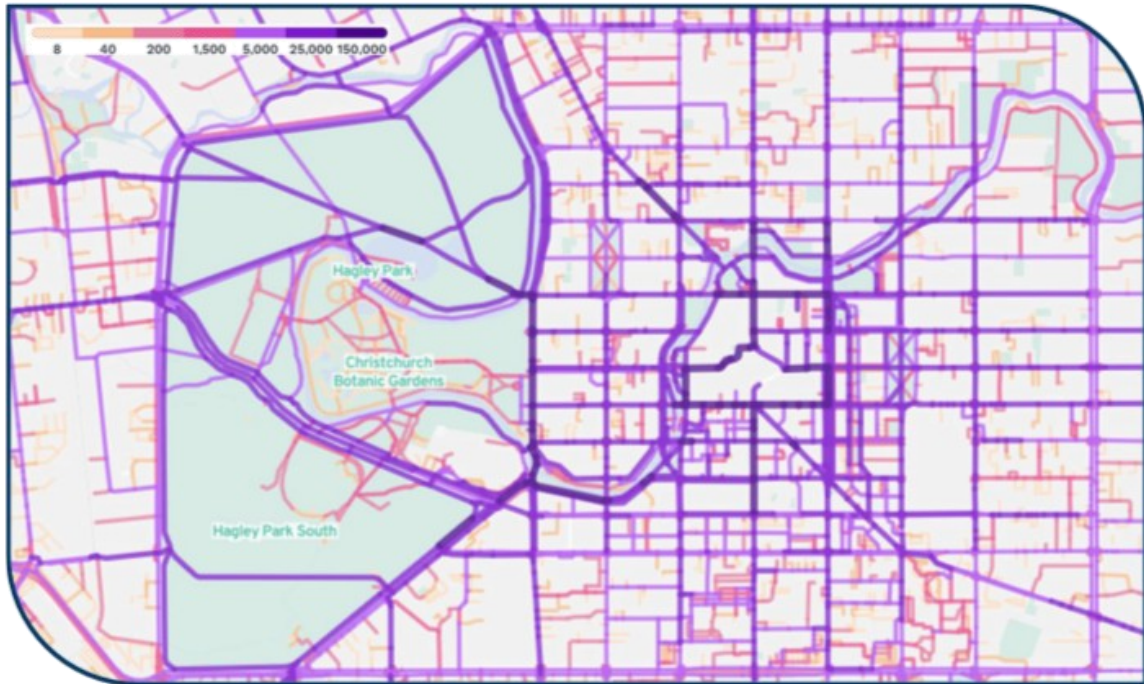
Micro Mobility

Christchurch has experienced strong growth in regular e-scooter use, with 684,000 trips recorded within the central city study area between October 2024 and October 2025. This equates to a median of approximately 1,800 trips per day. E-scootering is more common among Christchurch residents than in other major urban centres.

Usage tends to be higher on weekends and follows similar patterns to pedestrian activity, with noticeable spikes during major events. A heat map illustrating the routes most frequently used by e-scooter riders is shown below. This map reflects shared e-scooter fleet data and does not include trips made on privately owned scooters.

¹⁵ [Cycle counters: Christchurch City Council](#)

Figure 14 Heatmap of e-scooter routes and usage



Private Vehicle

Traffic volumes entering Christchurch's central city have remained largely flat in recent years, with indications of a slight decline. Despite this, Christchurch's strong population and economic growth is contributing to worsening vehicle congestion. TomTom's annual Traffic Index, which ranks 500 global cities using GPS data from navigation devices, shows a notable shift in Christchurch's position. In 2019, Christchurch ranked fourth in New Zealand behind Auckland, Wellington, and Hamilton. By 2024, however, Christchurch city was assessed as the most congested in the country, it is unclear if this is based on the central city or wider metropolitan area.

Stats NZ data indicates that central city residents are more likely to use active modes of travel to get to work - 31.2% walk or cycle, compared with the national average of 6.1%. Nevertheless, private vehicles remain the dominant mode, with 40% of residents driving to work. Car ownership levels in the central city are typically lower, with many households owning only one or no vehicle.

A 2020 stocktake identified approximately 33,000 car parks in the central city, including private surface lots, parking buildings, and free and metered on-street spaces. Anecdotal feedback suggests that while the total supply is high, parking is not always located where people want it, contributing to a perception of insufficient availability.

On-street parking occupancy data suggests ample supply, with peak occupancy reaching only 32% in 2025. However, this dataset only captures paid parking transactions, meaning actual use is likely higher due to unpaid parking. A 2023 review of temporary parking found that most users were weekday workers parking for six hours or more. Respondents cited location, affordability, and ease of use as key reasons for choosing temporary car parks over parking buildings.

Figure 15 Parking sites within the central city



In summary, the central city supports a diverse mix of transport modes, reflecting its compact layout and growing emphasis on sustainable travel. Walking is convenient and highly promoted, while cycling rates are among the highest in New Zealand, supported by an expanding network of safe cycleways.

E-scooters are widely used, offering a flexible option for short urban trips and supporting first-mile / last-mile access to public transport. Public transport is centred on the Bus Interchange and several corridors, with frequent Metro bus services and ongoing improvements under development through the Public Transport Futures programme, complemented by the heritage tram primarily used by visitors to the city.

Driving remains common, with a mix of on-street and off-street parking available, though perceptions of limited supply persist. Car-share and rental options, including electric fleets, further broaden transport choices, helping connect the central city with wider Greater Christchurch.

2.7 Summary

The context for a potential central city shuttle is shaped by a complex regulatory environment, a transformed urban form, and an increasingly diverse and well-served transport network. Public transport services in Canterbury are regulated and planned by Canterbury Regional Council (CRC) under the Land Transport Management Act, meaning any Council-funded or subsidised shuttle must proceed as an integral service with CRC endorsement and be assessed for impacts on existing Metro bus services.

Since the discontinuation of the previous free shuttle in 2011, Christchurch's central city has become more compact, higher-density and pedestrian-focused, with a growing residential population, major trip generators, and strong visitor activity. The area is well served by frequent bus routes, a central interchange, the heritage tram, extensive walking and cycling infrastructure, and high levels of e-scooter use, with most destinations within a 15–30-minute walk.

The key consideration for a shuttle service is therefore whether it can deliver clear additional benefits, such as improved accessibility, legibility, or first and last-mile connectivity, without duplicating or undermining existing Metro services. This is particularly important given the need for CRC approval, high operating frequency to compete with walking, and the breadth of transport options already available in the central city.

3. The case for investment

3.1 Investment Logic Map and community engagement

To understand the potential role of a central city shuttle service, two complementary activities were undertaken in October 2025:

- **Investment Logic Mapping (ILM) workshop** with key stakeholders
- **Community engagement survey** of Christchurch residents

Together, these activities provide insight into who might use a shuttle service, their current travel patterns, and the problems or opportunities such a service could address.

ILM Workshop

The ILM workshop was held with key stakeholders and Council staff in mid-October 2025 to explore potential shuttle users and understand the problems or opportunities that a shuttle service could address. The workshop included representatives from:

- Christchurch City Council
- Canterbury Regional Council
- Christchurch NZ
- Venues Ōtautahi
- Te Whatu Ora / Health New Zealand

NZTA staff were invited to participate but declined to attend the workshop. Through a “day in the life” exercise, participants explored personas representing both Greater Christchurch residents and visitors, identifying common travel challenges such as reliance on private vehicles, cost of travel, and time constraints.

Community engagement survey

In parallel, the central city Alternative Transport Scoping Survey captured the views of 535 Christchurch residents on their central city travel habits, perceived barriers, and attitudes toward alternative transport options. Respondents shared which areas they find difficult to access, where they believe a shuttle should operate, and their likelihood of using such a service, including cost considerations. The survey results, weighted for age representation, provide a community perspective on demand and expectations for alternative transport.

Together, these findings form the foundation for assessing the case for investment, with a focus on those who indicated they are likely or very likely to use a shuttle service. The full Alternative Transport Scoping Survey can be found in Appendix A.

In addition to the community engagement survey, a review of previous community feedback from the Annual Plan 2025 was completed and targeted stakeholder engagement was also undertaken in November 2025, as detailed in Appendix A.

Annual Plan submissions demonstrate mixed views, with supporters emphasising the shuttle as a low-emissions, inclusive transport option that would improve accessibility to key central city destinations, particularly for people with limited mobility. Those opposed raised concerns about the cost of the scoping study, perceived duplication with existing buses, e-scooters and the tram, and overall value for money.

Feedback from key stakeholders was generally positive, with respondents identifying challenges in moving around the central city and expressing support for additional public transport provision, including a free or low-cost shuttle. Priority destinations consistently identified included Christchurch Hospital, the Town Hall, Tūranga and the Performing Arts Precinct, the Bus Interchange, major retail areas, and key cultural and recreational facilities.

Likelihood of use was reported as high, particularly if the service was free, frequent and well-routed, while cost, stop locations and service frequency were identified as the main barriers. Stakeholders indicated a preference for a free service or a nominal “gold coin” fare, referencing Australian examples as potential models for Christchurch.

3.2 Understanding potential shuttle users

Insights from the ILM workshop and the community engagement survey show that the potential demand for a central city shuttle is broad-based rather than tied to any single user group. Across residents, workers, visitors, families, students, and mobility-impaired users, common travel needs, challenges, and expectations emerge. Based on the results of the engagement survey, 45% of respondents indicated they are likely or very likely to use a shuttle, compared with 35% unlikely and 20% neutral, demonstrating a strong potential user base.

3.2.1 Growing and diverse travel demand

Respondents visit the central city frequently for a wide mix of activities, including shopping, dining, recreation, appointments, education, and events. More than half (63%) had visited within the past week or month, and multiple stops in a single visit is common. Travel modes are mixed and whilst walking and cycling are strong, 38% travel by car and 15% by public transport, with respondents indicating constraints around parking, traffic, and accessibility for short trips.

3.2.2 Shared barriers across user groups

Although user profiles vary, key barriers were largely consistent across all segments:

- Difficulty accessing certain destinations was a common theme, with 38% reporting challenges reaching parts of the central city.
- Parking availability and cost was widely noted across comments as a deterrent to driving.
- Weather, mobility constraints, and carrying bags were also common themes, affecting families, older adults, visitors, and workers alike.
- Gaps in existing public transport provision for short trips within the central city, particularly during evenings, between parking buildings and key destinations, or for quick transfers between jobs, appointments, or activities was also noted.

These constraints are not limited to one demographic; they represent barriers affecting all central city visitors.

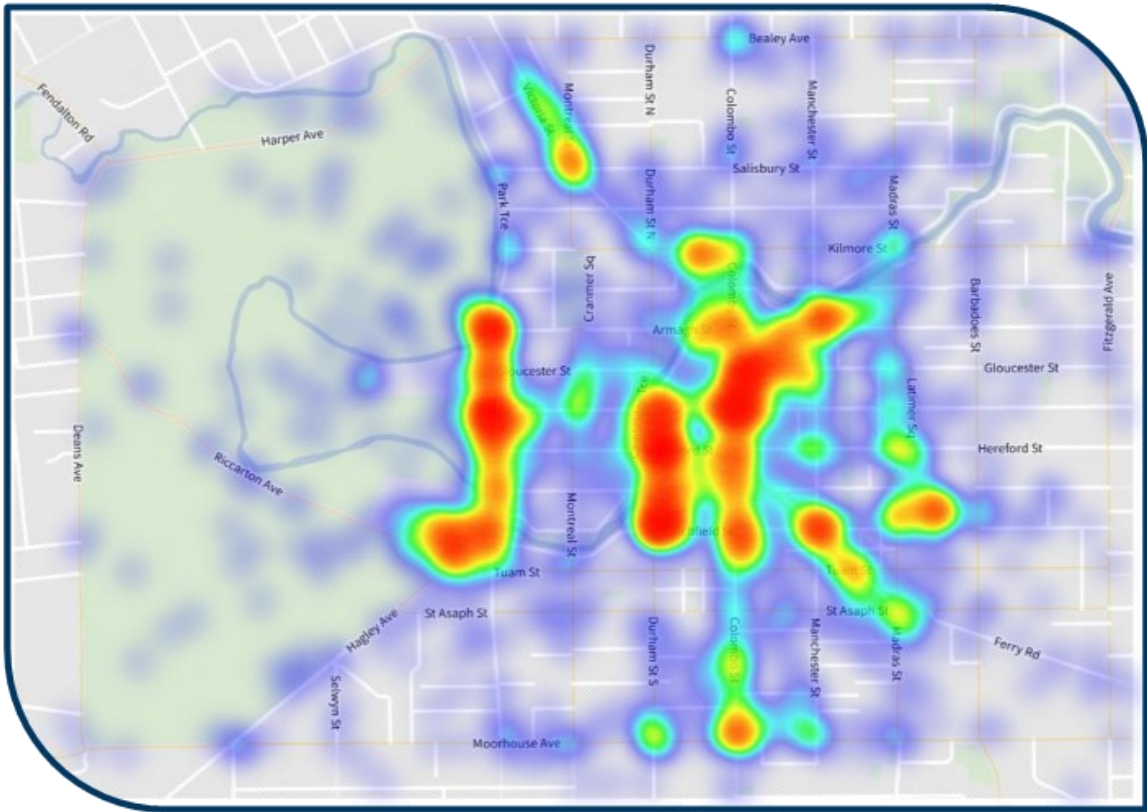
3.2.3 Common expectations for the shuttle

Across all groups, users express consistent expectations about what would make a shuttle attractive:

- **Important places to stop:** Residents identified places they thought were important places that any potential additional transport option in the city centre should stop, such as: the hospital, the stadium, Riverside Market/Oxford Terrace, Tūranga, and other attractions such as the Arts Centre, the botanic gardens, Hagley Park, Cathedral Square, and the museum.
- **High frequency:** Comments overwhelmingly emphasise the need for frequent services at least every 10–15 minutes, with many requesting shorter intervals.
- **Low or no cost:** Pricing is a critical factor. Weighted data shows the average willingness to pay is \$1.58, with almost half preferring \$1–2 and others expecting the service to be free, particularly given the short nature of most trips.
- **Simplicity and ease of use:** Respondents emphasised predictable routes, clear wayfinding, and easy payment options (ideally contactless or fare-free).
- **Accessibility:** Low-floor vehicles, short walking distances to stops, and safe, well-lit environments are valued by mobility-impaired users, older residents, families with prams, and visitors carrying luggage.


These preferences collectively point to a service that reduces friction and improves the convenience of short urban trips. Regardless of user type, the same destination clusters consistently appear as high-value locations for shuttle access as summarised in the heatmap below:

Figure 16 Engagement responses noting key destinations for a shuttle to service




Key themes from the workshop are also provided below, noting again the varied potential users of a shuttle.

Figure 17 Key workshop themes







A discussion was held regarding the need to move large numbers of people in a short timeframe following major events at One New Zealand Stadium Te Kaha.

It was noted that a separate plan is being developed for the stadium. Given the frequency and scale of events, a central city shuttle would be unlikely to meet this demand effectively, as most spectators are expected to travel between the stadium and outer suburbs rather than within the central city. Peak travel pressure is expected to occur at the end of events, rather than beforehand, further limiting the suitability of a central city shuttle to address event-related demand. The stadium's location is also within walking distance of the Bus Interchange and the Manchester Street super stops, which are better placed to accommodate this level of demand.



Some bus services from the outer suburbs into the central city, particularly along key corridors during the morning peak, are experiencing overcrowding.

This results in approximately one in five services being unable to pick up additional passengers. Patronage is forecast to continue to grow at a rate of 3–5% per annum. A central city shuttle service could provide limited relief if it serviced the central city fringe i.e. the avenues.

	<p>The hospital was identified as a major trip generator for both staff and visitors, with shift patterns that can be challenging to accommodate by public transport.</p> <p>The hospital is located adjacent to an existing super stop that is well served by public transport services that connect to the Bus Interchange. In addition, many hospital related trips are likely to originate or terminate from outer suburbs rather than within the central city.</p>
	<p>Christchurch NZ shared anecdotal feedback from conferences held at Te Pae and from cruise ship visitors.</p> <p>Conference delegates report that they enjoy the city's walkability and using active modes, e-scooters or rideshare services to access the venue, noting its pedestrian friendly waterfront location and proximity to restaurants, cafes and bars. Similar feedback was received from cruise ship passengers, who typically transfer by bus from Lyttleton to the central city before exploring on foot or using the tram and dedicated shuttles for attractions further afield (e.g. Antarctic Centre, Gondola, Willowbank, Orana Park).</p>
	<p>Emissions reduction targets were also considered, along with the opportunity to reduce car dependency in the central city.</p> <p>Some parking buildings are already at or near capacity during peak periods. However, it is likely that only a small proportion of car trips terminating in the central city originate in the same area.</p>
	<p>Travel options for mobility impaired individuals and nursing students commuting from Ara Institute to the hospital were considered.</p> <p>The proportion of potential users in these categories is expected to be low. Alternative transport options such as dial a ride services, rideshare or e-scooters are available to meet these needs as well as public transport services that connect Ara and the hospital via the Bus Interchange.</p>

The consistency of themes across user groups suggests that to maximise uptake, the service should be:

- Frequent, minimising wait times to be an attractive option over walking for longer trips within the central city.
- Affordable or free, reflecting strong cost sensitivity for short, easily substituted journeys.
- Simple and legible, with a clear route connecting major destinations and parking buildings.
- Highly accessible, supporting mobility-impaired users while benefiting others.
- Complementary to existing public transport, filling the gap between Metro bus trips and active mode options.

3.3 Summary

The case for investment in a central city shuttle has informed by Investment Logic Mapping and community engagement that together identify broad-based potential demand, shared barriers to movement, and clear expectations for service design. Engagement indicates that potential users span residents, workers, students, visitors, families and mobility-impaired people, with 45% of survey respondents reporting they are likely or very likely to use a shuttle.

While the central city is already walkable and well served by multiple transport modes, respondents consistently identify challenges accessing certain destinations, managing short trips, parking cost and availability, weather exposure, and mobility constraints. Expectations for a shuttle are consistent across groups: it must be frequent, low or no-cost, simple to understand, accessible, and focused on key destination clusters such as the hospital, major attractions, retail areas and parking buildings.

The evidence indicates that a shuttle service would need to be tightly scoped, with its contribution focused on incremental improvements to short-trip connectivity within an otherwise well-served transport network.

4. Mode, route and market analysis

This section provides a high-level overview of potential modes for operating a shuttle service. For the purposes of a potential shuttle service, it is assumed that a standard bus or minibus would be used, as these options are considered the most practical to implement, and provide flexibility to be re-purposed over time to respond to future operational needs. However, this study does not preclude the consideration of alternative modes in the future. For example, opportunities to integrate with ongoing Mass Rapid Transit investigations.

In addition, a literature review of national and international shuttle services has been undertaken to identify key features and considerations relevant to the potential re-introduction of a Christchurch shuttle service. The final part of this chapter presents the market analysis, which quantifies different patronage scenarios to assess the viability of a shuttle service.

4.1 Mode considerations

Urban transport modes differ in their technical, operational, and economic characteristics, as well as their broader impacts. An understanding of each mode and its position within the overall hierarchy of modes is essential for developing sound urban transport plans that align with broader transport objectives.

When considering a transport mode, people often focus only on the vehicle. However, a mode's overall performance is determined by four key elements:



Infrastructure: Considers the quality of the 'right of way' for public transport vehicles. This ranges from grade separated infrastructure dedicated to specific vehicles to public transport that is mixed with general traffic. Infrastructure also includes stops, stations and physical elements that contribute to the level of usability, quality and comfort.



Operations systems and policies: Includes how passengers board and alight, how / where they pay for or validate tickets / cards and how the system is managed to provide reliable travel times. This includes traffic signal operations and the level of priority given.



Network: How the mode is integrated into the wider public transport network and whether it is part of a closed system (vehicles restricted to operating solely on dedicated corridor infrastructure), an open system (corridor infrastructure supports the operation of vehicles that may then travel further on the regular road network) or a hybrid of the two.



Vehicles: This considers the specific vehicle within which passengers travel. The range of potential vehicle types is vast including rubber-tyred and steel wheeled vehicles and aerial conveyances. Different vehicle types have different capabilities with regards to passenger capacity, maximum gradient, turning radius, ability to mix with other modes and maximum speed. Vehicle choice also influences the ability to deliver high service frequencies and provide sufficient capacity to accommodate peak-period demand.

Table 4 presents a snapshot of six potential modes that could be used to operate a central city shuttle service. While the list is not exhaustive, it is intended to illustrate a range of different models and their key characteristics. The table outlines vehicle dimensions, approximate passenger capacity, and maximum operating speeds.

An initial list of pros and cons is also included to highlight critical considerations that would need to be addressed before selecting a specific mode. It is important to note that this analysis is provided at a high level. The key differentiators when selecting a specific mode include the passenger capacity and the cost to implement. Higher capacity modes and non-wheel-based systems typically require longer lead times and significantly higher investment to construct, operate and maintain.

For this Feasibility Study, it is assumed that a shuttle service would be operated using a bus-based mode. This option is considered the most practical for early implementation into a subsequent trial, offering the best value for money, by leveraging existing infrastructure and vehicles.

Table 4 Mode considerations

	E Scooters / Bicycles	Rideshare	Minibus	Electric Bus	Trackless Tram	Gondola
Example Image						
Examples	Lime scooter (Gen-4) (Christchurch)	Various (up to van or SUV size)	LDV and Mercedes Sprinter Vans (Timaru)	Geely C12e electric (Christchurch)	CRRCC – 3 modules (China – proposed)	Doppelmayr Cable Car (Koblenz, Germany)
Dimensions	115 cm long x 44 cm wide (handlebars)		7.3m long x 1.8m wide	12 m long x 2.55 m wide	32 m long x 2.6 5m wide	2 m x 1.8 m per car
Approx. Capacity	1 passenger per unit	Up to 6 passengers	Up to 18 passengers	75 passengers	Approx. 170-250+	35 for Koblenz (typ. 10-15)
Max Speed	27 km/h	110 km/h	110 km/h	80 km/h	70 km/h	13-18 km/h
Pros	<ul style="list-style-type: none"> + Existing service offering + Low emissions + Flexible to demand + Popular and proven + Supports mode shift + Seated scooters more inclusive + Ideal for short trips + High permeability compared with other motorised modes 	<ul style="list-style-type: none"> + Existing service offering + On-demand flexibility + Hybrid/low emission vehicles + International offering + Flexible to demand + Popular and proven 	<ul style="list-style-type: none"> + Low floor vehicle + Flexible to route + Easy to procure + Quick deployment + Suited to central city streets (vehicle size) + Low cost to procure + Closest in form to previous shuttle vehicles 	<ul style="list-style-type: none"> + Low emissions + Flexible routes + Existing fleet easy to maintain/procure + High capacity + Consistency with public transport services + Quick deployment 	<ul style="list-style-type: none"> + Low emissions + No need for rails or overhead wires + Flexible to route changes + High capacity and storage for bikes/bags + Strategic alignment MRT 	<ul style="list-style-type: none"> + Low emissions + Maintains road capacity + Reliability e.g. not impacted by congestion + Tourist appeal + High ride quality
Cons	<ul style="list-style-type: none"> - Safety concerns - Limited capacity - No luggage storage - No weather protection - Footpath clutter - Requires digital access - Availability/location of scooters/bicycles - High user price per km travelled 	<ul style="list-style-type: none"> - Limited capacity - Surge pricing - Requires digital access - Vehicles circling adding to congestion - Enabling mode shift 	<ul style="list-style-type: none"> - Limited capacity - Consistency with other bus services - Emissions footprint depending on vehicle type 	<ul style="list-style-type: none"> - Fleet availability - Requires all day demand - Size of vehicle on certain streets - Does not differentiate from other services 	<ul style="list-style-type: none"> - High cost to purchase vehicles and train drivers/maintenance - Requires all day demand - Emerging technology no New Zealand use case - Heavy vehicles may require road upgrades - Lead time to procure - Difficult to turn corners (city grid pattern) - Costly infrastructure requirements 	<ul style="list-style-type: none"> - Limited capacity - Requires all day demand - Weather impacts e.g. strong wind events (Cape Town 35km/h wind limit) - Slow speed - High enabling costs: stations/infrastructure - Suit steep terrain or water crossings - Negative amenity impact: views/privacy - Inflexible e.g. routes and turning corners - Elevated structures less resilient to earthquakes



4.2 National and international case studies

A review of available literature and case studies has been undertaken to examine the scale, objectives, and operational lessons from shuttle services currently in operation both within New Zealand and internationally. This review provides valuable insights into the factors that influence success, including service design, integration with wider transport networks, funding models, and user experience considerations.

Figure 18 Case studies

Auckland, NZ

→ City Link Bus

- Description:** Auckland Transport operates a central city bus loop connecting Wynyard Quarter, Queen Street, and Karangahape Road, with high-frequency service from early morning to midnight. The 3.7 km journey from Wynyard Quarter to Karangahape Road can take up to 30 minutes during peak hours.
- Outcomes:** Established service with sustained ridership integration into the broader network. The transfer-free model demonstrates demand for CBD connectivity.
- Cost:** \$1 maximum adult fare, 50 cents for children, free with AT HOP card transfer.
- Funding:** Auckland Transport is primarily funded through the NZTA National Land Transport Fund and the Auckland Council LTP and RLTP



Key Considerations for council:

- High frequency and strong network integration may boost central area ridership in Christchurch's compact CBD setup.
- Auckland's higher population and density generate higher demand; Christchurch might struggle to sustain similar frequencies or fare models without higher baseline patronage.

<https://at.govt.nz/bus-train-ferry/bus-services/link-bus-service>

Hamilton, NZ

→ Meteor Bus

- Description:** Hamilton introduced a high-frequency cross-town bus service called the "Meteor" in August 2023, replacing two older low-frequency routes. Operating every 15 minutes on weekdays, the service is paired with a discounted **central city fare zone**.
- Outcomes:** Weekly ridership more than doubled to ~12,000 trips. One million passenger trips achieved by May 2025. Peak commuter use up nearly 50%; weekday bus use up over 80%.
- Cost:** All trips within the Hamilton CBD Zone \$1.34 using a Bee Card.
- Funding:** Waikato Regional Council is responsible for contracting and providing bus services

Key Considerations for council:

- Increased frequency and direct, cross-town routes can double or triple ridership, especially for commuters and students
- Meteor's patronage growth relied on consolidation and simplification of routes. If Christchurch already has a highly rationalised network, additional gains may be less dramatic
- If destinations are too spread out or travel demand is too thin, the frequency may not be sustainable

<https://www.busit.co.nz/hamilton-routes/meteor/>

📍 Wollongong, AUS → Gong Shuttle

- **Description:** The Gong Shuttle Bus (55A and 55C) is a 15-km loop in both directions, linking the centre of Wollongong with the railway station, the hospital, TAFE and University campuses, and beaches, running every 10–20 minutes.
- **Outcomes:** In 2023, the Gong Shuttle carried more than 2.2 million passengers. The service has been extended for another three years, remaining fare-free until June 2027.
- **Cost:** Free
- **Funding:** jointly funded by Wollongong City Council, Transport for NSW, and the University of Wollongong. The cost of operating the shuttle is around \$3 million a year (2017 figures).



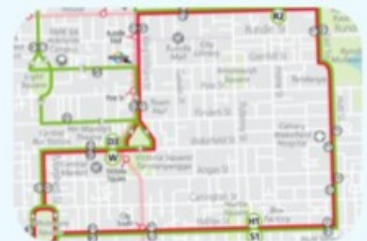
Key Considerations for council:

- Strong, frequent service (10–20 minute headways) and a focus on key activity centres align with Christchurch's need to connect education, health, shopping, and leisure zones
- Wollongong's shuttle success is partly due to its unique corridor - linking a major university, CBD, and seafront in a linear pattern
- The Gong Shuttle has persisted due to strong advocacy and visible, ongoing funding commitments

[Buses and Gong Shuttle | City of Wollongong](#)
[Popular 'Gong Shuttle' extended for another three years](#)

📍 Adelaide, AUS → City Connector Bus

- **Description:** The City Connector bus service runs on two loops – an inner city loop and an extended loop around North Adelaide providing a link to popular city attractions and shopping, dining, education and services destinations. The service runs every 15-minutes.
- **Outcomes:** Provides up to 18,000 passenger trips on average per month, rising to 20,000 passenger trips during the peak festival season (2020).
- **Cost:** \$1.34 using a Bee Card.
- **Funding:** jointly by City of Adelaide (CoA) and Department for Infrastructure and Transport (DIT). The service costs CoA approximately \$1.1 million per annum.



Key Considerations for council:

- The dual-loop system provides a spread of service while using fewer vehicles
- Lower frequency may be suitable if initial uptake in Christchurch is modest
- 15–30 min frequencies are often insufficient to shift mode share away from private cars, especially in cities with ample parking and easy car access like Christchurch

[Adelaide Free City Connector Bus - Adelaide, Transport | South Au... Council 28 March 2023 Connector Link 1.pdf](#)

Leicester, UK → Hop!

- **Description:** Since April 2023, the Leicester City Council Hop! service operates a free, fully electric city centre loop connecting bus and rail stations, hospitals, universities, and shopping areas, with buses every 10 minutes.
- **Outcomes:** More than 1,000,000 trips made as of May 2025. Usage rising to more than 10,000 passenger trips per week. The stops close to the bus and rail stations are the most popular, indicating many are using Hop! to interchange from other public transport services.
- **Cost:** Free
- **Funding:** funded through the Transforming Cities Fund - £426,000-a-year service (approximately \$980,000 NZD)



Key Considerations for council:

- Size, density, and "last-mile" access issues are comparable -high-frequency, free shuttles could rapidly boost ridership for Christchurch
- UK's central government funding streams and regulatory environment differ - matching Leicester's scale of public investment may not be possible in Christchurch without substantial extra funding

<https://www.leicesterbuses.co.uk/hop>

Hereford, UK → Zipper

- **Description:** The City Zipper bus service, led by Hereford City Council began in 2023. It runs a frequent loop through central Hereford, linking key destinations including the railway station, hospital, bus station, shopping areas, leisure facilities and cultural venues.
- **Outcomes:** The three electric buses averaged almost 500 passenger journeys per day between March-October 2024. The busiest single day saw 800+ passenger journeys. A typical month saw 15,000+ journeys.
- **Cost:** Free
- **Funding:** initially funded with \$1.7m from the Governments Stronger Towns Fund. The service is scheduled to end in 2026 when the contract expires.



Key Considerations for council:

- Specifically designed to bridge distance from main stations to the CBD, this model is readily applicable for Christchurch's central city access gaps.
- Pilot grant-based funding allows trial approaches without full, long-term commitment.
- Short service spans (daytime only, limited evenings) could miss major trip markets.

Transport in Hereford

[Hereford's free Zipper bus service to be axed, says mayor](#)

A review of national and international shuttle services reveals several common themes and key considerations that are particularly relevant for the successful implementation of a central city shuttle service in Christchurch:

- **Funding and Partnerships:** Most successful services are funded through a mix of local government, national/state agencies, and sometimes private or institutional partners (e.g. universities). Sustainable funding is critical, especially for fare-free models.
- **Integration and Connectivity:** Effective shuttle services are well-integrated with wider public transport networks, supporting seamless transfers and reducing car dependency. Key destinations (transport hubs, hospitals, universities, attractions) are prioritised.
- **Service Design and Frequency:** High-frequency, reliable services are essential for attracting and retaining users. Simplicity (loop or linear routes) and clear branding help with user recognition and uptake.
- **Affordability and Accessibility:** Fare-free or low-cost models are common, lowering barriers to use and supporting equity. Accessibility features (e.g. wheelchair access) are standard.
- **Outcomes and Performance:** Many case studies report significant increases in ridership, modal shift from private vehicles, and high user satisfaction. Some services face sustainability challenges if funding is not secured long-term.
- **Implementation and Infrastructure:** Bus-based modes are most common for initial implementation due to lower costs and use of existing infrastructure. Higher-capacity or fixed-guideway modes (e.g. trams, gondolas) require greater investment and longer lead times as well as a long-term commitment to service continuity and ongoing operating and maintenance costs.
- **Local Context and Flexibility:** Seasonal or event-based services (e.g. Go Noosa) can address specific congestion issues. Flexibility to adapt service levels and routes based on demand and feedback is important, while recognising operational considerations such as access to fleet and workforce availability.

Following the literature review and case studies consideration was given to a **hop on, hop off and on demand** service model. On-demand services such as dial-a-ride, micro transit, and app-based shuttles are often promoted as flexible, modern alternatives to fixed-route public transport. While these services can meet the needs of small or hard to reach groups, they do not function well in larger urban centres. Their operating model requires vehicles to deviate for individual requests, which limits efficiency. As a result, they struggle to carry large numbers of passengers, provide limited frequency, and typically deliver a poor return on investment when compared to traditional fixed route models.

Hop on, hop off buses similarly work well in large urban centres with significant walking distances between key destinations or where bus and rail lines terminate near the city edge, enabling an internal circulator function. In compact, walkable city centres like Christchurch, such services are typically less effective, as walking is often quicker. Care must also be taken to avoid duplicating the core public transport network or creating services that undermine the pedestrian economy, which is a key driver of urban activity and vitality.

4.3 Route analysis

The development of potential central city shuttle routes is focused on improving how people move within the central city. Emphasis has been given to strengthening accessibility and supporting, rather than duplicating existing public transport routes. The route concepts were shaped around key destinations that attract high activity, including the stadium, hospital, major retail areas, the Bus Interchange, Parakiore / Metro Sports Facility, and the Botanic Gardens. These locations represent the primary points of interest for a broad mix of users, so route testing explored how well different options could serve residents making short local journeys, city workers, visitors, and people and staff travelling to and from the hospital.

A consistent set of design criteria was applied across all route options. These include operating at a 10-minute frequency throughout the day and week, connecting with the Bus Interchange to support transfers, and complementing existing tram operations. Consideration was also given to fare policy, with the options developed on the basis that the service would operate either as a free shuttle or through integration with the Metro ticketing system to maintain simple access for users. Based on these considerations, four route options were developed as summarised in the following section. A 400 m walking catchment is shown on each route map to show the range of destinations within a walkable catchment of the service.

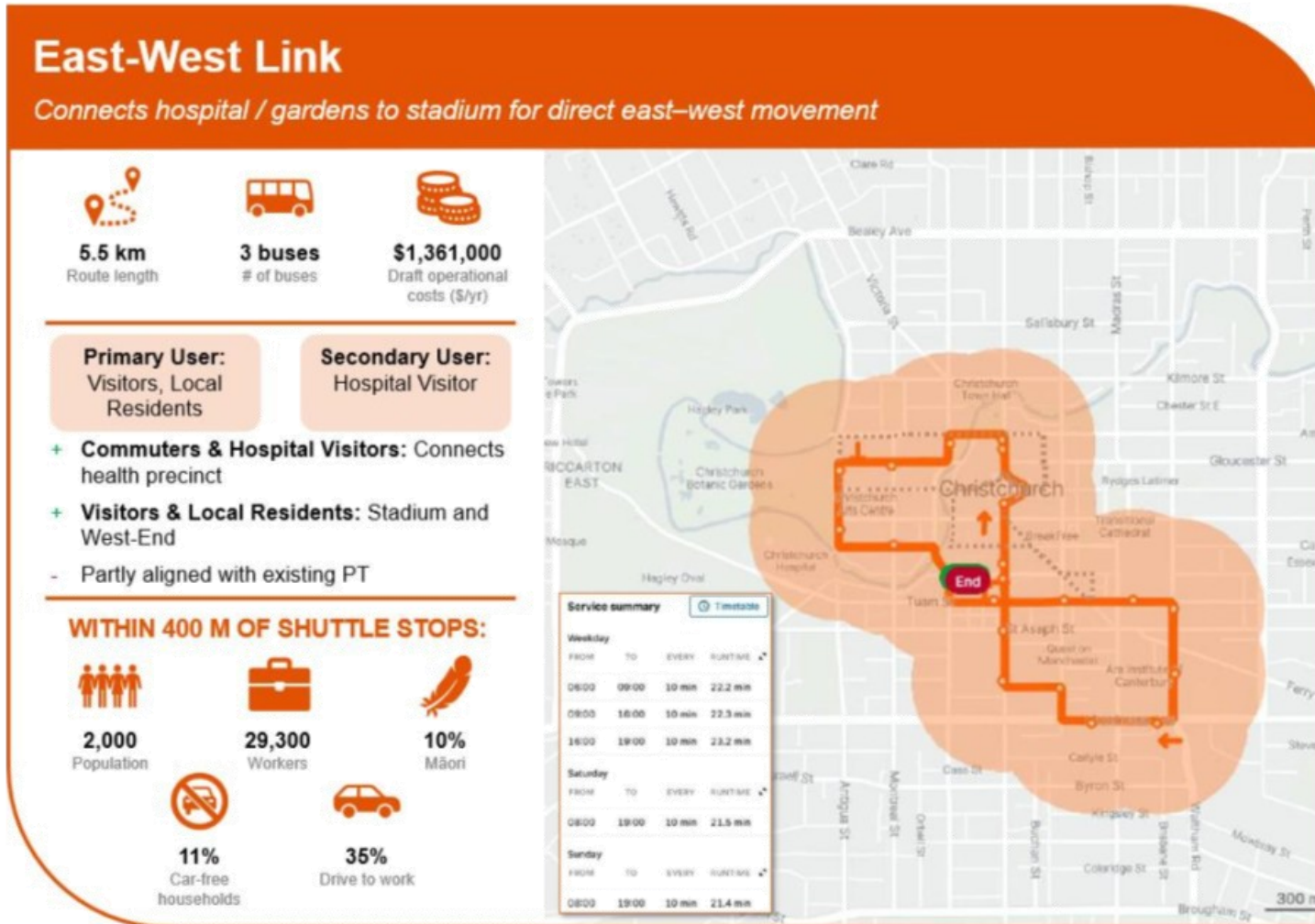


Figure 19 Route Option 1 – East-West Link

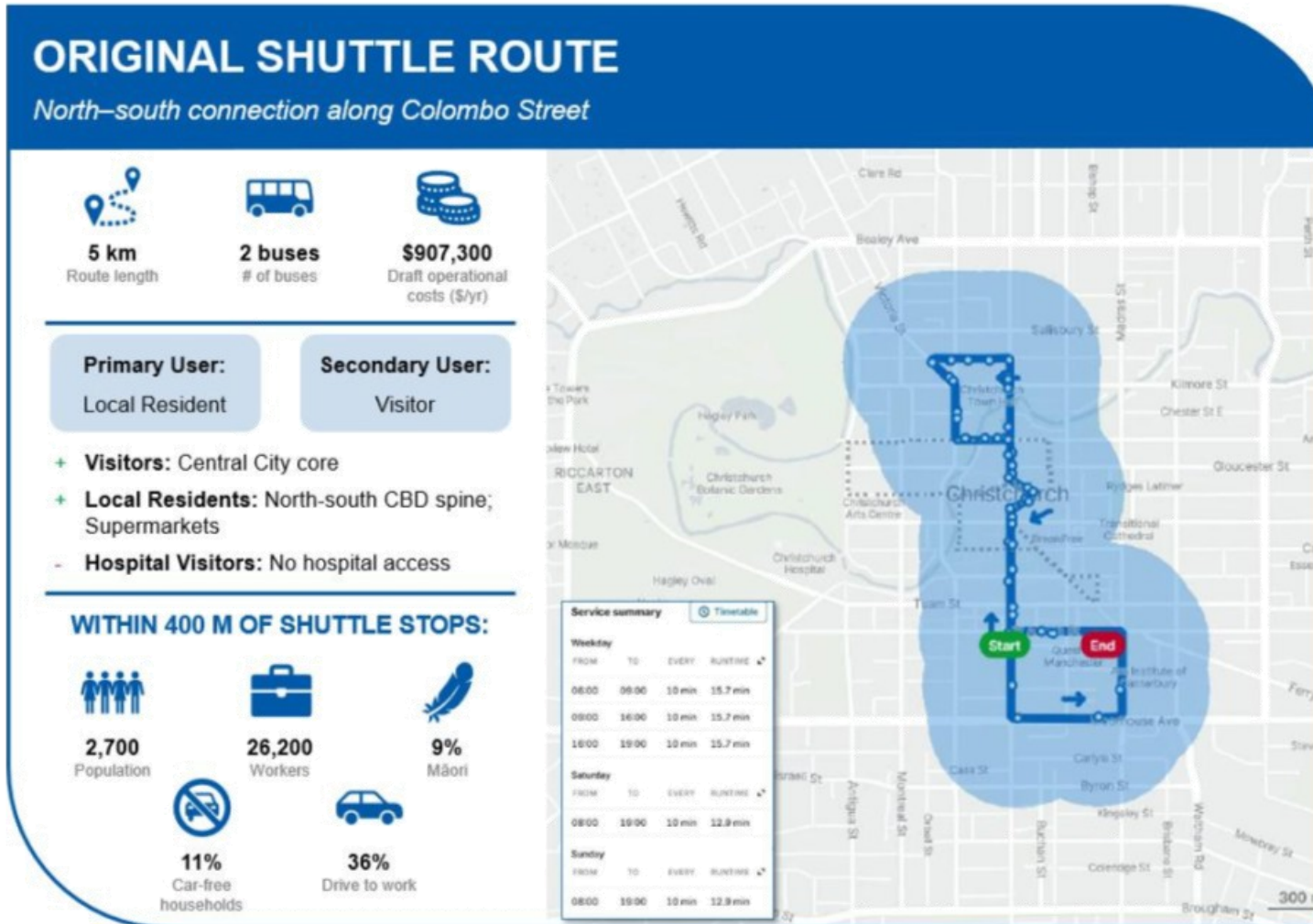


Figure 20 Route Option 2 - Original Shuttle Route

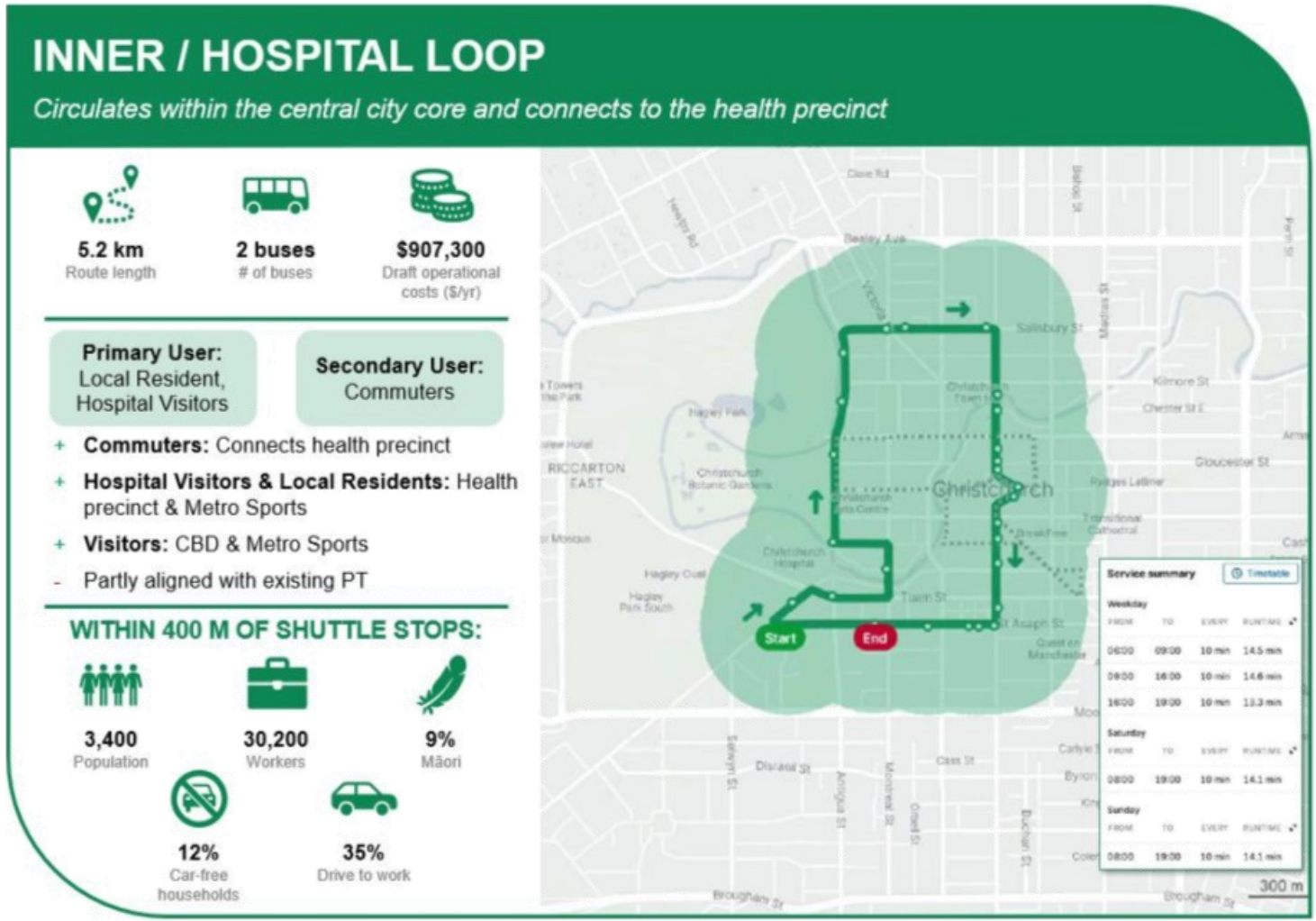


Figure 21 Route Option 3 - Inner / Hospital Loop

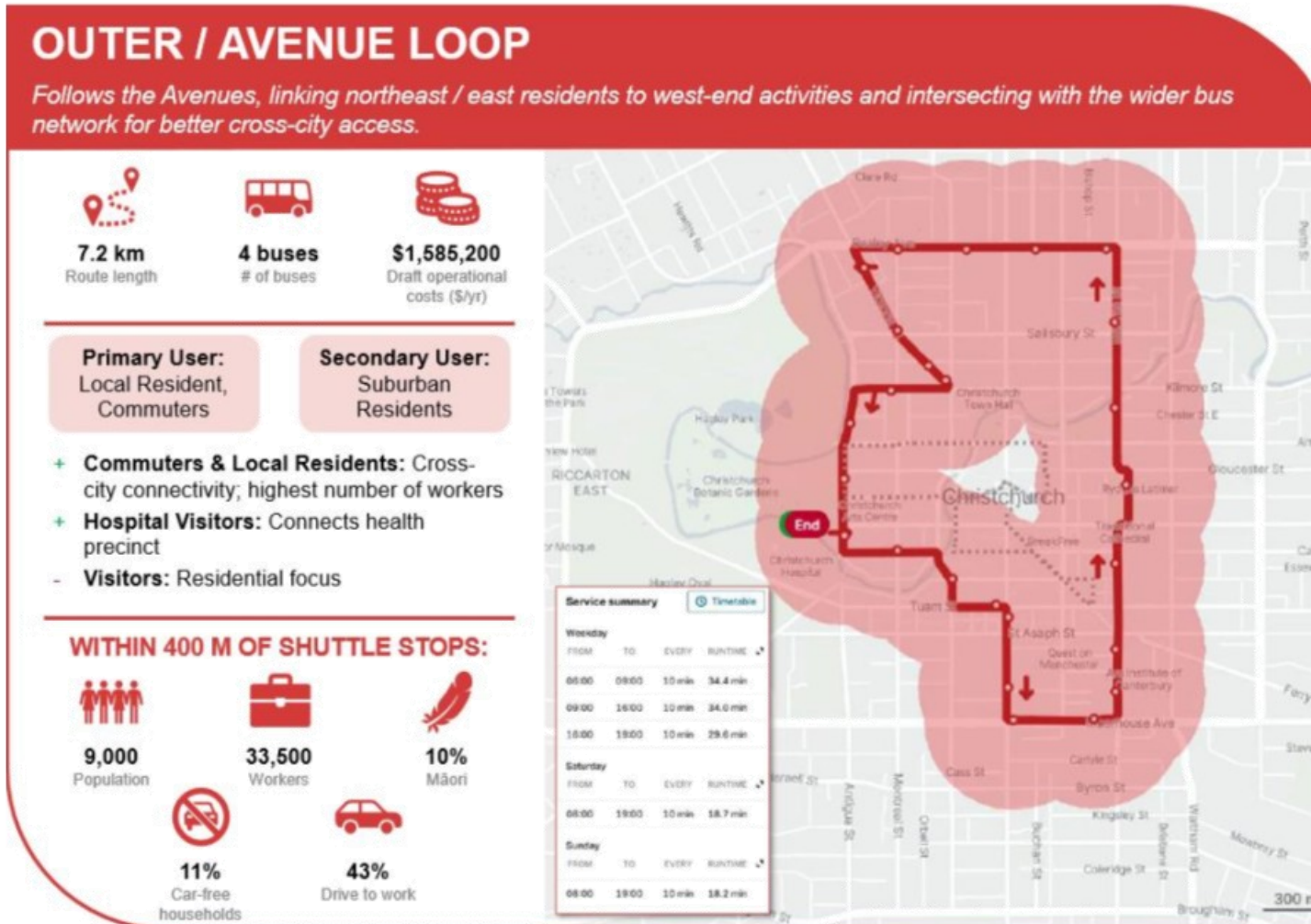
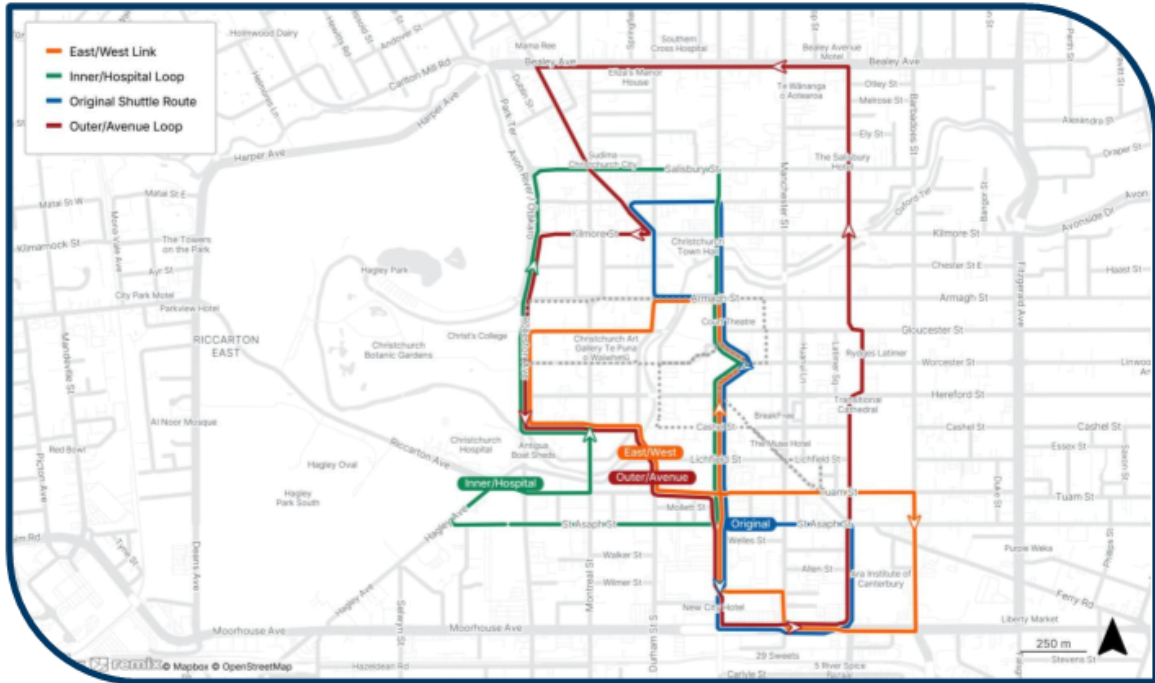


Figure 22 Route Option 4 – Outer / Avenue Loop

A summary of all the routes that have been developed is shown below.

Figure 23 Summary of routes



4.4 Summary

The mode, route and market analysis considers how a central city shuttle could operate in practice, drawing on high-level mode assessment, national and international case studies, and patronage scenario testing. Bus-based options are assumed for feasibility, as they are the most practical, flexible and cost-effective to implement using existing infrastructure, while higher-capacity or fixed-guideway modes would require substantially greater investment and longer lead times.

Case studies show that successful shuttle services typically rely on sustained public funding, high frequency, simple routes, strong integration with the wider transport network, and low or no fares. Case studies also show that on-demand and hop-on hop-off models tend to perform poorly in compact, walkable city centres like Christchurch. Route analysis therefore focuses on short, legible, high-frequency services connecting key destinations and the Bus Interchange, with four indicative options developed to test coverage and accessibility.

Any potential shuttle would need to be clearly positioned as a complementary service, with its role and scale aligned to the specific accessibility and connectivity needs it is intended to address.

5. Initial economic and financial analysis

Initial economic and financial analysis has been undertaken to provide a preliminary understanding of the likely uptake, operating costs, and broader economic implications of introducing a central city shuttle service. The assessment focuses on establishing an indicative cost-per-trip, identifying potential visitor-related economic impacts, and developing a very early Partial Benefit–Cost Ratio (BCR).

Referring to it as a Partial BCR is intended to reflect the fact that this analysis does not cover all the potential benefits and costs due in part to the preliminary nature of the scope, time available and lack of transport modelling that would be required to assess the full suite of transport benefits and costs. Transport modelling could help to better understand the likely level of displacement from existing Metro services, the potential mode shift from private vehicles and active modes to public transport, and the consequent net effects on the transport network and users. This initial assessment considers the potential uptake of the proposed routes, based on resident, worker and likely tourist populations along the routes.

The purpose of this preliminary analysis is to inform a decision on whether to progress to more detailed financial, commercial, and economic assessments for specific routes. It is not intended to support an investment decision at this stage. Further, more comprehensive financial and commercial analysis is required to provide greater certainty.

The following sections outline the key assumptions applied and summarise the findings of this initial assessment. A detailed summary is provided in Appendix B.

5.1 Routes and scenarios

The assessment examined the four proposed route options under two different scenarios:

- The Base Scenario assumes a free service operating every 10 minutes
- The Paid Scenario assumes a fare of \$1.50 per passenger (the identified optimal price point from the public and stakeholder engagement feedback), also at a 10-minute frequency.

5.2 Market analysis

Four categories of potential users were considered in the assessment:

- **Residents** living within 400 metres of a proposed shuttle route.
- **Employees** include residents of suburban areas who commute into the central city for work, the analysis captures employees with workplaces located within 400 metres of a route.
- **International visitors**, who are more likely to be based in the central city and less likely to have access to a private vehicle.
- **Domestic visitors**, who are more likely to be staying with friends or relatives outside the central city and more likely to have access to a private vehicle they own, have borrowed or have rented.

To estimate the potential size of each user group, the assessment considered two key data sources:

- **Remix** public transport planning tool estimates of residents and workers located within 400 metres of each proposed route.
- **ChristchurchNZ** estimates of average daily international and domestic visitor numbers, indicating that Christchurch hosts approximately 16,200 international visitors and 23,800 domestic visitors per day. To estimate the proportion of visitors who may use a shuttle service, these visitor totals were assessed alongside accommodation data to identify the proportion of visitors assumed to be staying within the central city.

Using these assumptions and data inputs, the indicative market size for each proposed route, per day were calculated across all four user categories, as summarised in Table 5.

Table 5 Market size for each route option per day (rounded to nearest 100)

Market Size	East-West Link	Original Shuttle Route	Inner / Hospital Loop	Outer / Avenue Loop
Residents	2,000	2,700	3,400	9,000
Workers	29,300	26,200	30,200	33,500
International	8,100	8,600	8,600	10,600
Domestic	7,200	7,600	7,200	8,800

5.2.1 Usage modelling

A high-level modelling approach was applied to estimate likely shuttle patronage across the four user categories. Christchurch 2023 Census data indicated that 3.9% of residents use public transport for commuting. This rate was used as the baseline for estimating likely shuttle uptake and then adjusted for each user group as follows:

- **Residents:** Central city residents are assumed to have lower rates of vehicle ownership. However, good walkability means their public transport use is not expected to exceed the citywide average. An uptake rate of 3.9% was applied, with an average of 2.0 trips per day for those using the shuttle.
- **Workers:** Most central city workers live outside the central city and if they are using existing Metro bus routes for commuting, it is considered unlikely that they would transfer to a shuttle for the final leg of their journey. Their uptake rate was therefore reduced to 2%, with an average of 1.2 trips per day across the week to reflect lower weekend usage.
- **International visitors:** International visitors are assumed to have limited access to private vehicles and to be generally more inclined to use public transport, although many still choose to walk within the central city given the short distances. Their uptake rate was assumed to be twice that of residents (7.8%), with an average of 2.0 trips per day to reflect multiple activities and sightseeing.
- **Domestic visitors:** Domestic visitors are considered more likely to have access to a private vehicle (owned, borrowed, or rented) and therefore less likely to use public transport. Their uptake rate was assumed to be 5.9%, with an average of 2.0 trips per day to account for multiple daily activities.

These base rates reflect underlying differences in vehicle access, trip purpose, and existing travel behaviour across the user groups.

5.2.2 Elasticities affecting uptake

Three elasticities were applied to refine these base rates under each scenario to determine the potential rate of uptake among user groups under the two scenarios:

- **Price elasticity:** to reflect increased uptake if the services is free versus a fare of \$1.50. Local data demonstrating the impact of a price change on use at a local level (without external factors) was not available. Therefore, NZTA guidance was used which estimates that a 10% increase in public transport fares results in a 4% decrease in demand for public transport.¹⁶
- **Frequency elasticity:** the demand response to a change in bus frequency, was obtained from a Principal Economics report¹⁷. That study showed that as frequencies increase from highly irregular to more regular services, demand responds quite sharply, but as frequency improves below every 20 minutes to every 10 or 5 minutes, the demand response is relatively muted because frequency is relatively regular already. For this analysis as the frequencies across all routes and scenarios are assumed to be 10 minutes, this did not affect the results.

¹⁶ See <https://www.nzta.govt.nz/assets/resources/research/reports/248/248-Review-of-passenger-transport-demand-elasticities.pdf>, retrieved on 26 January 2026.

¹⁷ See <https://principaleconomics.com/en-ca/database-of-road-transport-elasticities/>, retrieved on 26 January 2026.

- **Trip-time elasticity:** used to adjust usage downward on longer routes where travel time reduces attractiveness.

These elasticities were used to adjust patronage rates. The adjusted rates were combined with the number of users in the catchment to estimate average daily trips per user, which informed the total **annual patronage** figures shown below.

Table 6 Estimated annual bus trips by user category – base vs paid scenario (rounded to nearest 100)

Route	East-West Link		Original Shuttle Route		Inner / Hospital Loop		Outer / Avenue Loop	
	Base	Paid	Base	Paid	Base	Paid	Base	Paid
Residents	60,700	52,000	94,600	81,100	121,300	103,900	243,400	208,600
Workers	270,100	231,500	278,700	238,900	326,900	280,200	275,100	235,800
International	490,800	420,700	605,600	519,100	616,300	528,200	572,400	490,600
Domestic	325,700	279,200	401,800	344,400	408,900	350,500	355,300	304,500
Total Annual Users	1,147,300	983,400	1,380,800	1,183,500	1,473,400	1,262,900	1,446,200	1,239,600

This assumptions-based analysis suggests that in the base scenario where the shuttle is provided free of charge, trips per year range between 1.15 million and 1.47 million. In the case of a paid scenario with a \$1.50 fare, annual trips range between 983,000 and 1.24 million.

Having estimated potential usage, the next consideration is the likely cost of operation. Council provided estimates of operational costs from the public transport planning tool Remix for each route. These cost estimates were unable to be replicated as the underlying assumptions were not available. Instead, estimated operating costs were derived using a more conservative rule-of-thumb cost of \$100 per bus-hour.

Operating costs were calculated based on route length, run time, required fleet size, and operating hours. These estimates represent direct operating costs only and exclude any infrastructure investment such as shelters, signage, or safety improvements which would increase the costs to operate a service. The estimated operating costs applied are summarised in Table 7.

Table 7 Estimated annual operating cost per route per year (rounded to nearest \$100)

	East-West Link	Original Shuttle Route	Inner / Hospital Loop	Outer / Avenue Loop
Annual Cost	\$1,361,000	\$907,300	\$907,300	\$1,585,200

5.2.3 Cost per trip

Using the cost to operate estimates and potential users of the service allows for an estimate of cost per trip, for each route and each scenario. These costs are set out in the table below.

Table 8 Estimate cost per trip, per route, per scenario

	East-West Link		Original Shuttle Route		Inner / Hospital Loop		Outer / Avenue Loop	
	Base	Paid	Base	Paid	Base	Paid	Base	Paid
Cost per trip	\$1.19	\$1.38	\$0.66	\$0.77	\$0.62	\$0.72	\$1.10	\$1.28

It is important to note that all figures are presented without accounting for revenue generated from bus fares. In the Paid scenario, the estimated average cost per trip is lower than the assumed \$1.50 fare paid by the user. This raises the question of why a private operator is not already servicing one of these routes given the modelled level of demand.

Rather than concluding that a significant commercial opportunity has been overlooked, a more appropriate interpretation is that further, more comprehensive analysis is required before assuming that any of the four routes would be commercially viable or capable of generating a profit.

5.2.4 Visitor benefits

The analysis suggests that the two main groups of shuttle bus users may be international and domestic visitors. The question is if free (or \$1.50) bus services would make travel in the central city so much easier it encourages visitors to stay longer. In this scenario, it would be expected to see more visitors spending in the city which would have a direct and flow on economic impact which may not otherwise occur.

Visitors to the city who have already been estimated to use the bus service will range between 816,000 and 1.03 million per year in the Base scenario across the four route options. Because the bus is free in the Base scenario, this will be a significant enticement to spend longer in the city given the ease of travel. To err on the side of caution, it is assumed only one in thirty of these international and domestic visitors changes their behaviour to stay longer in the city. It is further assumed that they each only stay long enough to spend an extra \$22, which is one-eighth of the average daily spend of international and domestic visitors.

This extra time in the city generates between \$301,000 and \$378,000 in spending across the city. Typically, around 40% of this spending is value added (i.e. part of GDP). Once upstream and downstream effects have been included, the estimated impact on GDP would be similar to the additional spending shown above, at around \$301,000 to \$378,000 in GDP across the city.

In the case of a Paid service, not only would uptake be lower as discussed earlier, but tourists would also be less inclined to stay longer in the city to use a service they have to pay for. It is assumed that only one in fifty tourists would remain in the city for a time that allows an extra spend of \$22 each in the paid scenario.

As a result, total impact on GDP once upstream and downstream effects are included is likely to be similar to the total spending figure in Table 9, around \$155,000 to \$194,000 a year.

Table 9 Estimate total spending from visitors staying longer (rounded to nearest \$100)

	East-West Link		Original Shuttle Route		Inner / Hospital Loop		Outer / Avenue Loop	
	Base	Paid	Base	Paid	Base	Paid	Base	Paid
Additional visitor activities due to longer dwell time	13,600	7,000	16,800	8,600	17,100	8,800	15,500	8,000
Assumed cost of additional activity	\$22							
Spend	\$300,800	\$154,700	\$371,100	\$190,800	\$377,600	\$194,200	\$338,800	\$174,200

5.2.5 Partial benefit cost ratio

With direct operating costs and an estimate of potential tourism benefits, a Partial Benefit Cost Ratio (BCR) was created. This is called a partial BCR because it only includes some of the benefits and costs. Decision makers should consider all the other impacts, including those set out in the following sections of this report, in their decision making and should not rely entirely on this Partial BCR.

Once again, simply interpreting the results for the Paid scenario as meaning the four routes would be genuinely commercially viable operations is cautioned against given the high-level assumptions applied. The generalised price elasticities in New Zealand suggested by the NZTA study may not hold as well on short travel distances like the shuttle bus would operate.

Table 10 Partial BCR results (rounded to nearest 100)

	East-West Link		Original Shuttle Route		Inner / Hospital Loop		Outer / Avenue Loop	
	Base	Paid	Base	Paid	Base	Paid	Base	Paid
Additional Christchurch Visitor Contribution to GDP	\$300,800	\$154,700	\$371,100	\$190,800	\$377,600	\$194,200	\$338,800	\$174,200
Bus Fare Revenue	\$0	\$1,475,200	\$0	\$1,775,300	\$0	\$1,894,400	\$0	\$1,859,400
Operating Costs	\$1,361,000	\$1,361,000	\$907,300	\$907,300	\$907,300	\$907,300	\$1,585,200	\$1,585,200
Implied Partial BCR	0.22	1.20	0.41	2.17	0.42	2.30	0.21	1.28

The Partial BCR's provided above should be viewed in the context and assumptions that have been applied. A range of additional positive and negative transport impacts sit outside the scope of this assessment, as a full Monetised Benefit Cost Manual assessment has not been completed as part of this study.

While there may be some additional benefits such as marginal reductions in congestion from a small number of users shifting from private vehicles to public transport, these would need to be balanced against potential disbenefits. In particular, some active mode users (walking and cycling) may shift to the shuttle bus. Any reduction in active transport would reduce associated health benefits and potentially increase emissions (depending on vehicle type), as additional buses are introduced to the network and some trips transfer from zero-emissions modes to potentially diesel-powered services.

However, when considering the expected scale of mode shift and the uptake assumptions used, the overall level of additional public transport use is considered modest. At this scale, these wider impacts (both positive and negative) are unlikely to materially affect total movements across the network.

There may also be displacement effects, where people simply switch between existing bus options rather than generating new demand, particularly in areas already well-served by high-frequency routes (e.g., the hospital corridor). Given the substantial number of services already operating, the introduction of an additional service is unlikely to generate significant travel time savings or system-wide efficiency gains.

Overall, while there are theoretical wider transport benefits and disbenefits, the assessment is that these effects are likely to be marginal and broadly offsetting. As such, they are not expected to materially influence the overall findings of the analysis.

This initial analysis has been undertaken based on the anticipated uptake of a uni-directional (one way) bus service¹⁸. For completeness, consideration has also been given to the potential impacts of operating a bi-directional (two-way) service. Two bi-directional service options have been assessed:

- 1. Maintaining the same overall service frequency as the uni-directional option**, such that services operate in both directions but with half as many buses per direction. Under this option, the total number of services passing each stop remains unchanged relative to the uni-directional scenario. As a result, patronage is expected to be broadly comparable, as the effective service frequency experienced by users does not increase.

¹⁸ Note: While the Original Shuttle Route includes segments that operated bi-directionally, all route options were assessed consistently based on completing a full single loop, with patronage and cost assumptions applied to one loop length.

- 2. Doubling the service frequency by operating at 10-minute intervals in both directions.** Based on established frequency elasticity assumptions, this option is expected to increase usage by approximately 21%. However, it would also double the operating costs of the service. Depending on the route selected, this would result in additional annual bus operating costs of between \$900,000 and \$1.6 million.

In summary, operating the shuttle as a bi-directional service is not expected to materially change the conclusions of the analysis undertaken for a uni-directional service model.

5.3 Summary

In summary, the preliminary economic analysis suggests that for a free bus shuttle service (Base scenario), the **Inner / Hospital Loop** and the **Original Shuttle Route** offer the most potential although both these options still have Partial BCRs well below 1.0.

If the service is proposed to operate commercially, then it is recommended that substantially more analysis is undertaken, including market sounding with potential operators to understand how fare-charging may affect uptake before relying on the Paid scenario demand and Partial BCR results to inform commercial decision-making. Noting that if the service was as attractive as suggested, then private operators would be advocating or proposing to provide this service.

The economic outcomes are highly dependent on assumptions around demand, pricing and costs and would benefit from refinement through more detailed modelling and market testing before drawing firm conclusions.

6. Conclusion

This Feasibility Study has examined whether a central city shuttle could play a useful role in supporting short-distance travel within Christchurch's central city and whether there is sufficient merit to justify further investigation. Drawing together the findings across context, demand, service design, and preliminary economic analysis, the assessment highlights both the potential opportunities and the significant constraints associated with introducing such a service.

Christchurch's central city has undergone substantial transformation since the earthquakes, resulting in a more compact, higher-density, and pedestrian-focused urban environment. The central area now supports a diverse mix of transport options, including high-frequency Metro bus services, the Bus Interchange, the heritage tram, extensive walking and cycling infrastructure, and widespread use of e-scooters and rideshare.

Most key destinations are within a 15–30-minute walk, and active modes are strongly embedded in how people move around the city. Within this context, any new shuttle service would need to provide a clear and differentiated contribution to avoid duplicating existing services or undermining the active, walkable character that contributes to central city vibrancy.

Engagement undertaken as part of the case for investment indicates that there is broad-based interest in a shuttle concept, with 45% of survey respondents reporting they would be likely or very likely to use such a service. Potential users span residents, workers, students, visitors, families and people with mobility constraints, and there is consistency in the barriers they experience and the expectations they hold. These include difficulty with multi-stop trips, parking cost and availability, weather exposure, mobility needs, and perceived gaps in short-distance public transport coverage.

Importantly, expectations for a shuttle are clear: it would need to be frequent, simple, affordable or free, and highly accessible, with a focus on connecting major destinations and parking locations. This indicates that demand exists, but it is highly sensitive to service quality, price, and ease of use.

The mode, route and market analysis reinforces that a bus-based shuttle is the only practical option for any near-term trial or implementation, given its flexibility, relatively low cost, and ability to operate on existing streets.

National and international case studies demonstrate that successful shuttle services typically rely on sustained public funding, high frequency, simple routing, and strong integration with wider public transport networks.

Case studies also show that fare-free or very low-cost models are most effective at attracting users, particularly for short trips. However, these case studies also highlight that shuttle services are less effective in compact, walkable city centres unless they are carefully scoped to address specific gaps. Four indicative routes were developed to test how a shuttle might connect key destinations while minimising duplication with Metro services, but all would require careful positioning as complementary rather than competing services.

The regulatory environment is a critical consideration shaping feasibility. Under the Land Transport Management Act, any Council-funded or subsidised shuttle would need to be delivered as part of the integral public transport network through Canterbury Regional Council (CRC) and align with the Regional Public Transport Plan.

Even a privately funded service would require registration and could be declined if it were found to adversely affect existing Metro services. These requirements materially constrain the range of delivery options and reinforce the importance of alignment with current and future Metro network planning.

Preliminary economic and financial analysis suggests that a central city shuttle could attract between approximately 1.15 and 1.47 million trips per year if provided free of charge, or between around 983,000 and 1.24 million trips per year with a \$1.50 fare. Indicative operating costs range from approximately \$0.9 million to \$1.6 million per year, depending on route length and fleet requirements.

While paid scenarios show higher Partial Benefit–Cost Ratios, these results are highly sensitive to assumptions and should not be interpreted as evidence of commercial viability without further testing. Free services show low Partial BCRs, and the analysis does not capture the full range of potential benefits or disbenefits, including impacts on active travel, emissions, or displacement from existing Metro services. At this stage, the economic case remains uncertain and insufficient to support an investment decision.

Across all sections of the study, a consistent theme is the risk of unintended consequences. Stakeholders raised concerns about duplication with existing buses and the tram, potential reductions in walking and cycling for short trips, and impacts on pedestrian footfall that supports retail, hospitality and the overall “vibe” of the central city. While the scale of these effects is uncertain, they are important considerations in a city where active movement and street-level activity are central to economic and social outcomes.

Taken together, the findings indicate that while a central city shuttle could deliver targeted benefits, particularly for specific short-trip movements or areas with limited existing coverage, a new shuttle service faces significant regulatory, operational, and economic challenges. The central city is already well served by a wide range of transport options, meaning any additional service would need to be carefully designed, tightly scoped, and clearly justified to add value rather than dilute existing strengths.

Appendix A

Engagement Reports

Central City Alternative Transport Scoping Survey

October 2025

Summary of Survey Results

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About this Report

This report provides the results from the Central City Alternative Transport Scoping survey conducted in October 2025.

This survey asked Christchurch residents about their visits to the central city, including how they travelled within the central city, if they found areas in the central city difficult or challenging to get to, what areas they thought an alternative transport option should visit, how likely they were to use an alternative transport service and their thoughts on its cost of use.

The survey was conducted online between October 10-22, 2025, and a total of 535 respondents completed the survey.

A stratified random sample from the Life in Christchurch panel were invited to take part in the survey to enable a representative sample of Christchurch residents in terms of age, gender and wards. The respondent makeup was close to representative but under in the 18-24 years group, slightly under in the 25-34 years group, and over in the 65-79 year group. As a result, the overall data (when summarising by all respondents) has been weighted for age to even out these differences. Please see section 3 for a breakdown of demographics of respondents.

The survey was made up of a short series of closed (quantitative) questions, with several opportunities provided for respondents to provide open, written feedback. The average response time was 11 minutes. The responses are summarised in this report and where relevant, results have been analysed by previous questions and demographical information. Due to rounding conventions, figures may not sum to 100%.

Summary of Results

About the Survey

This report provides the results from the Central City Alternative Transport Scoping survey conducted in October 2025. The survey targeted a representative sample of Christchurch residents and 535 residents responded to the survey.

This survey asked Christchurch residents about their visits to the central city, including how they travelled within the central city, if they found areas in the central city difficult or challenging to get to, what areas they thought an alternative transport option should visit, how likely they were to use an alternative transport service and their thoughts on its cost of use.

Visitation and Travel Experience in the Central City

Visiting frequency and reasons:	<ul style="list-style-type: none"> Nearly all residents (98%) had visited the central city for reasons other than work or school/education in the past 12 months, with more than half (58%) having visited in the past 7 days of filling out the survey. The top three usual reasons for visiting include going to restaurants or bars, going to cafes, and for entertainment.
Travel behaviour:	<ul style="list-style-type: none"> 42% of residents normally travel within the central city using a car; approximately a third (31%) walk; an additional 15% normally bike and 9% use public transport. Over half of residents (55%) find it easy to travel within the city. A quarter (25%) find it neither easy nor difficult, and 20% find it difficult. Perceptions of ease of travel is linked to mode of travel and visit patterns.

Interest in a Central City Shuttle

Important places for stops:	<ul style="list-style-type: none"> The top hotspots for important places to stop include specific destinations such as the hospital, the stadium, Riverside Market/Oxford Terrace, Tūranga, and other attractions such as the Arts Centre, the botanic gardens, Hagley Park, Cathedral Square, and the museum. It also includes connecting streets/areas such as Park Terrace, Cambridge Terrace / Durham Street South, and parts of Colombo Street 										
Likelihood to use:	<ul style="list-style-type: none"> 45% said they are likely to use it 20% said they are neither likely nor unlikely to use it 35% said they are unlikely to use it. Likelihood to use is linked to visit patterns, current mode of travel and perceptions of ease of travel. Cost, the timetable and frequency of the service and the route and locations of the stops are also factors that could either encourage or discourage respondents likelihood of use. 										
Willingness to pay:	<table border="1"> <tr> <td>\$0</td> <td>\$0.01-\$1</td> <td>\$1-\$2</td> <td>\$2-3</td> <td>\$3+</td> </tr> <tr> <td>23%</td> <td>15%</td> <td>32%</td> <td>20%</td> <td>10%</td> </tr> </table> <ul style="list-style-type: none"> Assigning these ranges a value in the middle of the range, residents would be on average be willing to pay around \$1.50. 	\$0	\$0.01-\$1	\$1-\$2	\$2-3	\$3+	23%	15%	32%	20%	10%
\$0	\$0.01-\$1	\$1-\$2	\$2-3	\$3+							
23%	15%	32%	20%	10%							

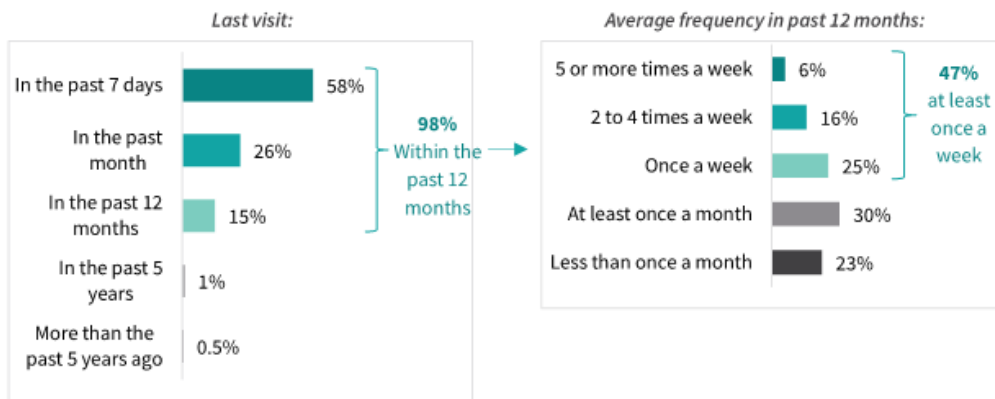
1. Visitation and Travel Experience in the Central City

Visiting frequency and reasons

Nearly all residents (98%) had visited the central city for reasons other than work or school/education in the past 12 months, with more than half (58%) having visited in the past 7 days. Of the residents who have visited in the past 12 months, almost half have visited at least once a week (47%).

The top three usual reasons for visiting include going to restaurants or bars, going to cafes, and for entertainment.

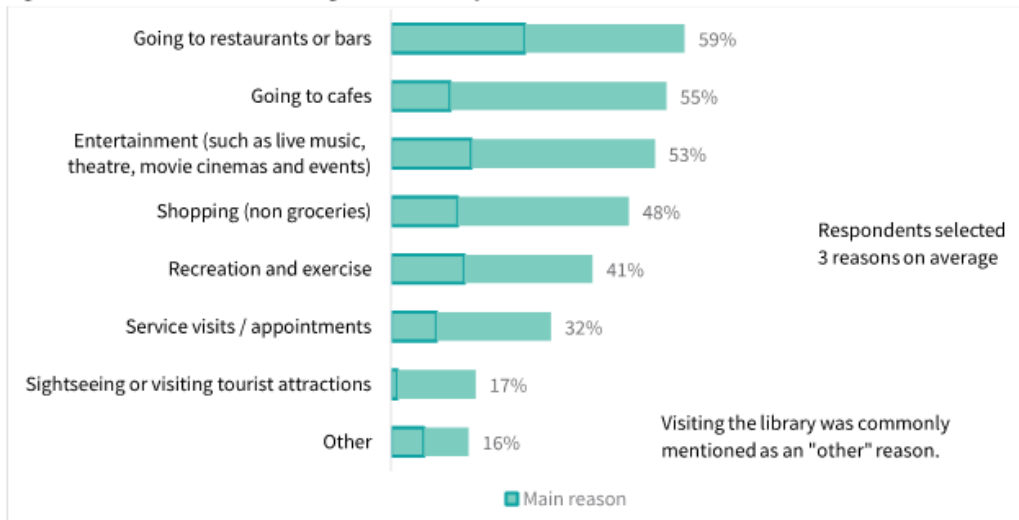
Figure 1 – Frequency of visitation to the central city other than for work or school/education



Q: The central city is the area defined by the four avenues: Deans Ave, Bealey Ave, Fitzgerald Ave and Moorhouse Ave. Thinking about your visits to the central city for shopping, eating out, entertainment and recreation... When was the last time you visited the central city for something other than work or school/education? Base: All respondents - weighted - (n=535)

Q: On average, how often did you visit the central city for something other than work or school/education in the past 12 months? Base: Respondents who had visited in the past 12 months - weighted - (n=525)

Figure 2 – Usual reasons for visiting the central city



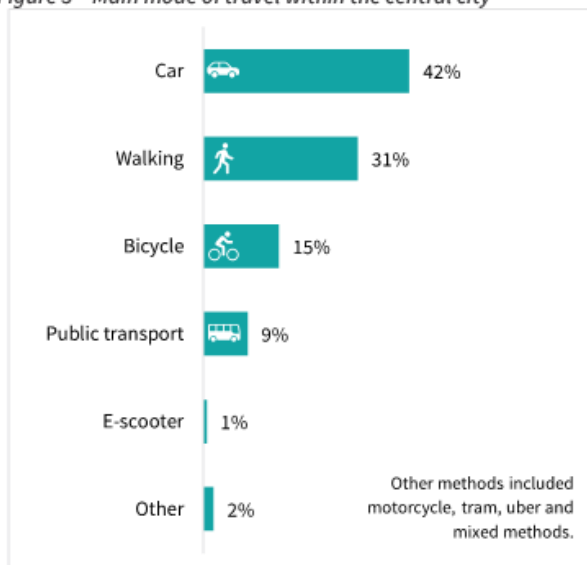
Q: What are your usual reasons for visiting the central city? Base: All respondents - weighted - (n=535)

How residents travel within the central city

42% of residents normally travel within the central city using a car; approximately a third (31%) walk; an additional 15% normally bike and 9% use public transport.

There are significant differences between residents who are more likely to travel by certain modes, including the ward they live in, their frequency of visiting the central city, and their main reason for generally visiting the central city.

Figure 3 – Main mode of travel within the central city



Residents who are more likely to travel by each mode **within** the Central City:

- *By car:* residents who: are from Harewood ward, haven't visited the Central City in the past month, who visit less than once a month, and/or who mainly visit for service visits/appointments
- *By walking:* residents who: are under 34 years of age, live in the Central ward, have visited the central city more recently and frequently, and/or visit mainly for recreation and exercise purposes.
- *By bicycle:* residents who: are men, under 34 years of age, live in the Cashmere or Spreydon wards, and/or visit mainly for entertainment or recreation and exercise purposes
- *By public transport:* residents who: are women and/or from the Hornby or Burwood wards

Q: How do you normally travel within the central city? Base: All respondents – weighted – (n=535)

Ease of travel

Over half of residents (55%) find it easy to travel within the city. A quarter (25%) find it neither easy nor difficult, and 20% find it difficult.

Residents who walk or bike, or take public transport are significantly more likely to find it easy to travel (81%, 66% and 66% respectively). In contrast only 27% of residents who drive find it easy to travel in the central city and 42% find it difficult.

Residents differ significantly in how easy or difficult they find travelling within the central city, and perceptions of how easy it is to travel within the central city strongly influence how often they visit.

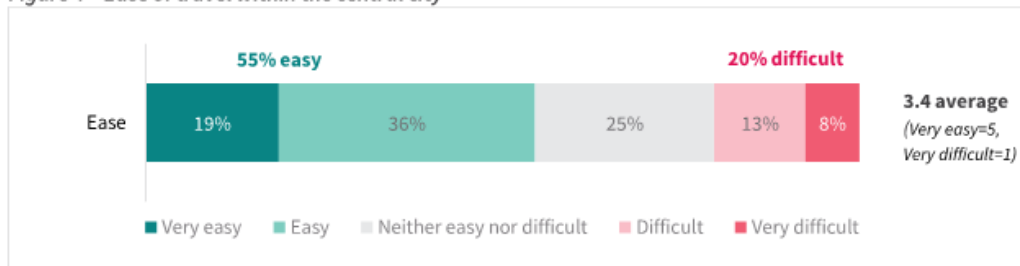
Travel ease is linked to visit patterns in the central city:

- Positive perceptions of ease of travels are higher amongst residents who have visited more recently and generally visit more frequently.
- Residents whose main purpose for visiting is service visits / appointments are more likely to find it difficult to travel within the central city, while those visiting for entertainment, or recreation and exercise purposes are more likely to find it easy.

Demographic differences:

- Residents who live in the Central ward are significantly more likely to find it easy to travel within the central city. Residents who live in the Linwood ward are significantly more likely to find it difficult.
- Residents under 34 years of age are more likely to find it easy to travel within the central city.

Figure 4 – Ease of travel within the central city



Q: Overall, how easy do you find it to travel within the central city? Base: All respondents - weighted - (n=535)

What would make it easier to travel within the central city

59% of residents provided feedback on what would make it easier for them to travel within the central city.

Residents who have not visited the Central city in the past 12 months, find it difficult to travel in the central city, or use a car, or use mixed method as their general method of travel within the central city were more likely provide feedback.

The feedback generally focuses on four areas:

1. Making the central city more car friendly (~51% of comments).
 - Examples included better parking, (e.g. free, cheaper, more), fewer speed restrictions (e.g. fewer speed humps and higher speed limits), better traffic flow/traffic light management and prioritisation, fewer cycle lanes, wider streets, and fewer road works.
2. Improving public transport (~27% of comments).
 - Examples include public transport in general but also a more dedicated central city loop/shuttle and/or expanding the use of the tram.
3. Making the central city more cycle friendly (~24% of comments).
 - Examples include more cycle paths, more secure bike parking and better cycle lane traffic light phasing.
4. Making the central city more pedestrian friendly (~17% of comments).
 - Examples include being more pedestrian friendly in general, minimising shared lanes, fewer e-scooters on footpaths, more light crossings and connected walkways.

Figure 5 – Keywords on things that would make it easier to travel in the central city



Q: Is there anything that would make it easier for you to travel within the central city? (Optional)
Base: Respondents who provided a response – weighted – (n=313)

Areas in the central city that are challenging to get to

45% of residents feel there are no areas in the central city that are difficult or challenging to get to. However, 38% believe there is; almost two thirds of these are residents who normally travel within the central city by car.

When asked to elaborate on these areas and why they are difficult or challenging to get to, feedback tends to focus on the challenges with driving in the central city, which is likely due to the high proportion of these respondents primarily travelling in the central city by car.

Some of the main difficulties and challenges include:

- Finding acceptable parking
- Specific streets, in particular Manchester Street due to the traffic lights / traffic flow.
- Getting to the hospital (generally due to parking)
- The design of roads, including one-way streets, narrow roads, traffic lights, speed limits and more
- A few residents considering all or most of the central city area challenging to access

Figure 6 – Proportion of residents who feel there are challenging areas in the central city to get to



Q: Are there any areas in the central city you find it difficult or challenging to get to? Base: All respondents – weighted – (n=535)

Figure 7 – Areas that are challenging and why



Q: Please tell us a bit about these areas, and why it is challenging? Base: Respondents who said there are challenging or difficult areas in the central city to get to – weighted – (n=204)

2. Interest in a Central City Shuttle

Important places for stops

Residents were asked to identify up to 10 places they thought were important places that any potential additional transport option in city centre should stop. 72% identified at least 1 stop. Residents were also able to provide written feedback about where the service should stop; approximately 34% of residents had additional comments that varied from specific places, type of places, streets, other considerations, to questioning the need for a shuttle.

The top hotspots for important places to stop include specific destinations such as: the hospital, the stadium, Riverside Market/Oxford Terrace, Tūranga, and other attractions such as the Arts Centre, the botanic gardens, Hagley Park, Cathedral Square, and the museum.

There are also specific street / area linkages that connect many of these areas such as:

- Along Park Terrace, specifically between the Cashel Street / the bridge to crossing the Avon River to get to the hospital and the Armagh Street Bridge
- Along Cambridge Terrace / Durham Street South (between Lichfield Street and Worcester Boulevard)
- Along Colombo Street by South City/Pak n' Save, and between Tuam Street and Kilmore Street
- Along High Street
- Victoria Street, specifically at the corner of Victoria Street and Salisbury Street

"Ensuring access to both cultural locations (i.e. Arts Centre and Museum), food attractions (i.e. Riverside Market and Little High) as well as green spaces (i.e. Hagley Park and redzone) would be important."

Figure 8 – Heatmap of important places a shuttle should visit



Q: If an alternative option was introduced in the central city what would be the most important places it visited? ... You can place up to 10 dots on the map. Base: Respondents who chose to place at least one dot – weighted – (n=383)

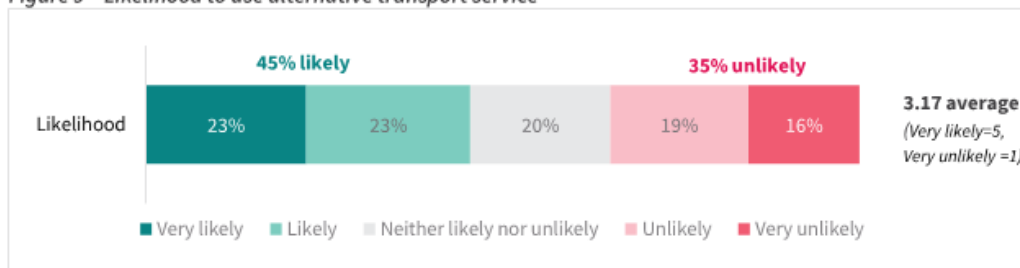
Likelihood to use

The likelihood that residents will use an alternative transport service (e.g. a shuttle like service) if it was introduced in the central city is relatively evenly distributed across the five different points on the scale. 45% said they are likely to use it while 35% said they are unlikely to use it.

Residents who are more likely to use the service are significantly more likely to:

- Be more recent and more frequent visitors of the central city.
- Use public transport as their normal mode of travel within the central city.
 - As a note, residents who normally walk are significantly more likely to fall in the ‘neither category’ while both those who travel by car or bicycle are more likely to say they are unlikely.
- Find it easier to travel in the central city. (This only applies to ease of travel; there are no significant differences between people who say there are or aren’t any difficult/challenging areas to get to in the central city)

Figure 9 – Likelihood to use alternative transport service



Q. How likely or unlikely would you be to use an alternative transport service (e.g. a shuttle like service) if it was introduced in the central city? Base: All respondents – weighted - (n=535)

What would increase or decrease uptake

The same factors could either encourage or discourage people from using an alternative central city transport service, depending on whether those factors are present and how they’re perceived. For example, cost, convenience, reliability and safety can act as motivators when viewed positively, or as barriers when viewed negatively.

Some of the main things that would impact the likelihood of use include:

- Cost. (A free or low-cost service would increase likelihood of use, while an expensive service would be a barrier to use.)
- The timetable and frequency of the service (and subsequently how long they would have to wait). Similarly, this includes the timetable and how early/late it goes.
- The route and the location of the stops and whether or not that met the needs of the potential user.
- The reliability of the service, and it being on time
- If there was parking very close to the stops
- Feelings of safety at the stops and on the service.
- If there was an event on and the service went to the event (would increase likelihood of use)
- Weather (poor weather would increase likelihood of use)
- Already being able to walk/bike where needed (this makes them less likely to need to use it)

However, there were some respondents who said nothing would make them more likely to use a shuttle like service in the central city.

Willingness to pay

Residents were asked how much they thought they'd be willing to pay to use this alternative transport service in the central city.

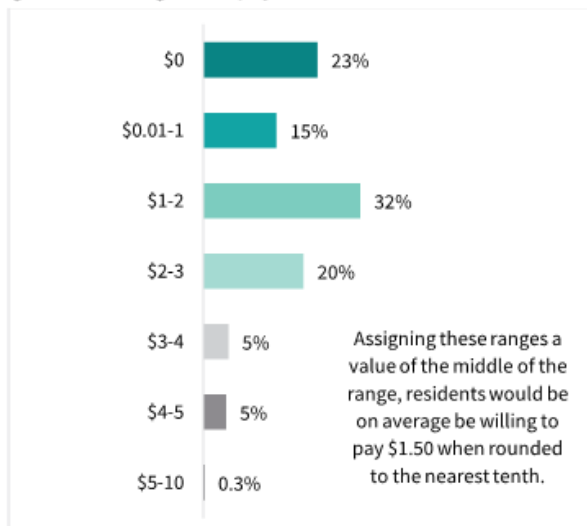
Almost a quarter (23%) selected that they would not be willing to pay to use the service (\$0); 15% were willing to pay up to \$1; 32% were willing to pay \$1 to \$2 and 20% were willing to pay \$2 to \$3. Only 10% were willing to pay more than \$3 (the current standard MetroCard fare). Assigning these ranges a value in the middle of the range, residents would be on average be willing to pay approximately \$1.50.

Willingness to pay is strongly related to likelihood to use. Residents who are likely to use the service are willing on average to pay \$1.52 while residents who feel it is unlikely that they will use the shuttle are less willing to pay to use it resulting in an average value of \$1.15.

Written feedback by 42% of residents on what they would expect this service to cost highlighted:

- There is a desire for free/low pricing:
 - It should be free / It should be free like the old shuttle
 - Discounts need to be provided for specific community members (e.g. gold card holders, community service card holders, students, etc).
 - It needs to be a lower price as it would be a short trip
- Other pricing considerations:
 - There is a possible willingness to pay a little bit more for a 'day pass'
 - A charge / a too high charge will make it less appealing than current alternatives that respondents use
- Some questioning the need for the service to begin with
 - Opinion that it should not exist at all
 - Questioning if this would be the best use of taxpayer money
- Feedback on the need for convenience
 - Paying for it needs to be simple
 - Needs to be frequent
- Some residents providing comparison to other cities

Figure 12 – Willingness to pay to use service



Who is more willing to pay what:

- Residents who feel they are unlikely to use the shuttle are more likely to have selected \$0.
- Residents who feel they are likely to use the service are more likely to think they are willing to pay between \$0.01-1 or \$1-2
- Residents who visit less than once a month are more likely to want to pay \$0.
- Residents from the Central and Fendalton wards are more likely than others to be willing to pay \$0.01-1.
- Residents aged 65 years or over are more likely to want to pay \$0.

Q: How much do you think you would be willing to pay to use this alternative transport service in the central city?
Base: All respondents who responded to the question – weighted – (n=520)

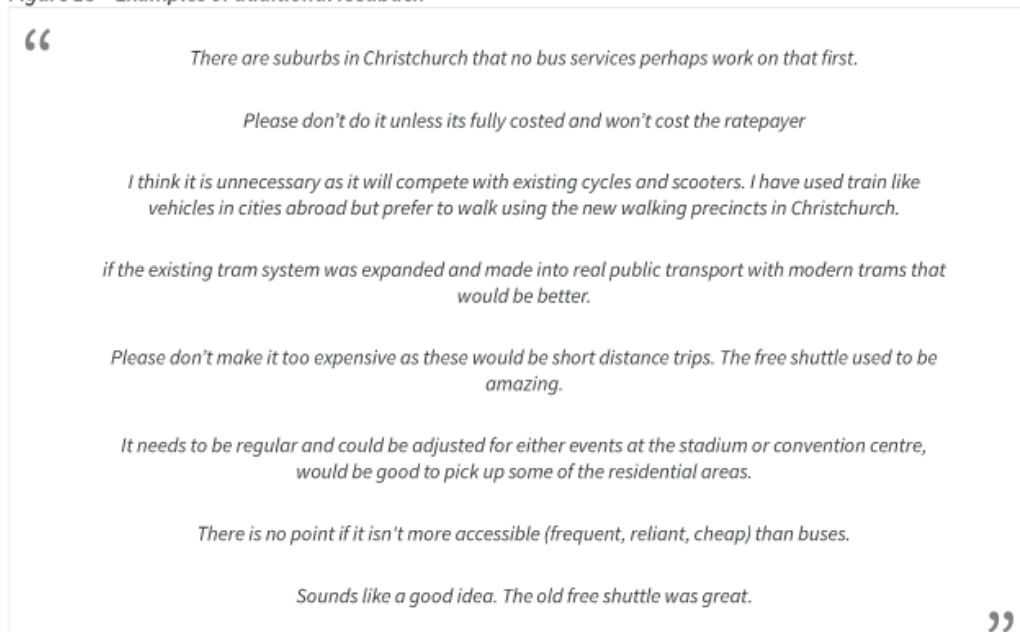
General commentary

Approximately 40% of residents provided additional feedback about the potential to introduce an alternative central city transport option in the central city. The feedback was quite varied and with mixed support for a shuttle.

Some residents questioned the need for the service and instead commented (generally negatively) on the accessibility and current transport network in the central city or the city in general and instead provided alternative suggestions for focus areas.

On the other hand, some residents stated that they supported the idea and felt that it was “great” and/or would be beneficial. Some residents also provided specific suggestions for how the service should/would need to work including reiterating where it should stop.

Figure 13 – Examples of additional feedback



3. Profile of Respondents

Demographics

Table 1 – Age

Age	Actual n=	Actual %	Weighted %
18 - 24 years	17	3%	13%
25 - 34 years	68	13%	20%
35 - 49 years	108	20%	24%
50 - 64 years	144	27%	23%
65 - 79 years	169	32%	15%
80 years and over	29	5%	5%
Total stated	535		

Table 2 – Gender

Gender	Actual n=	Actual %	Weighted %
As a man	272	51%	50%
As a woman	254	47%	47%
Non-binary / another gender	9	2%	3%
Total	535		

Table 3 – Ethnicity

Ethnicity	Actual n=	Actual %	Weighted %
European	485	91%	91%
Māori	36	7%	8%
Pacific Peoples	2	0.4%	0.4%
Asian	18	3%	4%
MELAA	3	1%	1%
Other (New Zealander/Kiwi/Pākehā)	15	3%	2%
Prefer not to answer	15	3%	3%
Total	535		

Table 4 – Household Income

Household Income	Actual n=	Actual %	Weighted %
\$20,000 or less	15	3%	6%
\$20,001 - \$30,000	27	5%	4%
\$30,001 - \$50,000	62	12%	9%
\$50,001 - \$70,000	56	10%	10%
\$70,001 - \$100,000	77	14%	15%
\$100,001 - \$150,000	80	15%	15%
\$150,001 or more	126	24%	26%
Prefer not to say	92	17%	16%
Total	535		

Table 5 – City

Current City	Actual n=	Actual %	Weighted %
I live in Christchurch (including Banks Peninsula)	524	98%	97%
I live elsewhere in Canterbury (e.g. Rolleston, Lincoln, Rangiora, Kaiapoi)	10	2%	3%
Not answered	1	0.2%	0.3%
Total	535		

Table 6 – Length in Christchurch

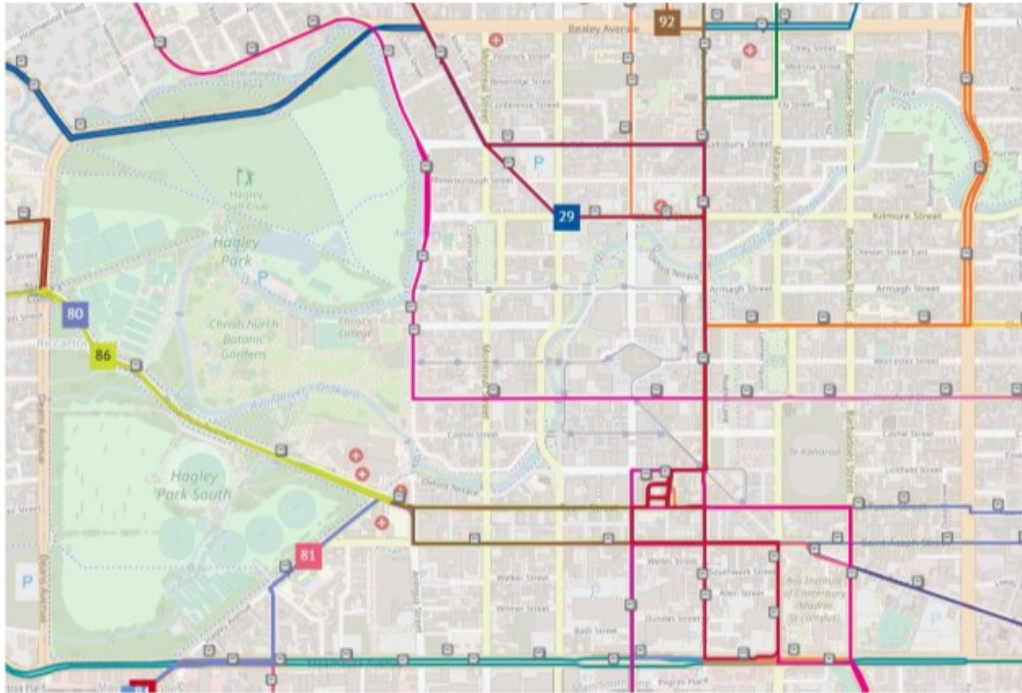
Length living in Christchurch	Actual n=	Actual %	Weighted %
Less than 1 year	1	0.2%	0.2%
1 - 5 years	42	8%	14%
6 - 10 years	45	9%	12%
10 - 20 years	77	15%	16%
More than 20 years	357	68%	59%
Not answered	2	0.4%	0.5%
Total	524		

Table 7 – Area

Community Board & Ward	Actual n=	Actual %	Weighted %
Waihoru Spreydon – Cashmere - Heathcote	129	25%	24%
- Spreydon	36	7%	8%
- Cashmere	55	11%	10%
- Heathcote	38	7%	6%
Waipapa Papanui - Innes – Central	103	20%	20%
- Papanui	25	5%	5%
- Innes	40	8%	7%
- Central	38	7%	8%
Waipuna Halswell – Hornby – Riccarton	98	19%	22%
- Halswell	38	7%	8%
- Hornby	27	5%	6%
- Riccarton	33	6%	8%
Waimāero Fendalton – Waimairi - Harewood	91	17%	17%
- Fendalton	31	6%	6%
- Waimairi	30	6%	5%
- Harewood	30	6%	6%
Waitai Coastal – Burwood - Linwood	87	17%	14%
- Coastal	34	6%	6%
- Burwood	24	5%	4%
- Linwood	29	6%	4%
Te Pātaka o Rākaihautū Banks Peninsula	16	3%	3%
- Banks Peninsula	16	3%	3%
Total	524		

4. Appendix

Current bus network map



<https://go.metroinfo.co.nz/mtbp/en-gb/arrivals/content/routes>

Note: This is a mix of all routes that have stops within the central city. Not all of these go as frequently as others. E.g. some only go on weekdays.

Previous City Shuttle network map

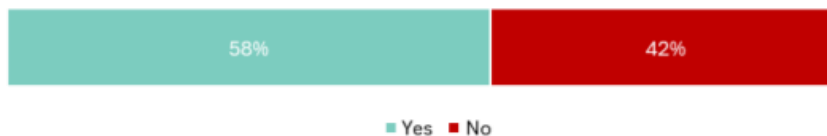


Central city shuttle Supplementary engagement

This report contains a brief overview of what we already knew about community views prior to starting the scoping study and what was learned through a period of key stakeholder engagement as part of the scoping study.

In the Annual Plan 2025, submitters were split in their support of undertaking a scoping study.

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service? (N=477)



223 of the 477 submitters provided additional feedback, with 101 in support, and 55 in opposition. The officers response to this feedback were:

Support: “Many submissions highlighted that the shuttle service is a low-emissions way to travel, which would help reduce car dependency around the central city. Supporters felt that it would enable better accessibility to key destinations such as the Town Hall, South City Mall, the hospital, the One New Zealand Stadium at Te Kaha, Ara Institute, Tūranga Central City Library and supermarkets. Some respondents acknowledged that while not everyone can easily walk around the city or use the new escooters, a shuttle service would provide an inclusive transportation option. Although some were hesitant about the cost of the study, they recognised the necessity of conducting it if it leads to the implementation of the shuttle service.”

Some organisations/groups in support included:

- Christchurch Youth Council Incorporated
- Disabled Persons Assembly (DPA) New Zealand
- Greater Ōtautahi
- Halswell Residents Association
- Inner City West Neighbourhood Association
- Spreydon Neighbourhood Network
- Waitai Coastal-Burwood-Linwood Community Board
- Waipapa Papanui-Innes-Central Community Board
- Waihoru Spreydon-Cashmere-Heathcote Community Board

Against: “Those against the proposal were of the view that \$200k is too much for a scoping study and considered it a waste of ratepayer money. They pointed out that the post-quake central city is more compact and e-scooters have since arrived in the city and fill the transportation gap. Additionally, there were concerns that the shuttle would compete with the tram and that there are already plenty of buses available.”

Some organisations/groups against included:

- Christchurch Central Business Association (CCBA)
- Concerned Ratepayers Canterbury Region
- Waimāero Fendalton-Waimairi-Harewood Community Board

Key stakeholder engagement – November 2025

Emails were sent to 43 key central city stakeholders including schools, body corporates, resident associations, business associations, accommodation providers, and representatives of the youth and disability sectors.

This key stakeholder engagement adds on what we already knew about community views and is supplemented by a representative scoping survey through the Life in Christchurch panel. This has been reported on separately.

This survey asked key stakeholders about how their groups travel around the central city, if they found areas in the central city difficult or challenging to get to, what areas they thought an alternative transport option should visit, how likely they were to use an alternative transport service and their thoughts on cost of use.

What we heard

11 key stakeholders responded to our survey, including one school, one accommodation provider and nine residents groups/body corporates.

Overall, most stakeholders were positive about the concept of a central city shuttle-like service.

When asked how easy it is to travel within the central city, most said it was neither easy nor difficult.

When asked if there were anything that would make it easier for people to travel around the central city, five suggested additional public transport provision, including a free central city shuttle (3), more central city bus stops (3), and an extension of the tram lines (2).

When asked what the most important places an alternative transport option should visit, the most common responses were:

- Christchurch Hospital (6)
- Tūranga and/or Performing Arts Precinct (6)
- The Arts Centre and/or Christchurch Museum (4)

- Town Hall (5)
- Bus Interchange (4)
- Christchurch Art Gallery Te Puna o Waiwhetū (4)
- Moorhouse Avenue supermarkets (4)
- Parakiore Metro Sports Facility (4)
- Riverside Market (4)
- Ara (3)
- Cashel Mall and/or Ballantynes (3)
- Botanical Gardens (2)
- Christchurch Cathedral/Cathedral Square (2)
- Margaret Mahy Playground (2)
- One New Zealand Stadium at Te Kaha (2)
- Te Pae Convention Centre (2)

When asked how likely they would be to use an alternative transport service, six said 'very likely' (with one response contingent on the service being free) and another said 'likely'.

When asked what would make them more likely to use the shuttle, the most common responses were it being free (4), frequent (3), and it going to the right locations (3).

When asked if there were barriers to using the shuttle, the most common responses were cost (3), placement and proximity of stops (3), the service being too infrequent or slow for using it to be worthwhile (3), and it not going to the right locations (2),

When asked how much they thought that staff or visitors would pay to use a shuttle-like service, most said a gold coin (or equivalent) or less. Wollongong and Maroochydore in Australia were provided as free or very affordable models for Christchurch to look to.

Central city alternative transport scoping survey

Key stakeholder engagement

Emails were sent to 43 key central city stakeholders including schools, body corporates, resident associations, business associations, accommodation providers, and representatives of the youth and disability sectors.

This key stakeholder engagement adds on what we already knew about community views, and is supplemented by a representative scoping survey through the Life in Christchurch panel. This has been reported on separately.

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What we heard

11 key stakeholders responded to our survey, including one school, one accommodation provider and nine residents groups/body corporates.

Overall, most stakeholders were positive about the concept of a central city shuttle-like service.

Ease of travel

When asked how easy it is to travel within the central city, most said it was neither easy nor difficult:

- *Neither easy nor difficult* (5)
- There's nuance – that walking is easy, public transport is difficult, and that it depends on your mobility, the weather, whether you're carrying groceries etc. (2)
- *Very easy* (1)

When asked if there were anything that would make it easier for people to travel around the central city, responses were:

- Additional public transport provision (5):
 - A free central city shuttle (3)
 - More central city bus stops (3)
 - An extension of the tram lines (one noted at no additional ticket price, another requested it to extend to New Brighton and Edgeware) (2)
 - Something that went around the four avenues (1)
 - Something that went across the four avenues (1)
- Two-way access on Sailsbury Street (1)
- Reinstatement of the pedestrian shortcut from St Asaph Street to the bus interchange on Lichfield Street (1)
- More accessible footpaths - clear of construction work and micromobility (shared scooters and bikes) (1)
- More bike parking (1)
- More car parking (1)

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- Clear street numbers (1)

When asked if there are specific locations that are difficult to get to, responses were all unique:

- Around the four avenues (1)
- Cathedral Square (1)
- Christchurch Hospital (1)
- Durham Street New World (1)
- East to west, generally (1)
- Manchester Street (1)
- North to south, generally (1)
- One New Zealand Stadium at Te Kaha (1)
- South of Moorhouse Avenue (1)
- Tūranga (1)

Alternative transport options (a shuttle-like-service)

When asked what the most important places an alternative transport option should visit, responses were:

- Christchurch Hospital (6)
- Tūranga and/or Performing Arts Precinct (6)
- Town Hall (5)
- Bus Interchange (4)
- Christchurch Art Gallery Te Puna o Waiwhetū (4)
- Moorhouse Avenue supermarkets (4)
- Parakiore Metro Sports Facility (4)
- Riverside Market (4)
- The Arts Centre and/or Christchurch Museum (4)
- Ara (3)
- Cashel Mall and/or Ballantynes (3)
- Botanical Gardens (2)
- Christchurch Cathedral/Cathedral Square (2)
- Margaret Mahy Playground (2)
- One New Zealand Stadium at Te Kaha (2)
- Te Pae Convention Centre (2)
- Atlas Quarter (1)
- Cathedral Junction (1)
- Christchurch Casino (1)
- Hagley Park (1)
- Law Courts (1)
- Quake City (1)
- Te Hononga Civic Offices (1)
- Victoria Street (1)

When asked how likely they would be to use an alternative transport service:

- *Very likely* (5), only if the service was free (otherwise they said they likely would not use) (an additional 1)
- *Likely* (1)
- Group had mixed views, with some very likely and some very unlikely to use (1)

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When asked what would make them more likely to use the shuttle, responses were:

- Free (4)
- Frequency (3)
- Goes to the right locations (3)
- Ability to expand to meet demand (1)
- Clear route map (1)
- Convenience (1)
- Easily identifiable (1)
- Park and ride services (1)
- Plenty of stops (1)
- Simplicity (1)
- Small dogs allowed (1)
- Well-integrated with current bus network (1)

When asked if there were barriers to using the shuttle, responses were:

- Cost (3)
- Placement and proximity of stops (3)
- The service being too slow for it to be worthwhile (3)
- Not going to the right locations (2)
- Complexity (1)
- Entrance and egress if it's a non-kneeling bus (1)
- Infrequency (1)
- Lack of marketing of the service (1)
- Non-identifiable (1)

When asked how much they thought that staff or visitors would pay to use a shuttle-like service...

- It should be free* (5) or free for gold card holders (1)
- 50c* (1)
- Small charge/'Very little' (2)
- A gold coin (or equivalent) would be the maximum amount (3)
- No more than \$5 for a day or round trip (2)

*Wollongong and Maroochydore in Australia were provided as free or very affordable models for Christchurch to look to.

Appendix B

Economic Assessment



Economic Assessment

11 February 2026

1. Introduction

Initial economic and financial analysis has been undertaken to provide a preliminary understanding of the likely uptake, operating costs, and broader economic implications of introducing a central city shuttle service. The assessment focuses on establishing an indicative cost-per-trip, identifying potential visitor-related economic impacts, and developing a very early Benefit–Cost Ratio (BCR). This BCR, referred to as a Partial BCR, is limited in its coverage. Referring to it as a Partial BCR is intended to help keep the fact that it does not cover all the potential benefits and costs in the mind of the reader.

The purpose of this preliminary analysis is to inform a decision on whether to progress to more detailed financial, commercial, and economic assessments for specific routes. It is not intended to support an investment decision at this stage. Further, more comprehensive financial and commercial analysis is required to provide greater certainty.

On the cost side, it is relatively straight forward to estimate direct financial costs of operating the service. However, some of the indirect costs would require a lot more analysis, such as reduced walking and cycling, which may have negative health impacts; or the potential losses to businesses along routes that will lose foot traffic.

On the benefits side, likely uptake of the service can be estimated. This will yield a direct cost per trip per user which is a helpful metric in helping decision makers evaluate whether the cost to serve justifies the expense.

It is also possible to estimate the benefit to the city of additional visitors being attracted or visitors dwelling for a longer period because of the convenience of travel within the city centre. However, it is not possible to evaluate productivity gains from workers who have better access to travel across the city to meet with suppliers or customers.

This section sets out the methodology and results for the economic assessment.

2. Routes and scenarios

The four routes examined in this business case have already been described previously. In the economic assessment, for each of these routes, 2 scenarios were considered.

- The **Base** scenario assumed the shuttle bus would be a free service operated every 10 minutes.
- The **Paid** scenario assumed the shuttle bus would cost passengers \$1.50 per trip and be operated every 10 minutes.

The following model considers how usage would be affected based on these two scenarios.

3. Potential user categories

Four categories of potential users have been identified:

- **Residents** living within 400 metres of the route of the proposed shuttle

- **Workers** with a place of work within 400 metres of the shuttle route
- **International visitors**, who are more likely to be based in the city centre than domestic visitors and who are less likely to have access to a vehicle
- **Domestic visitors**, who are more likely to be visiting friends and relatives and therefore to be located outside the city centre and who are more likely to have access to a vehicle that they own have borrowed or rented.

It is noted that one of the routes has a particular focus on the hospital. The model implicitly allows for the fact that a large employment centre is captured along this route and that usage may be attractive to hospital workers.

4. Market size

Having determined our four categories of potential users, the size of the market of potential users was estimated across each category.

Christchurch City Council was able to provide estimates of the number of residents and the number of workers (which includes those likely to be residents of suburban areas but commuting into the city centre for work) living or working within 400 metres of the four proposed shuttle routes, respectively. The estimates of the number of residents and workers along each route is shown in the table below.

Table 4.1 Residents and workers estimated to be within 400 metres of the route options

Market	East-West Link	Original Shuttle Route	Inner / Hospital Loop	Outer/Avenue Loop
Residents (400m walkup)	2,000	2,700	3,400	9,000
Workers (400m walkup)	29,300	26,200	30,200	33,500

It was possible to source estimates of the total annual number of visitor days spent in Christchurch by international and domestic visitors from ChristchurchNZ. This data indicated that on average, Christchurch hosts 16,200 international visitors and 23,800 domestic visitors per day.

Not all these visitors stay in the central city nor use a bus service. Domestic visitors are less likely to stay in the city centre than international visitors. Using a simple mapping activity based on booking.com locations of guest accommodation in Christchurch, it was estimated what share of international and domestic visitors may be assumed to be based in the central city.

this was used as a starting point for an assumptions-based approach to estimating likely uptake of the proposed shuttle bus service across the four categories of potential users.

Bus services across New Zealand major cities are focused on delivering workers to the central city. We know from data provided by CCC that the vast bulk of workers in the Central city do not live in the central city. Therefore, they are using bus services that already travel from further outside the city centre and are unlikely to switch buses to use the shuttle service for the last few 100 metres off their trip to their place of work. Consequently, it was assumed that a base rate of bus usage among **central city workers** is half the average public transport usage rate in Christchurch, at **2%**.

It was also assumed that residents of the central city would be less likely to own a vehicle than residents across the city at large because of the walkability and public transport network within the central city. However, because of walkability, residents are also unlikely to use the bus at higher rates than the average across the city. It was therefore assumed that **3.9% of central city residents** would use the bus service.

International visitors are less likely to have access to a private vehicle and are more likely to use public transport than residents or workers alike. However, many international visitors are likely to want the experience of walking through the central city. It was therefore assumed that **international visitors** would be twice as likely to use the shuttle bus service as residents, at **7.8%**.

Domestic visitors would be more likely to have access to a private vehicle. Being familiar with local road rules and conditions, they would be more likely to rent a car than international visitors and are also more likely to have travelled to Christchurch by car. It was therefore assumed that a base usage rate among **domestic visitors would be 5.9%**.

4.2 Trips per day

It was assumed that residents of the city centre who used the bus would use the shuttle twice per day on average.

It was assumed that workers in the central city who used the bus, the majority of whom live outside the city centre, would be less likely to use the shuttle service on weekends and therefore averaged around 1.2 trips per day across the entire week.

International and domestic visitors who use the shuttle were assumed to use it for 2.0 trips per day on average, because they are more likely to be visiting multiple locations per day for sightseeing, but may also walk to see many sights along the route.

4.3 Elasticities affecting uptake

Three modifying elasticities were applied to the base usage percentages set out above to determine the potential rate of uptake among user categories under the two scenarios.

4.3.1 Price elasticity

Price elasticity of demand refers to the change in demand for a good or service based on a change in price. As network wide public transport usage rates were used as the starting point for estimating likely use of the shuttle bus, the assumption is that adult paying customers are willing to pay \$3.00 per trip for an overall network public transport usage rate of 3.9%. But in the case of the shuttle, survey results suggest that people would be willing to pay \$1.50, which is the assumption for the Paid option this assessment uses.

This means we need to estimate demand for a free service and for a \$1.50 fare for our two scenarios. The New Zealand Transport Agency (NZTA) estimates that a 10% increase in public transport fares results in a 4% decrease in demand for public transport.¹ This mathematical relationship allowed an estimate for the likely change in shuttle bus use should the service be free rather than charging the typical adult fare of \$3 per trip. For example, a bus usage rate of 3.9% for a \$3 fare would rise to around 5.5% if the service were free.

¹ See <https://www.nzta.govt.nz/assets/resources/research/reports/248/248-Review-of-passenger-transport-demand-elasticities.pdf>, retrieved on 26 January 2026.

4.3.2 Frequency elasticity

Public transport use is also affected by service frequency. Any improvement in service frequency for low service for low frequency services tends to result in a significant increase in patronage. However, at higher frequencies the change in uptake is more modest. For example, doubling frequency from 10 minutes to 5 minutes does not have as big an impact as doubling frequency from 60 minutes to 30 minutes.

A study by Principal Economics of New Zealand public transport demand based on frequency allowed an estimate of how uptake might vary based on frequency.² Nevertheless, in the Base and Paid scenarios, the frequency is assumed to be 10 minutes and therefore frequency elasticity in this assessment does not affect uptake across routes and scenarios.

4.3.3 Trip time elasticity

Although frequencies across the routes and scenarios were assumed to be the same, thus ensuring frequency elasticity did not vary from scenario to scenario, this analysis was not able to be used to inform trip time elasticity estimates. Trip time elasticity means bus user behaviour changes based on how long it will take them to cross the central city on the shuttle bus.

For instance, the Outer Loop route takes almost 30 minutes to complete on average across operational hours over seven days according to CCC estimates. If a potential user wanted to travel from point A to point B in a straight line from west to east, they may decide it is easier to simply walk that distance in 15 minutes then to take a bus that will require 30 minutes. In this instance, long trip times will negatively affect bus uptake.

The same mathematical equation used by Principal Economics was applied to estimate frequency elasticities to adjust shuttle bus usage to account for less attractive bus travel times on the longer routes. The model estimates by way of example that bus usage on the Outer Loop will be 24% lower than on the Inner Loop all else held equal because of the much longer travel time on the Outer Loop, when most trips made on the shuttle service will be for relatively short distances within the city centre.

4.4 Adjusted bus usage

Once these elasticities have been accounted for, a set of adjusted bus service uptake percentages is calculated. These percentages represent the share of people within each user type category that are assumed to use the bus on any given day.

Table 4.3 Estimated shuttle bus use rates among user categories

	East-West Link	Original Shuttle Route	Inner / Hospital Loop	Outer/Avenue Loop
BASE scenario				
Residents	4.2%	4.8%	4.9%	3.7%
Workers	2.1%	2.4%	2.4%	1.9%
International Tourists	8.3%	9.6%	9.8%	7.4%
Domestic Tourists	6.2%	7.2%	7.3%	5.6%
PAID scenario				
Residents	3.6%	4.1%	4.2%	3.2%
Workers	1.8%	2.1%	2.1%	1.6%
International Tourists	7.1%	8.2%	8.4%	6.4%
Domestic Tourists	5.3%	6.2%	6.3%	4.8%

4.5 Annual bus trips

Multiplying these bus usage rates by the number of residents, workers, and tourists within the catchment on each route and by the average number of trips per user per day allowed an estimated total annual bus trips. Those results are displayed in the table below.

² See <https://principaleconomics.com/en-ca/database-of-road-transport-elasticities/>, retrieved on 26 January 2026.

Table 4.4 Estimated annual bus trips by user category

	East-West Link	Original Shuttle Route	Inner / Hospital Loop	Outer/Avenue Loop
BASE scenario				
Residents	60,730	94,619	121,253	243,421
Workers	270,086	278,727	326,949	275,057
International Tourists	490,832	605,581	616,264	572,423
Domestic Tourists	325,696	401,839	408,928	355,305
TOTAL Annual Users	1,147,344	1,380,766	1,473,394	1,446,206
PAID scenario				
Residents	52,054	81,102	103,931	208,647
Workers	231,502	238,909	280,242	235,763
International Tourists	420,713	519,069	528,227	490,648
Domestic Tourists	279,168	344,433	350,510	304,547
TOTAL Annual Users	983,438	1,183,514	1,262,909	1,239,605

This assumptions-based analysis suggests that in the scenario where the shuttle is provided free of charge, trips per year could range between 1.15 million and 1.45 million. In the case of a \$1.50 fee, annual trips could range between 983,000 and 1.24 million.

5. Cost to operate

Having estimated potential usage, the next consideration is the likely cost of operation. CCC provided estimates of operational costs from their remix software. These cost estimates were unable to be replicated as the underlying assumptions were not available. Instead, a \$100 per hour rule of thumb for the operational cost per bus was applied. Because the route lengths hours of operation frequency and time taken on average to complete a route were known, it was possible to estimate the number of buses needed to operate the service on each of the four route options and the annual cost to operate these buses using \$100 per hour of operation.

These estimates were higher than the estimates provided by the remix software, but to err on the side of caution, these higher cost estimates were adopted. The table below sets out the estimated operating cost per route per year. It is important to note that these costs exclude any salary expenses such as bus stops and other supporting infrastructure.

Table 5.1 Estimated operating cost per route per year

Cost/year	East-West Link	Original Shuttle Route	Inner / Hospital Loop	Outer/Avenue Loop
\$100/Bus Hour	\$ 1,361,000	\$ 907,300	\$ 907,300	\$ 1,585,200

6. From usage to benefits

In the limited time frame and scope for this initial assessment, a comprehensive cost benefit analysis cannot be completed. However, using these estimates of costs and the estimates of potential users of the service does allow an estimate cost per trip for each route and each scenario. These costs are set out in the table below.

Table 6.1 Estimate cost per trip per route per scenario

Cost per user trip (\$)	East-West Link	Original Shuttle Route	Inner / Hospital Loop	Outer/Avenue Loop
BASE scenario	\$1.19	\$0.66	\$0.62	\$1.10
PAID scenario	\$1.38	\$0.77	\$0.72	\$1.28

The relatively low cost to operate the original shuttle route or the inner loop compared to the other two routes and the moderate number of residents workers and tourists captured by these routes mean that they have the lowest cost to serve per trip.

It is important to note that all these figures are presented without considering revenue generated from bus fares. In the case of the Paid scenario, these average trip costs are all lower than the assumed \$1.50 bus fare paid by the user. This raises the question of why a private operator is not already operating one of these routes given the demand estimated by the modelling.

It is important to note that these operating costs do not include regulatory costs associated with approvals to operate a bus service, or any supporting infrastructure to commence operating a bus service. Rather than conclude that a massive business opportunity has been forgone, a better conclusion would be that a more comprehensive analysis should be completed before assuming that all four of these routes would return a profit if operated commercially.

6.1 Other benefits and costs

While it was possible to estimate the cost of operating this service, there are several further benefits and costs which are less easily quantified or less tangible. A decision maker needs to consider these other benefits and costs, in addition to the cost per user to operate as set out above.

6.1.1 Visitor benefits

The analysis suggests that the two main groups of shuttle bus users may be international and domestic visitors. The question is if free (or \$1.50) bus services would make travel in the city centre so much easier it encourages visitors to stay longer. In this scenario, it would be expected to see more visitors spending in the city which would have a direct and flow on economic impact which may not otherwise occur.

Visitors to the city who have already been estimated to use the bus service will range between 816,000 and 1.03 million per year in the Base scenario across the four route options.

Because the bus is free in the Base scenario, this will be a significant enticement to spend longer in the city given the ease of travel. To err on the side of caution, it is assumed only one in 30 of these international and domestic visitors changes their behaviour to stay longer in the city. It is further assumed that they each only stay long enough to spend an extra \$22, which is one-eighth of the average daily spend of international and domestic visitors.

This extra time in the city generates between \$301,000 and \$378,000 in spending across the city. Typically, around 40% of this spending is value added (i.e. part of GDP). Once upstream and downstream effects have been included, the estimated impact on GDP would be similar to the additional spending shown above, at around \$301,000 to \$378,000 in GDP across the city.

In the case of a Paid service, not only would uptake be lower as discussed earlier, but tourists would also be less inclined to stay longer in the city to use a service they have to pay. It is assumed that only one in 50 tourists would remain in the city for a time that allows an extra spend of \$22 each in the paid scenario.

As a result, total impact on GDP once upstream and downstream effects are included is likely to be similar to the total spending figure in the table below – around \$155,000 to \$194,000 a year.

Table 6.2 Estimate total spending from visitors staying longer

	East-West Link	Original Shuttle Route	Inner / Hospital Loop	Outer/Avenue Loop
BASE: Annual impact from Visitors Staying longer				
Additional visitor activities due to longer dwell time	13,609	16,790	17,087	15,462
Assumed cost of additional activity	\$ 22	\$ 22	\$ 22	\$ 22
Additional spend in city	\$ 300,752	\$ 371,063	\$ 377,610	\$ 338,780
PAID: Annual impact from Visitors Staying longer				
Additional visitor activities due to longer dwell time	6,999	8,635	8,787	7,952
Assumed cost of additional activity	\$ 22	\$ 22	\$ 22	\$ 22
Additional spend in city	\$ 154,672	\$ 190,832	\$ 194,199	\$ 174,230

6.1.2 A Partial BCR

With direct operating costs and an estimate of potential tourism benefits, a Partial Benefit Cost Ratio (BCR) was created. This is called a partial BCR because it only includes **some** of the benefits and costs. Decision makers should consider **all the other impacts**, including those set out in the following sections of this report, in their decision making and should not rely entirely on this partial BCR.

Once again, simply interpreting the results for the Paid scenario as meaning the four routes would be genuinely commercially viable operations is cautioned against given the high-level assumptions applied. The generalised price elasticities in New Zealand suggested by the NZTA study may not hold as well on short travel distances like the shuttle bus would operate.

Table 6.3 Partial BCR results

	East-West Link	Original Shuttle Route	Inner / Hospital Loop	Outer/Avenue Loop
BASE scenario				
Additional Christchurch Visitor Contribution to GDP	\$300,752	\$371,063	\$377,610	\$338,780
Bus Fare Revenue	\$0	\$0	\$0	\$0
Operating costs	\$1,361,000	\$907,300	\$907,300	\$1,585,200
Implied Partial BCR	0.22	0.41	0.42	0.21
PAID scenario				
Additional Christchurch Visitor Contribution to GDP	\$154,672	\$190,832	\$194,199	\$174,230
Bus Fare Revenue	\$1,475,157	\$1,775,270	\$1,894,364	\$1,859,407
Operating costs	\$1,361,000	\$907,300	\$907,300	\$1,585,200
Implied Partial BCR	1.20	2.17	2.30	1.28

6.1.3 More footfall around bus stops

This shuttle bus service will direct foot traffic to certain locations around bus stops. This means businesses within a short walk of each bus station are likely to benefit from a greater concentration of people passing through those areas.

6.1.4 Less footfall along routes

In contrast, other businesses that have previously benefited from footfall of people walking to their destinations may see a decline in business as more people will be passing using the bus service. It is likely to see some displacement of economic activity in favour of locations around bus stops and away from widened catchment along city streets.

6.1.5 Other costs to operate

The costs to operate segments provided here do not include costs associated with supporting infrastructure such as bus shelters signage or safety investments that may be required along high frequency shuttle bus route.

6.1.6 Reduced walking and cycling

One potential unintended consequence of the shuttle bus service would be to reduce walking and cycling (active modes) into and through the city centre. The scope of the current assessment has not allowed a complete comprehensive transport modelling to take place to estimate how much displacement there would be from these active modes to shuttle bus use.

Reduced active mode use and therefore commensurate decreases in health benefits associated with physical activity are likely to be a small but non-zero impact.

7. Conclusion

The Partial BCR analysis suggests that for a free bus shuttle service (Base scenario), the Original Shuttle route and the Inner / Hospital Loop offer the most potential although both these options still have Partial BCRs well below 1.0.

If the service is proposed to operate commercially, then it is recommended that substantially more analysis is undertaken to understand how fare-charging may affect uptake before relying on the Paid scenario demand for commercial decision-making.

7.1 Scope and limitations

This memo has been prepared by GHD for Christchurch City Council and may only be used and relied on by Christchurch City Council for the purpose agreed between GHD and Christchurch City Council as set out in section 1 of this report.

GHD otherwise disclaims responsibility to any person other than Christchurch City Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

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The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

The Cost Estimates have been prepared for the purpose of the Central city Shuttle Feasibility Study and must not be used for any other purpose. The Cost Estimates are preliminary estimates only. Actual prices, costs and other variables may be different to those used to prepare the Cost Estimates and may change. Unless as otherwise specified in this report, no detailed quotation has been obtained for actions identified in this report. GHD does not represent, warrant or guarantee that the shuttle can or will be undertaken at a cost which is the same or less than the Cost Estimates.

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Memo – Feedback to inform Christchurch City Council scoping study for Central City Shuttle

Date	Monday 23 June 2025
To	Christchurch City Councillors
CC	Jane Cameron, Team Leader, Strategic Transport, Christchurch City Council Giles Southwell, Director Corporate and Public Transport Services, Canterbury Regional Council
From	Chair Craig Pauling Deputy Chair Deon Swiggs

Purpose

This memo provides further information and advice from Canterbury Regional Council in response to Christchurch City Council's proposal to progress a scoping study for reinstating the Central City Shuttle service as part of their Annual Plan consultation.

Given the role of the Regional Council in progressing this proposal beyond a scoping exercise, Christchurch City Council Councillors sought a more formal steer on Canterbury Regional Council's appetite for progressing the scoping study to inform their decision-making on next steps.

It follows a briefing held with Canterbury Regional Council on 12 June 2025¹ and is additional to Canterbury Regional Council's submission on Christchurch City Council's draft Annual Plan 2025/26.

Background

The central city shuttle operated between 1998 and 2011 as a free service established and funded by the Christchurch City Council. The route ran from the Casino to Moorhouse Ave, primarily using Colombo Street.

The Shuttle's purpose, as stated in Central City Shuttle Contract Tender Report, was as follows: "*The free central city shuttle arose from a desire to promote central city revitalisation by linking retail areas primarily associated with Colombo Street [and later the Polytechnic and Casino] – in effect creating a 'moving footpath'. The intention was to make the central city 'smaller' for shoppers on foot, encouraging them to spend more time and money in the central city.*"² The earthquakes resulted in the removal of the central city shuttle.

¹ Recording available at this link:
<https://www.youtube.com/live/mwruYhK5oCU?si=GBI4rfmKbPzgYNe5&t=8577>

² Christchurch City Council Agenda 28 April 2005

Current public transport access in central Christchurch

Since 2011, Christchurch City has gone through substantive changes and the Central City has been transformed with significant land use changes. Additional transport options are now available, including shared micro-mobility services (via e-scooters and e-bikes) providing greater transport choice. The Bus Interchange opened in 2015 creating a walkable catchment area in the heart of the city.

The central city is well serviced by public transport, with over 1240 scheduled bus services every weekday. Post earthquake and following the implementation of an accessible City, Christchurch City Council developed Manchester Street as one of the primary central city bus routes with supporting bus priority measures, removing bus movements from Colombo Street.

In addition, in 2023 Canterbury Regional Council upgraded the frequency on Route 8 (Port-to-Port) to 15-minute all day. This improved accessibility to the western area of the central city, formerly identified as a service gap in the network. Delivery of the PT Futures programme will further improve frequencies on many services across the network, resulting in even more buses operating at higher frequencies within the central city.

Canterbury Regional Council's existing work programme includes activities to raise awareness of how the existing Metro network can be utilised for travel within the CBD. This will include providing further information on daily and weekly fare caps and transfers, which will support customers looking to travel around the central city.

On balance, we consider there to be a good level of public transport accessibility and affordability in central Christchurch, which will only get better through the delivery of the agreed PT Futures and Mass Rapid Transit programmes.

Canterbury Regional Council would not support reinstatement of the Central City Shuttle service

We acknowledge that Christchurch City Council have sought further feedback on progressing a scoping study for reinstating the Central City Shuttle service as part of their Annual Plan consultation. The advice remains as per Canterbury Regional Council's submission on the draft Annual Plan 2025/26 – Canterbury Regional Council do not support reinstatement of the Central City Shuttle service, based on current information.

All Greater Christchurch Partners should remain focused on the delivery of the agreed PT Futures programme. A central city shuttle was not identified in the business case approved by all partners in 2020 and is therefore not strategically aligned. We also note there is no funding available through the National Land Transport Programme 2024-2027.

We also consider the problem statement and use case for reinstating this service is unclear, given that there is already a high level of public transport accessibility within the central city.

Advice should Christchurch City Council progress an investigation into reinstating a central city shuttle

If Christchurch City Council was to progress the Central City Shuttle investigation, we would recommend defining a clear problem statement and use case, including utilisation and the expected impact on the network. The study should also consider alignment to the outcomes sought through the PT Futures programme and impact on the private revenue ratio, which is a key determinant of future funding.

If the scoping study found there is a potentially economical case for the re-instatement of a central city shuttle, this service improvement would be incorporated into the scope of a network review for Greater Christchurch. This would inform the development of the rest of network investment case scheduled for completion by 2027.

As part of this work, the service would be prioritised against other recommended service improvements across the network and would need funding support from New Zealand Transport Agency and Canterbury Regional Council.

Next steps

We have instructed our Public Transport staff to provide further technical feedback on the potential scope of a central city shuttle study, which your staff can expect to receive by mid-July. In addition we recommend Christchurch City Council teams work with the New Zealand Transport Agency to understand how any proposed shuttle service would fit within current government policy and funding opportunities.

13. Elected Member Appointments

Reference Te Tohutoro: 26/70434

Reporting Officer Te Pou
Matua: Matthew Pratt - Strategic Advisor

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to appoint elected members to a range of joint committees, council organisations, external bodies and trusts for the 2025-2028 triennium.
- 1.2 The recommendations come from the Council Organisations Appointments Panel (The Panel) which is comprised of the Mayor, the Deputy Mayor and Councillors Pauline Cotter and Jake McLellan.
- 1.3 The report is staff generated.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the Elected Member Appointments Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the appointment of elected members to the following joint decision-making bodies, as recommended by the Council Organisations Appointments Panel:
 - a. Canterbury Regional Transport Committee: The Deputy Mayor as an alternate for the Mayor.
4. Approves that the following appointments be delegated as recommended by the Mayor (and the Council Organisations Appointments Panel):
 - a. Creative Communities Scheme Assessment Committee: Delegate the Head of Community Support & Partnership to nominate a member of the Committee.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Each triennium, the Council appoints representatives to various joint decision-making bodies, trusts and external organisations. This report recommends a number of appointments to various bodies.
- 3.2 On 5 November 2025, Council resolved (CNCL/2025/00358) to use the Council Organisation Appointments Panel—comprising the Mayor, Deputy Mayor, and Councillors Cotter and McLellan—to recommend appointments to Council Organisations.

4. Background/Context Te Horopaki

- 4.1 Councillors and community board members were asked to express interest in the list of appointments to be made. In making the recommendations for appointment to the organisations listed below, the Council Organisations Appointments Panel has met and considered a variety of factors, including ward representation, applicants' interests in certain appointments and the requirements of each organisation.

Joint Committees

- 4.2 Christchurch City Council is a member of several joint committees with other territorial authorities and regional partners. Councillors are appointed to represent the Christchurch City Council on joint committees and to contribute to updates to the Council on the work of these committees as required.

Canterbury Regional Transport Committee:

- 4.2.1 The Canterbury Regional Transport Committee (RTC) comprises representatives from the region's councils as well as Waka Kotahi. The primary role of the RTC is to develop and implement the Canterbury Regional Land Transport Plan (RLTP).
- 4.2.2 At its meeting on 19 February 2026, the CRTC approved an updated Committee Terms of Reference which now allows alternates to be appointed. The change was made to ensure the Committee is able to meet quorum on occasions when some members are unable to attend. This is particularly important for meetings where key decisions are required for the RLTP.

Council Organisations, External Bodies and Trusts

- 4.3 The Council has an interest and right to make appointments to a number of council organisations and external bodies (such as Trusts). The statutory definition of a council organisation includes those entities to which the Council has the right to appoint 1 or more trustees, directors or members (s6, LGA 2002).

Creative Communities Scheme Assessment Committee:

- 4.3.1 The Creative Communities Scheme Assessment Committee allocates funding to arts projects in Christchurch through the Creative Communities Scheme, in partnership with Creative New Zealand.
- 4.3.2 Following the resignation of Councillor Herz Jardine, who was appointed to the Committee by Council on 3 December 2025, staff have advised that it is their preference, and consistent with best practice, to appoint a community member to the Committee. Council's appointee to the Committee is not required to be a Councillor.
- 4.3.3 It is recommended by the Appointments Panel that the delegation to appoint a member be given to the Head of Community Support and Partnerships.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 5.1 There are no costs to implement the decisions in this report. The only associated cost is staff time, which is incorporated into current budget allocations.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Partner councils - including Environment Canterbury, Selwyn District Council and Waimakariri District Council - are undertaking similar appointments to these joint committees.
- 6.2 Delaying or not making these appointments would create two risks: it would compromise the administrative functions and effectiveness of these bodies, and it would prevent the Council from having input if meetings occur before appointments are finalised.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
- 6.3.1 The power to appoint committees, sub-committees, other subordinate decision-making bodies, and joint committees is contained in clause 30 schedule 7 of the Local Government Act 2002.
 - 6.3.2 The Council has an interest and the right to make appointments to a number of council organisations. The statutory definition of a council organisation includes those entities to which the Council has the right to appoint one or more trustees, directors or members (S6, Local Government Act 2002).
- 6.4 Other Legal Implications:
- 6.4.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.6 The decisions do not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore the decisions do not specifically impact Mana Whenua, their culture, and traditions.
- 6.7 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Following the decisions Council staff will notify all relevant stakeholders of confirmed appointments to the bodies named in this report.
- 7.2 The Council's delegation register will be updated as required.

Attachments Ngā Tāpirihanga

There are no attachments for this report.

Signatories Ngā Kaiwaitohu

Author	Matthew Pratt - Strategic Advisor
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14. Civic Financial Services - Annual Report 2025 and Annual General Meeting 2026

Reference Te Tohutoro: 26/1089271

Responsible Officer(s) Te Pou Matua: Linda Gibb, Performance Advisor, Finance

Accountable ELT Member Pouwhakarae: Bruce Moher, Interim General Manager Finance, Risk & Performance / Chief Financial Officer

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek the Council's nomination of a proxy and alternate to vote at Civic Financial Services Limited's (Civic's) Annual General Meeting (AGM) to be held in Wellington on 19 June 2026, to issue voting instructions and to present Civic's financial performance for the financial year ending 31 December 2025.
- 1.2 This report has been written after receiving Civic's AGM and Annual Report documents on 22 May 2026. The Notice of Meeting for the AGM is at **Attachment A**, Civic's Annual Report 2025 is at **Attachment B** and the Minutes of the 2025 AGM are at **Attachment C**.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives Civic Financial Services Annual Report 2025 and Annual General Meeting 2026 documents;
2. Appoints the Council's Group Financial Controller as proxy and the Chief Financial Officer as alternate to cast the Council's votes at the Annual General Meeting to be held in Wellington on 19 June 2026 at 11:30am;
3. Agrees to cast the following votes at Civic Financial Services' Annual General Meeting 2026:
 - a. Agenda item 2 – in favour of approving the Minutes of the 2025 Annual General Meeting;
 - b. Agenda item 3 – in favour of receiving the Annual Report 2025;
 - c. Agenda item 4 – in favour of re-appointing Ken Morris as a non-independent director and Sue Bidrose as an independent director to the Civic Financial Services' board;
 - d. Agenda item 5 – to note the Civic Financial Services' board's intention to update the company's constitution;
 - e. Agenda item 6 – in favour of the appointment and remuneration of Deloitte as the Auditor;
 - f. Agenda item 7 – to note that director remuneration will increase by the Consumer Price Index; and
4. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Civic's AGM is being held in Wellington on Friday 19 June 2026 at 11.30am with remote attendance available. It is proposed that the Council appoints its Group Financial Controller

as proxy and Chief Financial Officer as alternate to cast the Council’s votes, and to issue voting instructions.

- 3.2 There are seven agenda items but only three require shareholder votes – item 2 to approve the minutes of last year’s AGM, item 3 to receive the Annual Report for 2025 and item 6 to appoint and remunerate the Auditor.
- 3.3 The remaining four items are administrative – item 1 to receive apologies, item 4 to confirm the re-appointment of directors, item 5 to note the directors intend to update the company’s constitution and item 7 to note that directors fees will increase in accordance with consumer price index changes, as agreed by shareholders in 2017.
- 3.4 The re-appointment of directors does not need a shareholder resolution as there are no competing candidates. Sue Bidrose (independent director but formerly chief executive of Dunedin City Council, first appointed in 2024) and Ken Morris (non-independent director from Waipa District Council, first appointed in 2023) are both retiring by rotation at the AGM and are standing for re-election.
- 3.5 Civic’s AGM documents arrived on 22 May 2026 within the specified timeframe in Civic’s constitution (clause 13.6.1) for the notice of meeting to be issued of not less than 10 working days before the meeting. Nevertheless, it is a very tight timeframe for a council shareholder to work to. Staff will request that Civic gives consideration to extending this timeframe as part of the board’s review and updating of its constitution, which it has signalled in the AGM agenda.

4. Background/Context Te Horopaki

- 4.1 The Council has a 12.6% ownership stake in Civic. There are 73 other local authority shareholders with the largest stakes held by Auckland Council, Christchurch City Council, Hutt City Council, Dunedin City Council, Wellington City Council, Palmerston North City Council and Invercargill City Council. Together this group hold 52.54% of the shares in Civic.
- 4.2 Civic is not a Council-controlled organisation. It is exempted under section 6(4)(f) of the Local Government Act 2002 due to its previous insurance activities that brought it under the Municipal Insurance Act 1960 (now repealed).
- 4.3 Civic’s main business is the administration of superannuation schemes for local government employees. Investment funds under management are around \$0.7 billion as at December 2025 (2024 \$0.63 billion). These funds pass through Civic to its independent fund managers.
- 4.4 The Civic board comprises the following members:

Name	First Appointed
Craig Stevenson, Independent and Chair of Civic; previously CE New Plymouth District Council.	2021
Sue Bidrose, Independent, CE AgResearch; previously CE Dunedin City Council.	2024
Nicola Mills, Independent, CFO City Rail Link Ltd.	2022
Martin Grenfell, CE Tauranga City Council.	2023
Ken Morris, Deputy CE/GM Business Support Waipa District Council.	2023

Annual General Meeting 2026

- 4.5 Civic’s agenda for its 2026 AGM includes standard business that require shareholder voting are the following agenda items, all of which staff recommend the Council (through its proxy or alternate) votes in favour of:
 - Agenda item 2 – minutes of the 2025 AGM;

- Agenda item 3 – receiving the Annual Report 2025; and
 - Agenda item 6 – appointment and remuneration of Deloitte as the Auditor.
- 4.6 The remaining four items are administrative – item 1 to receive apologies, item 4 to confirm the re-appointment of directors, item 5 to note the directors intend to update the company’s constitution and item 7 to note that directors fees will increase in accordance with consumer price index changes (as agreed by shareholders in 2017).
- 4.7 The re-appointment of directors does not need a shareholder resolution as there are no competing candidates. Sue Bidrose (independent director but formerly chief executive of Dunedin City Council, first appointed in 2024) and Ken Morris (non-independent director from Waipa District Council, first appointed in 2023) are both retiring by rotation at the AGM and are standing for re-election.
- 4.8 Although the directors are intending to update the constitution, it is important to note that amendments can only be made with 75% shareholder approval which will presumably be sought at next year’s AGM.

Financial statements for the year ended 31 December 2025

- 4.9 The majority of Civic’s income is derived from fees for administering superannuation schemes for circa 11,000 local authority employees.
- 4.10 The following table sets out Civic’s operating performance and financial position for the financial year ending 31 December 2025:

	Actual 2025 \$000	Last year 2024 \$000	SOI target 2025 \$000
Revenue	3,846	3,591	3,695
Expenses	3,823	3,328	3,561
Surplus before tax	23	263	134
Total assets	10,978	10,896	-

- 4.11 Against the same period in the prior year, Civic’s pre-tax surplus is lower by \$241,000 largely from increased revenue of \$255,000 from administration fees earned on the higher level of funds invested (2025: \$0.700 billion; 2024 \$0.629 billion), offset by higher operating costs of \$495,000 largely from increased ‘other expenses’ of \$220,000 (which includes fees paid to investment fund managers that increase in line with funds under management) and consultancy costs of \$53,000 most likely relating to the RiskPool litigation that Civic is managing. Employee remuneration increased by \$223,000 and audit fees across the Civic group of companies increased by \$41,000.
- 4.12 Against the SOI target the pre-tax surplus is lower by \$111,000. Revenue was higher by \$151,000 while costs increased by \$262,000 for the same reasons as discussed above.
- 4.13 Civic has only two performance targets in its SOI, neither of which are particularly informative about its operations. These are to provide superannuation and savings products and services to at least 90% of local authorities (actual for 2025 is 92%) and to be retained as administration manager for the Local Authority Protection Programme, Riskpool, Civic Liability Pool and Civic Property Pool (i.e., the schemes in run-off).
- 4.14 Staff have previously raised with Civic that more compelling key performance targets would be returns achieved for local government employee-members of Civic’s KiwiSaver schemes relative to the market.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.15 The only reasonably practicable alternative option for the Council is to abstain from voting at the AGM.

5. Financial Implications Ngā Hīraunga Rauemi

- 5.1 There are no financial implications for the Council arising from this report. Civic meets its operating costs from its own revenues.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There are no risks relating to the AGM 2026 and the Annual Report for 2025. Staff have previously raised governance concerns with the Council which still remain.

Legal Considerations Ngā Hīraunga ā-Ture

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

- Local Government Act 2002.

- 6.3 Other Legal Implications:

- Section 120 of the Companies Act 1993 - 'Annual meeting of shareholders'.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decisions sought:

- Align with the [Christchurch City Council's Strategic Framework](#).
- Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the extent to which the decisions could impact the community.
- Are consistent with the Council's Plans and Policies, in terms of the exercise of good governance practices.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

- 6.6 The decisions in this report do not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.







Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 The decisions in this report have no impact on adaptation to the impacts of climate change or emissions reductions, as they are governance decisions, not operational.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 The next step is for the Council's proxy or alternate to attend Civic's AGM remotely and vote in accordance with the Council's instructions.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Civic Financial Services - AGM 2026 Agenda	26/1093969	276
B  	Civic Financial Services - Annual Report 2025	26/1093980	279
C  	Civic Financial Services - Minutes of AGM 2024	26/1093976	315

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Linda Gibb - Performance Monitoring Advisor CCO
Approved By	Bruce Moher - Interim General Manager Finance, Risk & Performance / Chief Financial Officer



NOTICE OF MEETING
Annual General Meeting of Civic Financial Services Limited
will be held in the
Civic Financial Services Boardroom, Wellington Chambers, Level 6, 154 Featherston Street, Wellington
and via *Microsoft Teams*
Friday 19 June 2026 commencing at 11.30am

ORDINARY BUSINESS

1. **Apologies**
To receive apologies.
2. **Minutes of 2025 Annual General Meeting**
To approve Minutes of the Civic Financial Services Annual General Meeting held 13 June 2025.
3. **Annual Report and Financial Statements**
To receive and consider the Annual Report which includes financial statements for the year ended 31 December 2025 and the report of the auditor therein.

4. **Directorate**
To approve the appointment of two Directors in accordance with the Constitution.

The existing Directors, Sue Bidrose (Independent) and Ken Morris, will retire from office by rotation in accordance with the Constitution of the Company. Both are seeking re-election. No motion has been proposed to not fill the positions. Due to there being no other Directors nominated Sue Bidrose (Independent) and Ken Morris will be re-elected.

5. **Constitution**
To note a proposal by the Directors to update the constitution with a view to streamlining and modernising it and consolidating previous amendments. The proposed review would include:
 - consolidating all of the previous amendments into a single document;
 - updating the constitution to provide for optional matters under the Companies Act not currently covered; and
 - ensuring the provisions of the constitution are otherwise fit for purpose.
6. **Appointment and Remuneration of Auditor**
To record the appointment of the Auditor-General as auditor (pursuant to Section 207 of the Companies Act 1993 and Section 15 of the Public Audit Act 2001) to hold office until the conclusion of the next Annual General Meeting and to authorise the Directors to determine the remuneration for the auditor for the year.

Note: The Auditor-General has appointed Mr Hamish Anton of Deloitte to undertake the audit.

7. **Director Remuneration**
At the 2017 Company AGM a shareholder resolution was passed for Director remuneration to be adjusted by the annual increase in the Consumer Price Index (CPI) from 1 July 2017.
8. **To transact any other business that may be properly brought before the meeting.**

Attendance via Microsoft Teams or in person/Appointed Representatives and Voting

A shareholder entitled to attend and vote at the AGM may appoint a proxy for this meeting to cast its vote. A shareholder may also appoint a representative to attend the meeting, pursuant to Clause 14.3 of the Constitution of the Company.

Details regarding participation in the meeting, including the link to join, will only be provided to properly appointed representatives and proxies.

A completed proxy form/notice in writing of appointment of a representative signed by the shareholder must be provided to Glenn Watkin, Chief Financial Officer (by email) glenn.watkin@civicfs.co.nz one business day before the start of the meeting i.e. Thursday 18 June 2026 at 11.30am.

By Order of the Board
Glenn Watkin
Chief Financial Officer
20 May 2026



Civic Financial Services Limited Proxy Form

_____ of
(Shareholder Name)

_____ being a shareholder of Civic Financial Services Limited, hereby appoints
(Location)

_____ of _____ contact email
(Name) (Employer)

or, failing him/her

_____ of _____ contact email
(Name) (Employer)

as its proxy to vote for and on its behalf at the Annual General Meeting of Shareholders of Civic Financial Services Limited, will be held in Civic Financial Services Boardroom, Wellington Chambers, Level 6, 154 Featherston Street, Wellington and via Microsoft Teams on **Friday 19 June 2026 commencing at 11.30am**

The proxy will vote as directed below:-

Agenda Items

In Favour (✓)	Against (✓)
------------------	----------------

1. Receive Apologies

2. Approve the Minutes of 13 June 2025 Civic Financial Services Annual General Meeting

3. To receive the Annual Report

4. Directorate

Confirm the election of Ken Morris, Director and Sue Bidrose, Independent Director of the Company.

5. Constitution

Note a proposal by the Directors to update the Constitution

6. To Approve Appointment and Remuneration of Auditor

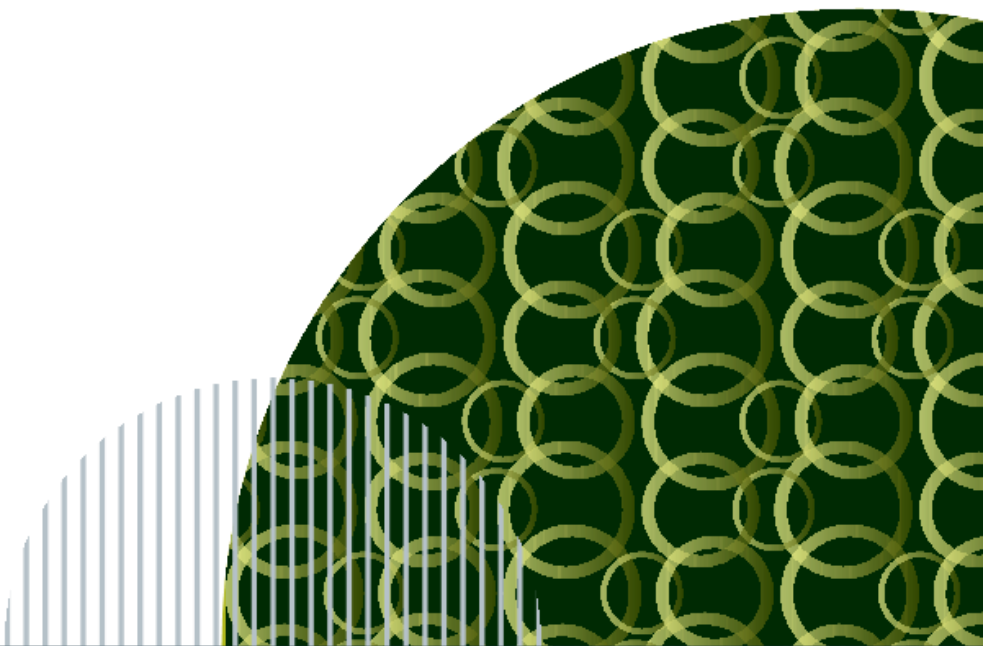
7. Director Remuneration

At the 2017 Company AGM a shareholder resolution was passed for Director remuneration to be adjusted by the annual increase in the CPI from 1 July 2017

EXECUTED this _____ day of _____ 2026.

Signature(s) of Shareholder

Position(s) Held



ANNUAL REPORT 2025

Item 14

Attachment B



CHAIR'S REPORT

FOR THE YEAR ENDED 31 DECEMBER 2025

IT IS MY PLEASURE TO PRESENT CIVIC FINANCIAL SERVICES LIMITED'S 65TH ANNUAL REPORT FOR THE YEAR ENDED 31 DECEMBER 2025.

The past year has been one of high activity, delivery and change across the Civic group. Against a backdrop of economic uncertainty, market volatility and ongoing reform within the local government sector, Civic has gone from strength to strength as a trusted service provider, administrator and steward of sector owned financial arrangements.

Our deliberate investment in people, systems and capability in 2025 ensures Civic remains resilient, responsive and well positioned for the future, and ended with a modest surplus, in line with our aim to minimise surpluses and keep superannuation fees for members as low as possible.

Civic Financial Services

Civic Financial Services exists to support local government through the provision of specialist financial administration, governance support and sector-focused expertise. Civic owns Local Government Superannuation Trustee Limited (LGST) and Local Government Mutual Funds Trustee (LGMFT). We provide administrative and management services to LGST for their two superannuation schemes (SuperEasy KiwiSaver Superannuation Scheme & Local Government Superannuation Scheme), LGMFT for their two liability products (NZ Mutual Liability Riskpool & Civic Liability Pool), as well as the Local Authority Protection Programme (LAPP).

In 2025, Civic's operational focus was on strengthening organisational capability and investing for the future. This included:

- targeted recruitment,
- refinements to organisational structure,
- investment in technology, and
- relocation to more appropriate premises.

Civic continued to maintain relationships across the sector, particularly with Taituarā and Local Government New Zealand (LGNZ). Engagement with councils increased markedly during the year through in-person tailored presentations, sector events, and webinars.

The Board remains confident that Civic's strategy—focused on service excellence, sector relevance and prudent governance—provides a strong platform for the years ahead.

Local Government Superannuation Trustee Limited (LGST)

Despite a challenging investment and economic environment, the Schemes experienced strong growth in funds under management, reaching approximately \$700 million by the end of 2025, the highest level achieved to date.

The Schemes' fund annualised gross returns ranged from 7.12% to 14.43% for the calendar year. An amazing result. We encourage you to take advantage of this fantastic recruitment and retention tool by ensuring your staff are aware of this resource.



Riskpool and Civic Liability Pool (CLP)

Riskpool and CLP are long standing, sector-owned mutual liability arrangements that have, for a number of years, been in run-off. Civic provides administrative services to these entities.

During 2025, Civic continued to deliver quality financial reporting, governance support, transparency and member engagement. Significant effort was directed toward clearing historic matters, preparing accounts for audit, and supporting the Boards' understanding of key assumptions and risks.

Local Authority Protection Programme (LAPP)

LAPP continues to play a critical role in supporting councils with catastrophic infrastructure loss, particularly as the sector navigates ongoing reform in the water services environment. As LAPP's administrator, the Civic team have provided 'business as usual' services and responded enthusiastically to the opportunities presented by the emerging **Local Water Done Well** framework.

The Board acknowledges the significant work undertaken to position LAPP for the future and recognises its enduring value to councils as a sector-owned risk mitigation arrangement.

Our people and looking ahead

Across all parts of the Group, Civic's people have been central to delivery. The Board sincerely thanks the management team and staff for their professionalism, commitment and strong connection to the sector.

Looking ahead, Civic enters 2026 with strong foundations, enhanced capability and clear purpose. The Board is confident that Civic and the entities it supports are well placed to continue delivering for the sector.

On behalf of the Board, I thank our members, councils, partners and shareholders for their continued trust and support.



Craig Stevenson, Chair
April 2026

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DIRECTORS' REPORT

ANNUAL REPORT AND STATEMENT OF ACCOUNTS FOR THE YEAR ENDED 31 DECEMBER 2025

Your Directors have pleasure in submitting the 65th Annual Report of the affairs of the Company, Civic Financial Services Limited ('Civic'), for the year ended 31 December 2025, which is to be presented at the Annual General Meeting of Members in June 2026.

Directors operate under a Charter which outlines the specific role and responsibilities of the Board. Each Director must be assessed as being fit and proper in accordance with Civic's Fit and Proper Policy and at least two Directors must be independent, being neither a member or an employee of a local authority. The Directors are all subject to Civic's Code of Conduct. The Board has a Risk and Audit Committee which is governed by its own Charter and is responsible for maintaining the Board's risk management processes and policies, including ensuring compliance with regulatory and legal standards.

1. PERFORMANCE

Civic's before-tax profit in 2025 was \$22,881.

This compares unfavourably to the budgeted before-tax surplus of \$133,750 as set out in the 2025 Statement of Intent.

This decreased profit is primarily due to increased costs over the year for staff remuneration, Directors Fees, office relocation costs, legal and consultancy expenses. The increased staff remuneration was partially recovered through increased administration fees charged.

2. OPERATIONS

Administration Services

Fees in 2025 from providing services to LAPP, Riskpool, the Local Government Superannuation Scheme and the SuperEasy KiwiSaver Superannuation Scheme were \$3,416,223 (2024: \$3,039,014).

Investment Revenue

Income from investments was \$429,791 (2024: \$552,013).

Sponsorship and Support for the Sector

Civic continues as a sponsor of Taituarā – Local Government Professionals Aotearoa events both at a regional and national level.

3. ASSOCIATED ENTITIES

Local Government Superannuation Trustee Limited

Local Government Superannuation Trustee Limited (LGST) is a 100% subsidiary of Civic and is the trustee to the Local Government Superannuation Scheme (SuperEasy Employer Scheme) and SuperEasy KiwiSaver Superannuation Scheme. Both Schemes are administered by Civic and are registered with the Financial Markets Authority. Director appointments to LGST are made by Local Government New Zealand (two), Civic (one), Council of Trade Unions (one), Taituarā (one) and one, who must be a Licensed Independent Trustee, by the LGST Board.

The Schemes feature low member charges and simple administration for councils. The Schemes offer an 'Automatic Fund', in which each member's risk exposure is gradually and automatically switched from growth assets to income assets as the member gets older. The SuperEasy website is www.supereasy.co.nz.

The Schemes have a combined membership of 11,174 (December 2024: 11,376), with funds under management as at December 2025 of \$700 million (December 2024 \$629 million). Out of the 78 councils in the country, 72 (December 2024: 71) have chosen SuperEasy KiwiSaver as their Preferred KiwiSaver Provider, and 72 (December 2024: 70) have participated in the SuperEasy Employer Scheme.

The investments of the Schemes funds are managed by the investment fund managers according to their agreements with the Company. The current investment funds managers are Harbour Asset Management Limited and Mercer (NZ) Limited.

Civic Financial Services Limited

DIRECTORS' REPORT

LAPP Disaster Fund

LAPP is a charitable trust that was set up by LGNZ and Civic in 1993 to assist with the reinstatement of lost or damaged local government underground infrastructure. There are currently 22 council members in LAPP. LAPP's website is: www.lapp.org.nz. Civic is the administration and fund manager for LAPP.

Riskpool / Civic Liability Pool (CLP)

Riskpool provides public liability and professional indemnity cover for councils and has done so since 1997. It is a mutual liability fund governed by a trust deed and can call on its member councils for financial support. CLP is similar to Riskpool but has no facility for calls. Riskpool and CLP ceased providing cover from 1 July 2017 and are both in run-off mode. Riskpool is currently working through some claims that involve both weathertight and non-weathertight issues (mixed defect claims) before it can be wound up.

Local Government Mutual Funds Trustee Limited (LGMFT) is the trustee of Riskpool and CLP. Civic is the Fund Manager and Scheme Manager for Riskpool and Administration Manager for CLP.

A new loan agreement providing short term funding of up to \$1,000,000 was entered into between Civic and LGMFT on behalf of Riskpool, during the year. No funding has been drawn down under the new agreement.

Civic Property Pool (CPP)

Civic Property Pool ("CPP") was a charitable trust registered on 10 August 2012 with the main objective to provide financial assistance for the reinstatement of lost or damaged local authority infrastructure and assets. Civic was the administration manager for CPP. Following a long period of inactivity since 2017, the wind-up of CPP was completed in March 2025.

4. DIRECTORS

As at 31 December 2025 there were five Civic directors: Marty Grenfell, Nicola Mills, Ken Morris, Sue Bidrose, and Craig Stevenson (Chair).

Director attendances at Board meetings held in 2026:

Marty Grenfell	7 / 8
Nicola Mills	7 / 8
Ken Morris	8 / 8
Craig Stevenson	7 / 8
Sue Bidrose	8 / 8

Section 139 of the Companies Act 1993

All Civic directors are directors of LGMFT except for Sue Bidrose who is independent of LGMFT.

There are no other notices required under section 139 of the Companies Act 1993 except for Directors' remuneration. Changes to the Directors' fee pool are approved by shareholders at an AGM. The Board determines the allocation per Director based on the duties of the individual Director. The Director fees for subsidiary companies are set by the Civic Board.

For the year ended 31 December 2025, Directors' remuneration was:

Marty Grenfell	\$18,010
Nicola Mills	\$27,013
Ken Morris	\$18,010
Sue Bidrose	\$18,010
Craig Stevenson	\$36,020
	\$117,063

In addition, the following Directors received fees in relation to their directorships of LGMFT:

Marty Grenfell	\$40,000
Nicola Mills	\$23,000
Ken Morris	\$23,000
Craig Stevenson	\$20,000
	\$106,000

Interests Register

Directors' interests are tabled at the beginning of each Board meeting. Directorship and other disclosures as at 31 December 2025 were:

Marty Grenfell Chair of Local Government Mutual Funds Trustee Ltd; Member of SuperEasy KiwiSaver Superannuation Scheme; Chief Executive of Tauranga City Council; Director of Bay of Plenty Local Authority Shared Services (BoPLASS); Trustee of Te Manawataki o Te Papa Settlement Charitable Trust

DIRECTORS' REPORT

Nicola Mills	Director of Local Government Mutual Funds Trustee Ltd; Chief Financial Officer of City Rail Link Ltd
Ken Morris	Director of Local Government Mutual Funds Trustee Ltd; Member of Local Government Superannuation Scheme and SuperEasy KiwiSaver Superannuation Scheme; Treasurer of Waipa Community Trust; Shareholder / Director Morris Manapouri Investments Limited and Groovy Food Catering Co. Ltd; Trustee of Harry and Pauline Morris Family Trust; Chair of Village Lake Apartments Body Corporate (Hanmer Springs); Director of KM Solutions & Advisory (including contract work for Matamata-Piako District Council); Chair of Te Awamutu Christian Churches Trust
Craig Stevenson	Director of Local Government Mutual Funds Trustee Ltd; Member of Local Government Superannuation Scheme and SuperEasy KiwiSaver Superannuation Scheme; Trustee of Ratanui Trust; Director of Stevenson & Associates; Wife Fiona Aitken being the Chief Executive of South Taranaki District Council (one of Civic's members/owners)
Sue Bidrose	Trustee of Wise Charitable Trust and Chair of Wise Subsidiaries (Te Pou Ltd and Blueprint Ltd); Director of Wise subsidiaries - Westella Ltd and Social Innovation Ltd; Director of Meadow Mushrooms Ltd and Cypress Enterprise Ltd; Commissioner of Local Government Commission; Director of Research Funding New Zealand

The Company provides Directors and officers with, and pays the premiums for, Directors' and Officers' liability insurance to the full extent allowed for in accordance with the requirements of the Companies Act 1993. The renewal of the Company's Directors' and Officers' liability insurance was entered in the Interests Register pursuant to sections 162 and 163 of the Companies Act 1993. The insurance does not cover liabilities arising from criminal actions or deliberate and reckless acts or omissions by the Directors. The cover includes indemnity of costs and expenses incurred in defending an action that falls within the scope of the indemnity.

Use of Information

Directors, individually or collectively, may obtain independent professional advice relating to any matters concerning the Company's business or in relation to the discharge of the Director's responsibilities. Subject to approval of the Chair the Company will reimburse the Director(s) some or all of the reasonable costs of the advice. During the reporting period, no Director has sought leave to obtain such advice.

Loans to Directors

No loans or advances have been made to Directors, their spouses or dependants, or to related parties during the year.

5. EMPLOYEE REMUNERATION

Detailed below is the number of employees who received remuneration of \$100,000 or more in their capacity as employees during the year ended 31 December 2025.

Remuneration	Number of Employees
\$100,000 – \$110,000	3
\$110,000 – \$120,000	1
\$180,000 – \$190,000	1
\$290,000 – \$300,000	1

The above remuneration includes Company contributions to employees' superannuation (KiwiSaver and other), medical insurances and discretionary bonus payments.

6. AUDIT AND RISK MANAGEMENT

Pursuant to Section 15 of the Public Audit Act 2001 the Company's auditor is the Auditor General who has appointed Hamish Anton using the staff and resources of Deloitte Limited to carry out the audit on his behalf.

The Risk and Audit Committee comprises the full Board. Nicola Mills was appointed Chair of this committee on 17 June 2022. The Committee met five times in 2025: the Auditor attended three of those meetings and at one of those meetings proceedings took place without management present.

Civic Financial Services Limited

DIRECTORS' REPORT

7. DONATIONS

No donations have been made during the year by any Company in the Group (2024: \$0).

8. STAFF

The Directors sincerely thank the staff - Charlie Howe, Glenn Watkin, Ian Brown, Racheal Harold, Ivy Liang, Lisa Lummis, Jen McGahan, Henda Chandrasena, Wendy Riley, David Lloyd, Sarah Westgarth and Stephen Ferson - for their work and support during the year.

Craig Stevenson, Chair
April 2026

Civic Financial Services Limited

DIRECTORY

DIRECTORS

Craig Stevenson (Chair)
Marty Grenfell
Nicola Mills
Ken Morris
Sue Bidrose

EXECUTIVE OFFICERS

Chief Executive : Charlie Howe
Chief Financial Officer : Glenn Watkin

COMPANY REGISTRATION NO: 13271

AUDITORS

The Auditor General, who has appointed Hamish Anton, Deloitte Limited to carry out the audit on his behalf

BANKERS

ANZ Banking Group (New Zealand) Limited

LEGAL ADVISERS

Dentons Kensington Swan

REGISTERED OFFICE

Level 6, Wellington Chambers, 154 Featherston Street, Wellington 6011

POSTAL ADDRESS

Civic Financial Services Ltd, PO Box 5521, Wellington 6140

OTHER CONTACT DETAILS

Telephone: (04) 978 1250
Email: admin@civicfs.co.nz
Website: www.civicfs.co.nz

The Company is a participant in the Insurance & Financial Services Ombudsman Scheme (Inc)
Participant Number 2000427



INDEPENDENT AUDITOR'S REPORT

TO THE READERS OF CIVIC FINANCIAL SERVICES LIMITED'S CONSOLIDATED FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2025

The Auditor-General is the auditor of Civic Financial Services Limited and its subsidiaries (the 'Group'). The Auditor-General has appointed me, Hamish Anton, using the staff and resources of Deloitte Limited, to carry out the audit of the consolidated financial statements of the Group on his behalf.

OPINION

We have audited the consolidated financial statements of the Group on pages 10 to 31, that comprise the consolidated statement of financial position as at 31 December 2025, the consolidated statement of comprehensive income, consolidated statement of changes in equity and consolidated statement of cash flows for the year ended on that date and the notes to the consolidated financial statements that include accounting policies and other explanatory information.

In our opinion, the consolidated financial statements of the Group:

- present fairly, in all material respects:
 - its financial position as at 31 December 2025; and
 - its financial performance and cash flows for the year then ended.
- comply with generally accepted accounting practice in New Zealand in accordance with Public Sector Public Benefit Entity Standards Reduced Disclosure Regime ('PBE Standards RDR').

Our audit was completed on 17 April 2026. This is the date at which our opinion is expressed.

The basis for our opinion is explained below. In addition, we outline the responsibilities of the Board of Directors and our responsibilities relating to the consolidated financial statements, we comment on other information and we explain our independence.

BASIS FOR OUR OPINION

We carried out our audit in accordance with the Auditor-General's Auditing Standards, which incorporate the Professional and Ethical Standards and the International Standards on Auditing (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the Responsibilities of the auditor section of our report.

We have fulfilled our responsibilities in accordance with the Auditor-General's Auditing Standards.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

RESPONSIBILITIES OF THE BOARD OF DIRECTORS FOR THE CONSOLIDATED FINANCIAL STATEMENTS

The Board of Directors is responsible on behalf of the Group for preparing consolidated financial statements that are fairly presented and that comply with generally accepted accounting practice in New Zealand. The Board of Directors is responsible for such internal control as it determines is necessary to enable it to prepare consolidated financial statements that are free from material misstatement, whether due to fraud or error.

Deloitte.

INDEPENDENT AUDITOR'S REPORT

In preparing the consolidated financial statements, the Board of Directors is responsible, on behalf of the Group, for assessing the Group's ability to continue as a going concern. The Board of Directors is also responsible for disclosing, as applicable, matters related to going concern and using the going concern basis of accounting, unless the Board of Directors intend to liquidate the Group or to cease operations, or has no realistic alternative but to do so.

The Board of Directors' responsibilities arise from the Companies Act 1993.

RESPONSIBILITIES OF THE AUDITOR FOR THE AUDIT OF THE CONSOLIDATED FINANCIAL STATEMENTS

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements, as a whole, are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit carried out in accordance with the Auditor-General's Auditing Standards will always detect a material misstatement when it exists. Misstatements are differences or omissions of amounts or disclosures, and can arise from fraud or error. Misstatements are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of readers taken on the basis of these consolidated financial statements.

We did not evaluate the security and controls over the electronic publication of the consolidated financial statements.

As part of an audit in accordance with the Auditor-General's Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. Also:

- We identify and assess the risk of material misstatement of the consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- We obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Group's internal control.
- We evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Board of Directors.
- We conclude on the appropriateness of the use of the going concern basis of accounting by the Board of Directors and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the consolidated financial statements, or if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Group to cease to continue as a going concern.
- We evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the Board of Directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Our responsibilities arise from the Public Audit Act 2001.

Deloitte.

INDEPENDENT AUDITOR'S REPORT

INDEPENDENCE

We are independent of the Group in accordance with the independence requirements of the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1: *International Code of Ethics for Assurance Practitioners* issued by the New Zealand Auditing and Assurance Standards Board.

Other than in our capacity as the auditor and the provision of other assurance services, we have no relationship with, or interests in, the Group.

Hamish Anton
Deloitte Limited
On behalf of the Auditor-General
Wellington, New Zealand

Statement of Accounts

Civic Financial Services Limited

CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

FOR THE YEAR ENDED 31 DECEMBER 2025

	NOTE	2025 \$	2024 \$
REVENUE			
Administration Fees	17	3,416,223	3,039,014
Interest Income	4	429,791	552,013
Other Income		301	-
Total Revenue		3,846,315	3,591,027
EXPENDITURE			
Audit Fee	14		
Statutory Audit of the Financial Statements		58,207	52,327
Other Fees Paid to Auditors for Assurance Services		38,005	37,298
Other Fees Paid to Auditors for Entities Administered by Civic		108,949	73,786
Depreciation	7	14,756	10,923
Amortisation	7	35,166	41,644
Directors' Remuneration	3	117,063	113,441
Other Expenses	6	2,050,802	1,830,582
Employee Remuneration		1,342,100	1,118,843
Superannuation Subsidies		58,386	49,557
Total Expenditure		3,823,434	3,328,401
Surplus Before Taxation		22,881	262,626
Taxation Expense	10	9,396	76,261
TOTAL COMPREHENSIVE SURPLUS AFTER TAX ATTRIBUTABLE TO OWNERS OF THE COMPANY	15	13,485	186,365

This statement is to be read in conjunction with the notes on pages 14 to 31.

Civic Financial Services Limited

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

AS AT 31 DECEMBER 2025

	NOTE	2025 \$	2024 \$
SHAREHOLDERS' EQUITY			
Issued and Paid-Up Ordinary Shares			
Ordinary Shares fully paid up	15	10,763,506	10,763,506
Retained (Deficit) / Earnings	15	(88,949)	(102,434)
TOTAL EQUITY		10,674,557	10,661,072
Represented By:			
CURRENT ASSETS			
Cash and Cash Equivalents		183,621	1,445,290
Term Deposits		8,995,000	7,870,665
Accrued Interest		127,594	184,596
Sundry Debtors and Prepayments	12	642,451	469,703
Total Current Assets		9,948,666	9,970,254
NON CURRENT ASSETS			
Property and Equipment	7	122,186	31,232
Intangible Assets (Software)	7	73,057	50,826
Deferred Tax Asset	10	833,982	843,378
Total Non Current Assets		1,029,225	925,436
TOTAL ASSETS		10,977,891	10,895,690
CURRENT LIABILITIES			
Sundry Creditors and Accrued Charges	12	190,879	145,922
Accrued Holiday Pay		112,455	88,697
Total Current Liabilities		303,334	234,619
TOTAL LIABILITIES		303,334	234,619
EXCESS OF ASSETS OVER LIABILITIES		10,674,557	10,661,072

For and on behalf of the Board of Directors



CRAIG STEVENSON Director 17 April 2026



NICOLA MILLS Director 17 April 2026

This statement is to be read in conjunction with the notes on pages 14 to 31.

Civic Financial Services Limited

CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

FOR THE YEAR ENDED 31 DECEMBER 2025

	NOTE	2025 \$	2024 \$
OPENING EQUITY		10,661,072	10,474,707
Total Comprehensive Surplus Net of Tax		13,485	186,365
CLOSING EQUITY		10,674,557	10,661,072

This statement is to be read in conjunction with the notes on pages 14 to 31.

Civic Financial Services Limited

CONSOLIDATED STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED 31 DECEMBER 2025

	NOTE	2025 \$	2024 \$
CASH FLOWS FROM OPERATING ACTIVITIES			
Cash was provided from:			
Administration Fees Received		3,307,226	3,105,985
Other Income		301	-
		3,307,527	3,105,985
Cash was applied to:			
Payments to Suppliers and Employees		3,768,546	3,296,230
		3,768,546	3,296,230
Net Cash Flow (used in) / from Operating Activities	11	(461,019)	(190,245)
CASH FLOWS FROM INVESTING ACTIVITIES			
Cash was provided from:			
Investment Income		486,792	432,673
Term Deposits		7,870,665	6,651,929
		8,357,457	7,084,602
Cash was applied to:			
Term Deposits		8,995,000	8,155,664
Purchase of Property, Plant and Equipment		105,710	13,433
Purchase of Intangible Assets		57,397	69,308
		9,158,107	8,238,406
Net Cash Flow (used in) / from Investing Activities		(800,650)	(1,153,804)
Net (Decrease) / Increase in Cash Held		(1,261,669)	(1,344,049)
Opening Cash Balance as at 1 January		1,445,290	2,789,339
Closing Cash Balance as at 31 December		183,621	1,445,290
Being:			
Cash and Cash Equivalents		183,621	1,445,290

This statement is to be read in conjunction with the notes on pages 14 to 31.

Civic Financial Services Limited

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 1 REPORTING ENTITY

The reporting entity is Civic Financial Services Limited (the "Company"). The Group comprises the Company and its subsidiaries listed in note 2 (b). The Group provides financial services principally for New Zealand local government.

Statement of Compliance

The financial statements have been prepared in accordance with the requirements of the Companies Act 1993 and the Financial Reporting Act 2013, which include the requirement to comply with New Zealand general accepted accounting practice (NZ GAAP). The Group is a Tier 2 Public Sector Public Benefit Entity and the financial statements have been prepared in accordance with and comply with PBE Standards RDR. The Group is eligible and has elected to apply the PBE Standards RDR because its expenses are less than \$33 million and it does not have a public accountability, as defined by XRB A1.

Basis of Preparation

The financial statements have been prepared on the going concern basis, and the accounting policies have been applied consistently throughout the year.

NOTE 2 STATEMENT OF ACCOUNTING POLICIES

General Accounting Policies

The measurement and reporting of profits on a historical cost basis have been followed by the Group, except for specific policies as described below. The reporting currency is New Zealand dollars, and all values are rounded to the nearest dollar. Prior year figures have been reclassified to align with current year presentation.

Critical Judgements and Estimates in Applying the Accounting Policies

In the application of the PBE Standards RDR the Directors are required to make judgements, estimates and assumptions about the carrying value of assets and liabilities that are not readily apparent from other sources. These are based on historical experience and other various factors and are reviewed on an ongoing basis.

The Directors believe that, as at the date of these financial statements, there are no significant sources of estimation uncertainty that have not been disclosed in these notes. The most significant judgements, estimates and assumptions made in the preparation of these financial statements are in respect of the recognition of the deferred tax asset (Note 10).

Particular Accounting Policies

The following particular accounting policies which materially affect the measurement of surplus and financial position have been applied. Further particular accounting policies are contained in the relevant notes to the financial statements.

(a) Consolidation of Subsidiaries

The Group financial statements incorporate the financial statements of the Company and its subsidiaries. All inter-company transactions, balances and unrealised profits are eliminated on consolidation.

(b) Investment in Subsidiaries

At 31 December 2025 the Company had three wholly owned subsidiaries which are all incorporated in New Zealand. Two of these, Local Government Superannuation Trustee Limited ("LGST") and SuperEasy Limited with balance dates of 31 December and Local Government Mutual Funds Trustee Limited ("LGMFTL") with its balance date of 30 June did not have any significant assets, liabilities, revenue or expenses during the years ended 31 December 2024 and 31 December 2025.

LGST is the trustee for Trustee for the Local Government Superannuation Scheme ("LGSS") and SuperEasy KiwiSaver Superannuation Scheme ("SKSS"). The Company provides administrative services to LGSS and SKSS. SuperEasy Limited acts as a name protection company protecting the trading name of the LGST schemes. LGMFTL is the trustee of New Zealand Mutual Liability Riskpool ("Riskpool") and Civic Liability Pool ("CLP"). The Company provides administrative services to Riskpool and CLP.

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 2 STATEMENT OF ACCOUNTING POLICIES CONTINUED

(c) **Administration Fees**

Administration fees are recognised at the agreed amounts based on time and expenses incurred.

(d) **Employee Benefits and Directors' Remuneration**

Employee remuneration is recognised as an expense as employee provide services. Provision is made for benefits accruing to employees in respect of wages and salaries and annual leave when it is probable that settlement will be required and they are capable of being measured reliably.

Provisions made in respect of employee benefits are measured at their nominal values using the remuneration rate expected to apply at the time of settlement.

(e) **Basis of Measuring Other Income and Expenses**

Income and expenses are accounted for on an accruals basis. All revenue is exchange revenue.

(f) **Interest Income**

Interest income is recognised using the effective interest method.

(g) **Changes in Accounting Policies**

There have been no material changes in the accounting policies during the year. All policies have been applied on a basis consistent with those used in the prior year.

NOTE 3 KEY MANAGEMENT PERSONNEL

The compensation of the Directors and executives, being the key management personnel of the Group, is set out below.

	2025	2024	2025	2024
	Number		\$	\$
Short term employee benefits				
Executive Management Personnel	5	3	740,740	609,633
Directors	5	6*	117,063	113,441
			857,803	723,074

*This was the total number of directors paid during the year. There were 5 directors at any given time.

Civic Financial Services Limited

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 4 FINANCIAL INSTRUMENTS

Accounting Policies:

i) Classification and Measurement

Financial instruments are transacted on a commercial basis to derive an interest yield / cost with the terms and conditions having due regard to the nature of the transaction and the risks involved. Financial instruments are recognised and accounted for on a settlement date basis.

Loans and Receivables

Sundry Debtors are measured at initial recognition at fair value, and are subsequently measured at amortised cost using the effective interest rate.

Cash and Cash Equivalents

Cash and cash equivalents are measured at amortised cost using the effective interest rate.

Financial Liabilities

Financial liabilities include Sundry Creditors and Accrued Charges. Financial liabilities are recorded initially at fair value, net of transaction costs. Subsequent to initial recognition, liabilities are measured at amortised cost.

ii) Offsetting Financial Instruments

Financial assets and liabilities are not offset as there is no legally enforceable right to set-off.

iii) Asset Quality

Impairment of Financial Assets

Financial assets measured at amortised cost are reviewed at each balance date to determine whether there is any objective evidence of impairment. If any such condition exists, the asset's recoverable amount is estimated and provision is made for the difference between the carrying amount and the recoverable amount.

As at the date of these Financial Statements, no such evidence of impairment exists.

iv) Fair Value of Financial Instruments

Fair value measurements recognised in the Statement of Financial Position

Financial instruments are categorised into 3 levels:

- **Level 1** fair value measurements are those derived from quoted prices (unadjusted) in active markets for identical assets or liabilities;
- **Level 2** fair value measurements are those derived from inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly (i.e. as prices) or indirectly (i.e. derived from prices); and
- **Level 3** fair value measurements are those derived from valuation techniques that include inputs for the asset or liability that are not based on observable market data (unobservable inputs).

Civic Financial Services Limited

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 4 FINANCIAL INSTRUMENTS CONTINUED

(1) Income Relating to Financial Assets

	2025 \$	2024 \$
Term Deposits and Savings Account		
Interest Income – Term Deposits and Savings Account	429,791	552,013
Total Interest Income	429,791	552,013

(2) Financial Assets and Liabilities

The carrying amounts of all financial assets and liabilities are considered to be equivalent to their market value, which for these assets and liabilities is also considered to be fair value.

All fixed interest investments carry a minimum credit rating of "A" or equivalent.

Civic Financial Services Limited

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 4 FINANCIAL INSTRUMENTS CONTINUED

(2) Financial Assets and Liabilities continued

Carrying value of Financial Assets and Financial Liabilities

	2025 \$	2024 \$
Financial Asset: Amortised Cost		
Sundry Debtors	547,978	421,575
Accrued Interest	127,594	184,596
Cash and Cash Equivalents	183,621	1,445,290
Term Deposits	8,995,000	7,870,665
Total Financial Assets: Amortised Cost	9,854,193	9,922,126
Financial Liability: Amortised Cost		
Sundry Creditors and Accrued Charges	177,218	145,537
Total Financial Liabilities: Amortised Cost	177,218	145,537

(3) Financial Risk – Structure and Management

The Group manages its capital to ensure that the entities in the Group will be able to continue as a going concern. The Group's overall strategy is reviewed annually and remains unchanged.

Financial instruments which potentially subject the Group to a concentration of credit risk consist principally of cash, debtors and interest bearing deposits. The Group has no debt liability instruments.

The Group does not require collateral or other security to support financial instruments with credit risk. As such, no collateral exists for any of the investments held by the Group. The maximum credit risk exposure is the carrying amount of the individual debtor and investment balances.

The Group has placed interest bearing deposits and funds to be managed with financial institutions and limits its amount of credit exposure to any one such institution.

(a) *Market Risk*

All financial assets and liabilities are New Zealand Dollar based and are recorded at amortised cost, therefore changes in interest rates and foreign currency values do not impact on their carrying value.

(b) *Carrying Amount and Fair Value*

The carrying amounts of all financial assets and liabilities are considered to be equivalent to their fair value.

(c) *Liquidity Risk*

Liquidity Risk is the risk that the Group will encounter difficulties in raising funds at short notice to meet commitments associated with financial instruments. Management of liquidity risk is designed to ensure that the Group has the ability to meet financial obligations as they fall due.

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 4 FINANCIAL INSTRUMENTS CONTINUED

(3) **Financial Risk – Structure and Management** continued

The following tables include an analysis of the contractual undiscounted cash flows relating to the Group's financial assets and liabilities categorised by the maturity dates.

Maturity Analysis as at 31 December 2025						
	Interest Rate Spread %	Within 6 months \$	6 to 12 months \$	1 to 2 years \$	2 to 5 years \$	Total \$
Assets						
Cash and Cash Equivalents	0% to 0.9%	183,621	-	-	-	183,621
Term Deposits and Accrued Interest	3.3% to 4%	5,847,269	3,275,325	-	-	9,122,594
Other Receivables	n/a	547,978	-	-	-	547,978
Total Financial Assets		6,578,869	3,275,325	-	-	9,854,193
Liabilities						
Sundry Creditors and Accrued Expenses	n/a	177,218	-	-	-	177,218
Total Financial Liabilities		177,218	-	-	-	177,218
Maturity Analysis as at 31 December 2024						
	Interest Rate Spread %	Within 6 months \$	6 to 12 months \$	1 to 2 years \$	2 to 5 years \$	Total \$
Assets						
Cash and Cash Equivalents	0% to 4.37%	1,445,290	-	-	-	1,445,290
Term Deposits and Accrued Interest	5.15% to 6.20%	4,452,367	3,602,894	-	-	8,055,261
Other Receivables	n/a	421,575	-	-	-	421,575
Total Financial Assets		6,319,232	3,602,894	-	-	9,922,126
Liabilities						
Sundry Creditors and Accrued Expenses	n/a	145,537	-	-	-	145,537
Total Financial Liabilities		145,537	-	-	-	145,537

Civic Financial Services Limited

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 4 FINANCIAL INSTRUMENTS CONTINUED

(3) Financial Risk – Structure and Management continued

(d) Credit Risk

All investments are in the form of cash held at registered banks and loans. The registered banks have a credit rating of "A" or better.

(i) Exposure to Credit Risk

	2025 \$	2024 \$
Cash and Cash Equivalents	183,621	1,445,290
Term Deposits and Accrued Interest	9,122,594	8,055,261
Other Receivables	547,978	421,575
Total	9,854,193	9,922,126

(ii) Concentration of Credit Exposure

94% of the Company's credit exposure is in the form of cash and term deposits held with registered banks (2024: 96%).

NOTE 5 OPERATING LEASE COMMITMENTS

	2025 \$	2024 \$
Operating Lease Expense Commitments:		
Not later than one year	89,814	73,716
Later than one year but not later than five years	404,042	180,288
Later than five years	342,596	-
	836,452	254,004

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 6 OTHER EXPENSES

	2025 \$	2024 \$
Compliance Costs	187,059	180,090
Consultants	140,802	87,554
Legal Fees	72,645	80,260
Other Expenses	1,650,295	1,482,678
Total	2,050,802	1,830,582

Other Expenses include investment management fees paid to the fund managers.

NOTE 7 PROPERTY & EQUIPMENT AND INTANGIBLE ASSETS

Accounting Policy:

Assets are depreciated on a straight line basis at rates calculated to allocate the assets' cost, in equal instalments over their estimated useful lives which are assessed and regularly reviewed.

Depreciation Rates	
Office Furniture and Equipment	up to 17 years
Intangibles – Software	2.5 years

Civic Financial Services Limited

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 7 PROPERTY & EQUIPMENT AND INTANGIBLE ASSETS CONTINUED

	2025 \$	2024 \$
(a) Property and Equipment		
Office Furniture and Equipment – cost	201,289	187,856
Plus Additions	105,710	13,433
Less Disposals	-	-
Closing Value – cost	306,999	201,289
Office Furniture and Equipment – Accumulated Depreciation	(170,057)	(159,134)
Plus Depreciation Charge	(14,756)	(10,923)
Less Disposals	-	-
Closing Accumulated Depreciation	(184,813)	(170,057)
Net Book Value	122,186	31,232

The Total Comprehensive Surplus After Tax in the Statement of Comprehensive Income includes losses on disposal of fixed assets of \$nil (2024:\$nil).

	2025 \$	2024 \$
(b) Intangible Assets		
Software – cost	506,219	436,911
Plus Additions	57,397	69,308
Less Disposals	-	-
Closing Value – cost	563,616	506,219
Software – Accumulated Amortisation	(455,393)	(413,749)
Less Amortisation Charge	(35,166)	(41,644)
Less Disposals	-	-
Closing Accumulated Amortisation	(490,559)	(455,393)
Net Book Value	73,057	50,826

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 8 ANALYSIS OF FINANCIAL ASSETS NOT IMPAIRED

There are no financial assets that are impaired or past due at balance date (2024: \$nil).

NOTE 9 CONTINGENT LIABILITIES

There are no contingent liabilities (2024: \$nil).

NOTE 10 TAXATION

Accounting Policies:

i) Current Tax

The current income tax expense charged against the profit for the year is the estimated liability in respect of the taxable profit. It is calculated using tax rates and tax laws that have been enacted or substantively enacted by reporting date. Current tax for the current and prior periods is recognised as a liability (or asset) to the extent that it is unpaid (or refundable). Tax assets are offset only when there is a legally enforceable right to set off the recognised amounts, and an intention to settle on a net basis.

ii) Deferred Tax

The liability method of accounting for deferred taxation is applied on a comprehensive balance sheet basis in respect of temporary differences between the carrying amounts of assets and liabilities in the financial statements and the corresponding tax base of those items.

Deferred tax liabilities are recognised for all temporary differences. Deferred tax assets are reviewed at each balance date and reduced to the extent that it is no longer probable that sufficient taxable profits will be available to allow all or part of the asset to be recovered.

Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled or the asset is realised. Deferred tax is charged or credited in the Statement of Comprehensive Income.

Significant judgements, estimates and assumptions are made in respect of the recognition of the deferred tax asset. It is recognised that the deferred tax asset will be utilised over 10 years. The Group expects to remain profitable and have a steady income stream over the medium to long term.

iii) Goods and Services Tax (GST)

Revenue, expenses, assets and liabilities are recognised net of the amount of GST except:

- When the GST incurred on a purchase of goods and services is not recoverable from the taxation authority the GST is recognised as part of the cost of the acquisition of the assets or as part of the expense item as applicable.
- Receivables and payables, which are stated with the amount of GST included.

The net amount of GST recoverable from, or payable to, the taxation authority is included as part of receivables or payables in the Statement of Financial Position.

Civic Financial Services Limited

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 10 TAXATION CONTINUED

(a) **Income tax recognised in the Statement of Comprehensive Income**

	2025 \$	2024 \$
Tax expense comprises:		
Current tax expense	-	-
Adjustments recognised in the current year in relation to the current tax of prior years	-	1,883
Deferred tax relating to temporary differences	9,396	74,378
Total tax expense	9,396	76,261
Attributable to:		
Continuing operations	9,396	76,261
	9,396	76,261

The prima facie income tax expense on pre-tax accounting profit from operations reconciles to the income tax expense in the financial statements as follows:

	2025 \$	2024 \$
Surplus before tax	22,881	262,626
Income tax calculated at 28%	6,407	73,536
Tax effect of permanent differences	2,989	842
Prior Period Adjustment	-	1,883
Income Tax Expense	9,396	76,261

Civic Financial Services Limited

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 10 TAXATION CONTINUED

(b) Current tax assets and liabilities

	2025	2024
	\$	\$
Tax refund receivable	-	-
	-	-

(c) Deferred tax balances

	2025	2024
	\$	\$
Deferred tax assets comprise:		
Temporary differences and tax losses	833,982	843,378
	833,982	843,378
Deferred tax liabilities comprise:		
Temporary differences	-	-
	-	-
Net Deferred Tax balance	833,982	843,378

Civic Financial Services Limited

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 10 TAXATION CONTINUED

(c) **Deferred tax balances continued**

Gross taxable and deductible temporary differences for the Group arise from the following:

	Opening Balance \$	Charged to Income \$	Charged to Equity \$	Prior Period Adjustment \$	Closing Balance \$
Property and equipment	-	-	-	-	-
	-	-	-	-	-
Employee entitlements	71,801	19,777	-	-	91,578
Losses carried forward	2,940,267	(53,335)	-	-	2,886,932
2025	3,012,068	(33,558)	-	-	2,978,510
Attributable to:					
Continuing operations	3,012,068	(33,558)	-	-	2,978,510
Total	3,012,068	(33,558)	-	-	2,978,510
Tax effect at 28%	843,378	(9,396)	-	-	833,982
Property and equipment	451	(451)	-	-	-
	451	(451)	-	-	-
Employee entitlements	84,543	(6,016)	-	(6,726)	71,801
Losses carried forward	3,199,436	(259,169)	-	-	2,940,267
2024	3,283,979	(265,185)	-	(6,726)	3,012,068
Attributable to:					
Continuing operations	3,284,430	(265,636)	-	(6,726)	3,012,068
Total	3,284,430	(265,636)	-	(6,726)	3,012,068
Tax effect at 28%	919,639	(74,378)	-	(1,883)	843,378

The deferred tax asset relating to tax losses carried forward has been recognised to the extent that the financial forecasts anticipate the Group maintaining sufficient profitability in future financial years to utilise these losses. The deferred tax asset is reviewed regularly and at balance date against forecast profits. The Directors believe that it is probable that sufficient taxable profits will be available in the future against which the unused tax losses can be utilised. The deferred tax asset does not include unrecognised tax losses of \$4,157,181 (2024: \$4,163,472) and unrecognised deferred tax asset effect at 28% of \$1,164,011 (2024: \$1,165,772).

(d) **Imputation Credit Account**

	2025 \$	2024 \$
Closing Balance	1,593,490	1,593,490

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

**NOTE 11 RECONCILIATION OF COMPREHENSIVE INCOME AFTER TAX WITH CASH FLOW
FROM OPERATING ACTIVITIES**

Accounting Policy:

The Statement of Cash Flows is prepared exclusive of GST, which is consistent with the method used in the Statement of Comprehensive Income. The GST component of cash flows arising from investing and financing activities, which is recoverable from or payable to, the taxation authority is classified as operating cash flow.

The following are definitions of the terms used in the Statement of Cash Flows:

- *Bank comprises cash on hand and demand deposits.*
- *Cash equivalents are short-term, highly liquid investments that are readily convertible to known amounts of Cash and which are subject to insignificant risk of changes in value.*
- *Cash flows are inflows and outflows of cash and cash equivalents.*
- *Operating activities are the principal revenue producing activities of the entity and other activities that are not investing or financing activities.*
- *Investing activities are the acquisition and disposal of long-term assets.*
- *Financing activities are activities that result in changes in the size and composition of the contributed equity and borrowings of the entity.*

Civic Financial Services Limited

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

**NOTE 11 RECONCILIATION OF COMPREHENSIVE INCOME AFTER TAX WITH CASH FLOW
FROM OPERATING ACTIVITIES** CONTINUED

	2025 \$	2024 \$
Total Comprehensive Surplus	13,485	186,365
Add/(less) non cash items		
Depreciation	14,756	10,923
Amortisation	35,166	41,644
	49,922	52,567
Add/(less) movements in consolidated position of financial statement items		
Sundry Debtors, Prepayments and Accrued Interest	(115,746)	295
Sundry Creditors and Accrued Charges	68,714	(52,650)
Movement in CLP/ Riskpool Admin Fee Reserve	-	(20,410)
Movement in Deferred Tax Asset	9,396	76,261
	(37,636)	3,496
Add/(less) Items Classified as Investing Activity		
Investment Income	(486,790)	(432,673)
	(486,790)	(432,673)
Add/(Less) Items Classified as Financing Activity	-	-
Net Cash Flow (used in) / from Operating Activities	(461,019)	(190,245)

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 12 ACCOUNTS RECEIVABLE AND ACCOUNTS PAYABLE

(a) Accounts Receivable and Prepayments

	2025 \$	2024 \$
Accounts Receivable	547,978	421,575
Prepayments	94,473	48,128
Sundry Debtors and Prepayments	642,451	469,703

(b) Accounts Payable and Accrued Charges

	2025 \$	2024 \$
Accounts Payable and Accrued Charges	177,218	145,537
GST Payable	13,661	385
Accounts Payable and Accrued Charges	190,879	145,922

NOTE 13 LOANS

Loan Receivable

Local Government Mutual Funds Trustee Limited is the trustee of Riskpool and Civic Liability Pool (CLP). The Company provides administrative services to Riskpool and CLP.

The Company and Local Government Mutual Funds Trustee Limited on behalf of CLP have an agreement whereby the Company funds any claims payable for CLP under the Trust Deed, without charge to the Trust, which will be reimbursed by CLP in respect of any such claim payments when CLP receives the applicable reinsurance payments on the claims.

The loan outstanding at 31 December 2025 is \$nil (2024: \$nil).

The loan facilities that previously existed between Civic and LGMFT on behalf of Riskpool were fully repaid and terminated in 2024. A new loan agreement providing short term funding of up to \$1,000,000 was entered into between Civic and LGMFT, on behalf of Riskpool, during the year. No funding has been drawn down under the new agreement. The loan outstanding at 31 December 2025 is \$nil (2024: \$nil).

Civic Financial Services Limited

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 14 AUDIT FEES

A breakdown of the fees paid to the auditors is below:

	2025 \$	2024 \$
Audit or Review Related Services		
Civic Financial Services	58,207	52,327
Civic Liability Pool	33,100	-
Local Government Superannuation Trustee	75,849	73,786
Total Audit or Review Related Services	167,156	126,113
Other Assurance Services	38,005	37,298
Total Fees Paid to the Auditors	205,161	163,411

The Other Assurance Services relate to the ISAE (NZ) 3402 Controls Assurance Engagement and the other assurance provided in respect of the LGST schemes' member registries.

NOTE 15 SHAREHOLDERS' EQUITY

The Share Capital of the Group comprises solely authorised and issued ordinary shares with each share ranking equally in votes, dividends and surpluses. There were no shares issued during 2025 (2024: nil).

	2025 \$	2024 \$
Retained Earnings		
Opening Balance (Deficit)	(102,434)	(288,799)
Net Surplus After Taxation	13,485	186,365
Dividend Payment	-	-
Closing balance	(88,949)	(102,434)
Shareholders Capital		
Opening Balance	10,763,506	10,763,506
Ordinary Shares issued during the year	-	-
Closing balance	10,763,506	10,763,506
Number of Ordinary Shares Fully Paid	11,249,364	11,249,364

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2025

NOTE 16 EQUITY RETAINED FOR FINANCIAL SOUNDNESS

All shareholder equity is retained to ensure the financial soundness of the Group with cash being retained for cash flow purposes.

NOTE 17 RELATED PARTIES

The Company provided administration services to related parties during the year to NZ Local Authority Protection Programme (LAPP), NZ Mutual Liability Riskpool (Riskpool), Local Government Superannuation Trustee (Trustee of the Local Government Superannuation Scheme (LGSS) and SuperEasy KiwiSaver Superannuation Scheme (SKSS) and Civic Property Pool (CPP). There were no related party transactions with CPP in either of the last two years.

The income derived from the administration services as well as year end accounts receivable are detailed in the table below. Refer to Note 13 for the terms and information relating to loans with related parties.

Administration Fees

	2025 \$	2024 \$
LGSS & SKSS	2,648,356	2,545,137
LAPP	356,667	316,667
Riskpool	411,200	156,800
Civic Liability Pool	-	20,411
Administration Fees from Related Parties	3,416,223	3,039,014

Accounts Receivable

	2025 \$	2024 \$
LGSS & SKSS	432,957	421,460
LAPP	113,156	115
Riskpool	1,718	-
Other*	147	-
Accounts Receivable from Related Parties	547,978	421,575

*Other relates to amount owed by key management personnel

NOTE 18 SUBSEQUENT EVENTS

There have been no material events subsequent to 31 December 2025 that require adjustment to or disclosure in the financial statements (2024: nil).

NOTE 19 CAPITAL COMMITMENTS

The Company has no capital commitments at balance date (2024: \$nil).

CIVIC FINANCIAL SERVICES SHAREHOLDERS AS AT 31 DECEMBER 2025

SHAREHOLDER MEMBER	NO. OF SHARES		SHAREHOLDER MEMBER	NO. OF SHARES	
CITY COUNCILS			DISTRICT COUNCILS (Cont'd)		
Auckland	2,195,042	19.51%	Rangitikei	35,338	0.31%
Christchurch	1,417,704	12.60%	Rotorua	175,906	1.56%
Dunedin	470,966	4.19%	Ruapehu	56,666	0.50%
Hamilton	202,729	1.80%	South Taranaki	135,496	1.20%
Hutt	479,822	4.27%	South Waikato	42,374	0.38%
Invercargill	407,927	3.63%	South Wairarapa	53,930	0.48%
Napier	283,842	2.52%	Southland	13,715	0.12%
Nelson	95,543	0.85%	Stratford	65,608	0.58%
Palmerston North	411,737	3.66%	Tararua	99,972	0.89%
Porirua	140,146	1.25%	Tasman	65,584	0.58%
Tauranga	124,242	1.10%	Taupo	83,971	0.75%
Upper Hutt	51,209	0.46%	Thames-Coromandel	27,120	0.24%
Wellington	526,821	4.68%	Timaru	230,118	2.05%
DISTRICT COUNCILS			Waikato	41,070	0.37%
Ashburton	56,016	0.50%	Waimakariri	88,172	0.78%
Buller	27,698	0.25%	Waimate	30,458	0.27%
Carterton	23,642	0.21%	Waipa	149,082	1.33%
Central Hawke's Bay	28,580	0.25%	Wairoa	22,992	0.20%
Central Otago	91,238	0.81%	Waitaki	120,000	1.07%
Clutha	33,711	0.30%	Waitomo	16,940	0.15%
Far North	85,440	0.76%	Western Bay of Plenty	28,142	0.25%
Gisborne	99,404	0.88%	Westland	28,356	0.25%
Gore	54,589	0.49%	Whakatane	38,788	0.34%
Grey	33,742	0.30%	Whanganui	289,660	2.57%
Hastings	129,170	1.15%	Whangarei	63,524	0.56%
Hauraki	63,434	0.56%	REGIONAL COUNCILS		
Horowhenua	110,689	0.98%	Bay of Plenty	55,000	0.49%
Hurunui	14,000	0.12%	Canterbury	152,696	1.36%
Kaikoura	10,000	0.09%	Hawke's Bay	20,000	0.18%
Kaipara	13,629	0.12%	Horizons	2,000	0.02%
Kapiti Coast	15,060	0.13%	Southland	10,000	0.09%
Kawerau	31,161	0.28%	Taranaki	1,000	0.01%
Manawatu	203,964	1.81%	Waikato	22,000	0.20%
Marlborough	86,022	0.76%	Wellington	80,127	0.71%
Masterton	127,230	1.13%	OTHER		
Matamata-Piako	122,554	1.09%	TrustPower	137,251	1.22%
New Plymouth	441,456	3.92%	Total Shares 11,249,364		
Opotiki	20,000	0.18%			
Otorohanga	5,000	0.04%			
Queenstown-Lakes	31,149	0.28%			



**CIVIC FINANCIAL SERVICES LTD
MINUTES OF ANNUAL GENERAL MEETING
MEREDITH CONNELL, 1 WILLIS STREET, AON CENTRE, LEVEL 23, WELLINGTON
FRIDAY 13 JUNE 2025 AT 11.30AM**

Directors: Craig Stevenson (Chair), Marty Grenfell, Ken Morris, Nicola Mills and Sue Bidrose (*attended via Microsoft Teams*)

Officers/Other: Charlie Howe, (Chief Executive), Glenn Watkin (Chief Financial Officer) Connor Seddon (Returning Officer, Dentons Kensington Swan) Lisa Lummis (Minute Taker), Marian Donaldson (Riskpool Administrator)

Attending via Microsoft Teams

Joy Buckingham (candidate for non-independent Director)
Sharyn Cain, Deputy Mayor Waimate District Council
Pei Shan Gan, Horowhenua District Council
Chris Walthew, Christchurch City Council
Patricia Christie, Invercargill City Council
Jacqueline Baker, New Plymouth District Council
Megan Holly, Auckland Council

1.0 MEETING OPENING AND WELCOME

The Chair welcomed all attendees to the Civic Financial Services Limited (Civic) Annual General Meeting (AGM) and opened the meeting with a karakia timatanga.

The Chair introduced himself to the online attendees, which was followed by introductions from the officers and directors in attendance. He particularly welcomed the members from shareholder Councils attending via Teams.

1.1 Confirmation of Quorum

The Chair advised that twenty-two (22) Councils had provided voting proxies for the meeting and that the Constitution required seven (7) Voting Councils for a quorum. Accordingly, there were sufficient Shareholders present to hold the Annual General Meeting.

1.2 Confirmation of Voting Councils

The Returning Officer advised that the twenty-two (22) shareholder proxies collectively represented **6,872,240 shares** and that proportion was **61.09% of the total shareholding**. It was further noted one proxy was submitted late and was therefore unable to be accepted.



1.3 Proxy Holders

The shareholders and their appointed proxy holders are listed below:

Shareholders represented	Proxy holder:
1. Ashburton District Council	Glenn Watkin/Ken Morris
2. Auckland Council	Megan Holly/Riika Poikela
3. Buller District Council	Paul Numan/Charlie Howe
4. Christchurch City Council	Chris Walthew/Bede Carran
5. Hamilton City Council	Charlie Howe/Ken Morris
6. Hastings District Council	Craig Stevenson/Charlie Howe
7. Hawkes Bay Regional Council	Charlie Howe/Glenn Watkin
8. Horowhenua District Council	Pei Shan Gan/Jacinta Straker
9. Invercargill City Council	Patricia Christie
10. Napier City Council	Glenn Watkin/Charlie Howe
11. New Plymouth District Council	Jacqueline Baker
12. Palmerston North City Council	Craig Stevenson/Charlie Howe
13. Queenstown Lakes District Council	Martin Grenfell
14. Rotorua Lakes Council	David Jensen
15. South Taranaki District Council	Martin Grenfell/Charlie Howe
16. Taupo District Council	Nicola Mills/Ken Morris
17. Tauranga City Council	Martin Grenfell/Charlie Howe
18. Waimate District Council	Sharyn Cain/Nicola Mills
19. Waitomo District Council	Nicola Mills/Ken Morris
20. Wellington City Council	Charlie Howe/Glenn Watkin
21. Western Bay of Plenty District Council	Charlie Howe/Glenn Watkin
22. Kapiti Coast District Council	Glenn Watkin/Charlie Howe

1.4 Call for Apologies

The meeting received NO apologies.

2.0 APPOINTMENT OF SCRUTINEER

It was **RESOLVED** the appointment of scrutineer for the voting was Connor Seddon, Dentons Kensington Swan.

3.0 APPROVE THE CONFIRMATION OF THE MINUTES OF THE PREVIOUS CIVIC ANNUAL GENERAL MEETING HELD 21 JUNE 2024

The minutes from Civic Financial Services Limited Annual General Meeting held on 21 June 2024 were **ACCEPTED** and **APPROVED** as a true and accurate record.



4.0 RECEIVE THE CIVIC FINANCIAL SERVICES ANNUAL REPORT AND FINANCIAL STATEMENTS

It was **RESOLVED** to **RECEIVE** the Company's 2024 Annual Report, including the Financial Statements for the year ended 31 December 2024 together with the report of the Auditor.

5.0 APPOINTMENT OF AUDITOR

It was **RESOLVED** that:

- a. The Auditor-General be **APPOINTED** as the Company's auditor, pursuant to Section 207 of the Companies Act 1993 and Section 15 of the Public Audit Act 2001, to hold office until the next Annual General Meeting; and that
- b. The remuneration for the auditor for the year will be as **DETERMINED** by Company Directors.

6.0 ELECTION OF DIRECTORS

The Chair referred to the 2025 Annual Meeting papers previously circulated to members and highlighted that the election/re-election of Directors was done in accordance with the Company's Constitution. Each year, one third of the existing directors (5) are required to retire by rotation but can stand for re-election. He further noted that the Civic board must comprise a minimum of two independent directors at all times.

The 2025 Annual Meeting papers had indicated that for the coming year, existing Independent Director Craig Stevenson was due to retire by rotation and had offered to stand for re-election. Due to there being no other Independent Director nominated, Craig Stevenson will be re-elected.

One of the existing Non-Independent Directors, Martin Grenfell was due to retire by rotation and had offered to stand for re-election. In addition, two new candidates had been nominated for the Non-Independent Director vacancy.

- Gavin Ion, nominated by Chris McLay, Chief Executive, Waikato Regional Council
- Joy Buckingham, nominated by Sven Hanne, Chief Executive, Stratford District Council

The Returning Officer and Scrutineer (Connor Seddon) advised that the successful candidate to fill the Non- Independent Director vacancy was **Martin Grenfell**.

The Chair thanked both Joy Buckingham and Gavin Ion for their interest in becoming part of the Civic Financial Services Board.



It was **RESOLVED** Martin Grenfell be re-elected as Non-Independent Director from the close of the Annual General Meeting.

Therefore, **Craig Stevenson, Nicola Mills, Sue Bidrose, Ken Morris and Marty Grenfell** are the duly elected Directors for the Civic Financial Services Board for the 2025/2026 year. The Chair offered his congratulations to the incoming Board.

7.0 DIRECTOR REMUNERATION

The Chair spoke to the remuneration payable to Directors, noting the resolution passed at the 2017 AGM required Director Remuneration to be adjusted by the annual increase in the Consumer Price Index. It was noted that the CPI rate at 31 March 2025 was 2.5% p.a.

It was **RESOLVED** and **AGREED** that for 2025/26, Director remuneration will be adjusted by the CPI rate of 2.5%p.a. effective 1 July 2025.

8.0 GENERAL BUSINESS/MEETING CLOSURE

The Chair enquired whether there were any questions or items of general business that members wished to raise/discuss. Given there were none, the Chair thanked Directors, Civic's Officers and all others in attendance and closed the meeting with a karakia whakmutanga at 11.41am.

Minutes approved as a true and correct record by the Chair.

Craig Stevenson
Chair, Civic Financial Services Limited

Date:

15. Mayor's Monthly Report

Reference Te Tohutoro: 26/1021167

Report of Te Pou Matua: Phil Mauger, Mayor

1. Purpose of Report Te Pūtake Pūrongo



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

2. Mayors Recommendations Ngā Tūtohu o Te Koromatua

That the Council:

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

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Mayor's Monthly Report May 2026	26/1020942	320

Mayor's monthly report

April 2026

Kia ora

April has been a month of remembrance, gratitude, celebration, and joy.

On 25 April we paused to honour those who gave everything so we might live freely. Anzac Day is one of the most important moments on our civic calendar: a reminder that freedom is never free, and that we carry an obligation to those who served. Lest we forget.

Our Draft Annual Plan hearings have concluded, and I want to sincerely thank every resident, organisation, and community group who took the time to submit. Your voices shape our city's future. This is local democracy at its very best, and it never gets old.

April was also a month of fantastic events. The ITM Christchurch Super 440 was absolutely outstanding! The roar of the engines and the excitement of the crowds was a pleasure to behold. Christchurch showed the country, and the world, exactly what we are made of. We delivered superbly.

Our new stadium welcomed its first event: the Crusaders hosting the NSW Waratahs in a match that will be remembered as the beginning of a magnificent new chapter. The atmosphere was electric, the facility world class, it was a joy to be there.

As well as firsts, it was also the end of an era in our city's leadership, as Council's Chief Executive, Mary Richardson, retired from her position. Mary has driven improvements throughout the Council and, under her leadership, we've seen a dramatic improvement in resident satisfaction, delivery of levels of service, and staff engagement and wellbeing.

Mary, your years of service to Christchurch have left a mark that will be felt for many years to come. On behalf of the councillors and staff of the Christchurch City Council, I thank you for your unwavering support, wisdom, guidance, and leadership. We are extremely grateful for your service and wish you all the very best for the future

On a personal note, I had the opportunity to take my grandchildren to watch *Charlie and the Chocolate Factory*. Our arts and culture scene continues to flourish and, alongside the events that the city is attracting, there is a remarkable momentum in Christchurch.

And that is something every one of us should celebrate.

Ngā mihi,



Phil Mauger
MAYOR

Anzac Day

Anzac Day Dawn Service

I was honoured to attend the Anzac Day dawn service in Cathedral Square, alongside the Prime Minister and many residents of Christchurch, to remember New Zealand's fallen soldiers.

A large crowd gathered to watch veterans march down Worcester Boulevard to the Citizens' War Memorial, where we collectively reflected and remembered those who made the ultimate sacrifice so that we might live freely.

I gave a short address to open the service and later laid a wreath on behalf of the city and people of Christchurch.

Representatives of the New Zealand Defence Force and the Governments of New Zealand, Australia, and the United Kingdom also laid wreaths in memory of the fallen.

As ever, the New Zealand Army Band led the parade with quiet dignity; the playing of the Last Post, a minute's silence, and the singing of our national anthem brought the gathering to a deeply moving close.



Anzac Day Citizens Service

Later that morning, I attended and spoke at the Anzac Day Citizens' Service, held at the Transitional Cathedral.

This service holds a special place in the story of our city. First held on Anzac Day in 1916, 110 years ago, it is one of Christchurch's longest and most cherished traditions.

The service is held each year in the hours following the dawn observances in Cathedral Square and has continued without interruption ever since: through war, through hardship, and even through the COVID lockdown.

That continuity is not accidental. It is a deliberate act of civic remembrance. Anzac Day is not about glorifying war: it's about the truth of what was sacrificed, the truth that freedom is not free, and the truth that when it mattered most, New Zealanders of every background stood shoulder to shoulder and gave everything.

This is a truth that the city remembers each year. And a truth we will continue to remember as we honour our fallen, year after year, uninterrupted.

We will remember.

Supercars

ITM Christchurch Super 440

I was delighted to be among the almost 100,000 people who attended Christchurch's first-ever ITM Super 440 weekend, and you can bet I was one of the 65,806 fans at trackside soaking it in at Ruapuna.

What a weekend for our city.

The energy from the Supercars events has been something else.

Whether it was the arrival of the drivers into the city by waka, the roar of the engines trackside, or the incredible buzz around town, it felt like

Christchurch had truly arrived on the world motorsport stage. Seeing that many fans pack into Ruapuna to witness history being made right here on the South Island was genuinely special.

The Christchurch Super 440 was the biggest event ever held at Ruapuna Raceway and an unforgettable debut for the Repco Supercars Championship in New Zealand.

A huge thank you to the Canterbury Car Club for delivering such a tremendous event. And sincere thanks to the New Zealand Government, Christchurch NZ, and ITM, whose partnership made this possible. When people work together, the whole city is better for it.

I can't wait to be back next year to make it even bigger and even better.



One NZ Stadium at Te Kaha

Super Round: Rugby at the Centre; the City as the Stage

A full house packed One NZ Stadium at Te Kaha on a beautiful Friday autumn evening, roaring the Crusaders home in the first-ever Super Rugby Pacific match at the new stadium.

With an emotional Crusaders' haka setting the tone, the atmosphere was electric from the outset. The result followed the script perfectly, with a commanding 35-20 victory over the NSW Waratahs. This was exactly how the night was supposed to go, and it delivered the ideal opening to both the stadium's Super Rugby era and Christchurch's Super Round.



Super Round 2026 transformed Christchurch into a genuine festival city for three unforgettable days. Ten teams, five matches, and fans from New Zealand, Australia, Fiji, and across the Pacific came together in the heart of the city for world-class rugby and family-friendly fun.

Inside the stadium, the entertainment across the weekend matched the occasion, with performances from Scribe, the NZ Army Band, St Andrew's College, Te Aratai College Polyfest Group, Mellow Studios, Cook Islands Christchurch Drummers, and DJ Danny Ill. Together, they created an atmosphere that was celebratory, inclusive, and unmistakably Christchurch.

Beyond the stadium, the city was buzzing. The central city became a gathering place to connect and enjoy the build-up before heading to the games. A live site on The Terrace, beside the Bridge of Remembrance, brought fans together with big screens, player signing sessions, and a packed schedule of fan-friendly activities.

Looking Ahead

One NZ Stadium at Te Kaha has already shown what it can deliver. An incredible atmosphere, event goers who flow through the city and fill our streets, and hospitality venues with energy and optimism.

I can't wait for what comes next and for Christchurch to fully claim its place as the sports and events capital of New Zealand.

Community Events, Meetings, and Highlights

Christchurch Marathon

I started the Christchurch Marathon on an early Sunday morning and, with the biggest field yet, it was incredible to see so many runners and walkers take over the heart of the city.

Well done to the supporters who lined the streets, too; the sight of cheering crowds was just as inspiring as the athletes themselves. A sincere thank you to the Christchurch Marathon team, and to every marshal and volunteer who made it all possible. Events like this don't happen without you.

St John's National Youth Festival

A particular highlight for me this month was to see cadets from across New Zealand and Australia gather in Christchurch for the Hato Hone St John National Youth Festival. Thirteen teams put their first aid, leadership, and teamwork skills to the test in real-life emergency scenarios at Willowbank.

St John Youth has ten divisions in the Christchurch District, with several of those cadets competing in this year's festival. A fantastic reminder of the talent, commitment, and community spirit of our young people.

Local Champions End-of-Season Celebration

I attended an end-of-season celebration to thank the Local Champions who generously give their time to welcome cruise ship visitors to Christchurch. As city ambassadors, they help visitors feel at home, share local knowledge, and create memorable first impressions that encourage people to return. Their warmth and friendliness play a quiet but important role in showcasing the very best of our city.

Opening Night of *Charlie and the Chocolate Factory*

As Patron of Showbiz Christchurch, I was only too pleased to bring my grandkids along to the New Zealand premiere of *Charlie and the Chocolate Factory*.

Based on Roald Dahl's fantastical story, this wonderful musical took us to a world of pure imagination from the first note to the final curtain. The talent on that stage was extraordinary, and the enjoyment on my grandkids' faces said everything.

Well done to the entire cast and crew of Showbiz Christchurch. You gave our city a truly golden night.

University of Canterbury: Graduation Street Parade

University graduation ceremonies are part of a proud tradition stretching back to the very first universities established in Europe in the 12th century. Some things are worth keeping.

This month, that tradition came alive in the heart of Christchurch, as we celebrated our 2026 April graduates with the University of Canterbury Graduation Street Parade through the central city. I was delighted to share in this momentous occasion and say a few words to our newest graduates and their proud families.



Civic and International Relations

Citizenship Ceremony

I attended a citizenship ceremony celebrating people from around the world who have chosen to make Christchurch their home, marking an important milestone for them and their families. These events are always a reminder that our city and our country are strengthened by the diversity, commitment, and sense of belonging new citizens bring to New Zealand.

Zethos Demonstration Plant Grand Opening

I attended the grand opening of the Zethos Demonstration Plant, a significant milestone that showcases innovation, ambition, and the future of clean technology in Christchurch. It was encouraging to see local and international expertise come together, reinforcing our city's role as a place where new ideas are tested, scaled, and turned into real-world solutions.

KiwiRail: Waltham Maintenance Hub

I attended the opening of KiwiRail's new Waltham Maintenance Hub. The Hub positions Christchurch at the centre of a major upgrade to South Island rail, providing a modern, safe facility that will support more reliable freight and passenger services across the South Island. Backed by significant Government investment, the hub and the new low-emission locomotives strengthen Christchurch's role as a critical transport and logistics anchor for the South Island economy.

Courtesy Call with His Excellency, European Union Ambassador Lawrence Meredith

I met with the Ambassador to discuss the upcoming EU–NZ Clean Tech Summit in September at Te Pae Christchurch Convention Centre, which will bring together innovators, investors, and policy makers to accelerate the scaling of clean technologies from New Zealand to Europe and beyond. We also discussed Antarctic collaboration and wider international engagement aligned with EU priorities.

Presenting Keys to the City

Following their first win at One NZ Stadium at Te Kaha, it was an absolute privilege to present the Crusaders with the Keys to the City of Christchurch. It felt like a fitting moment to acknowledge a club that means so much to our city, both past and present, as they begin a new chapter in a new home.

On the field, the Crusaders have delivered countless moments that have brought our community together.

Off the field, their impact is just as significant through school visits, youth development, mentoring, and their charity Crusade with Heart, which supports young people and organisations focused on wellbeing, physical health, and resilience across Christchurch and the wider region.



Looking Ahead

Events and Meetings Calendar

01 May	Farewell for Mary Richardson, CE
02 May	Speaking at the Burnside Bowling Club Season Closing event
03 May	Attended the St Paul's Trinity Pacific Church plaque unveiling/blessing ceremony
06 May	Speaking at the Public Libraries New Zealand National Forum, held at Te Pae Convention Centre
08 May	Ward visits with Councillor Fields and Councillor McLellan-Dowling
11 May	Attending the Ngā Hau E Whā National Marae Board of Trustees Annual General Meeting
13 May	Attending the opening of the new Nurse Maude Hospice
14 May	CIR: Malaysian Delegation Visit
15 May	Ward visits with Councillor Johanson and Councillor Donovan
16 May	Attending with Mayoress the <i>Once in a Lifetime at One New Zealand Stadium</i> event with Venues Ōtautahi
18 May	Speaking at the U3A Pegasus Group meeting
19 May	Attending the Ecogas Christchurch Construction site open day
20 May	Attending the TRENZ Tourism Mayoral Forum in Auckland
21 May	Ward visit with Councillor Scandrett
22 May	Ward visits with Councillor Harrison-Hunt and Councillor Peters
23 May	Collecting for Aviva
25 May	CIR Citizenship Ceremony
28 May	Attending Air New Zealand Regional Stakeholder Workshop Attending CMTE Canterbury Regional Transport Committee
29 May	Attending Canterbury Mayoral Forum meeting

16. Resolution to Exclude the Public

[Section 48, Local Government Official Information and Meetings Act 1987.](#)

Note: The grounds for exclusion are summarised in the following table. The full wording from the Act can be found in [section 6](#) or [section 7](#), depending on the context.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely the items listed overleaf.

Reason for passing this resolution: a good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

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
9.	RADCLIFFE ROAD CORRIDOR IMPROVEMENT				
	ATTACHMENT C - LEGAL ADVICE - RADCLIFFES ROAD	S7(2)(G)	MAINTAIN LEGAL PROFESSIONAL PRIVILEGE	IT IS NECESSARY TO WITHHOLD THIS INFORMATION FROM THE PUBLIC IN ORDER TO MAINTAIN LEGAL PRIVILEGE.	31 MARCH 2028 WHEN THE PERMANENT LEVEL CROSSING UPDATE IS UNDER CONSTRUCTION.
10.	EVENTS AND FESTIVALS FUND				
	ATTACHMENT C - EVENTS & FESTIVALS SPONSORSHIP FUND 2026-27 - FINAL MATRIX	S7(2)(H)	COMMERCIAL ACTIVITIES	COMMERCIALLY SENSITIVE INFORMATION ABOUT INDIVIDUAL EVENTS. THIS INCLUDES DETAILS AROUND SPONSORSHIP AND BUDGETS.	8 JULY 2027 AFTER THE NEXT EVENTS AND FESTIVALS ANNUAL ALLOCATION.
17.	PUBLIC EXCLUDED AUDIT AND RISK MANAGEMENT COMMITTEE MINUTES - 2 FEBRUARY 2026			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
18.	PUBLIC EXCLUDED AUDIT AND RISK MANAGEMENT COMMITTEE MINUTES - 17 APRIL 2026			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
19.	REMUNERATION FOR INDEPENDENT MEMBERS OF A COUNCIL COMMITTEE	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	THE PUBLIC INTEREST DOES NOT OUTWEIGH THE OBLIGATION TO PROTECT THE PRIVACY OF THE	1 JUNE 2027 WHEN THE COMMITTEE'S

				INDEPENDENT MEMBERS OF A COUNCIL COMMITTEE.	INDEPENDENT MEMBERS AND CHAIR HAVE BEEN ADVISED OF THE COUNCIL DECISION.
20.	APPOINTMENTS TO COUNCIL ORGANISATIONS	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	THE PUBLIC INTEREST DOES NOT OUTWEIGH THE OBLIGATION TO PROTECT THE REPUTATION OF INDIVIDUALS BEING CONSIDERED FOR APPOINTMENT TO THE GOVERNING BODY OF COUNCIL ORGANISATIONS.	29 MAY 2026 FOLLOWING THE NOTIFICATION OF DECISION TO INDIVIDUALS

Karakia Whakamutunga

Kia whakairia te tapu

Kia wātea ai te ara

Kia turuki whakataha ai

Kia turuki whakataha ai

Haumi e. Hui e. Tāiki e

Actions Register Ngā Mahinga

When decisions are made at meetings, these are assigned to staff as **actions** to implement. The following lists detail any actions from this meeting that were:

- Open at the time the agenda was generated.
- Closed since the last ordinary meeting agenda was generated.

Open Actions Ngā Mahinga Tuwhera

REPORT TITLE/AGENDA SECTION	MEETING DATE	ACTION DUE DATE	UNIT	TEAM
Hearings Panel Report to the Council on the Dog Control Policy and Dog Control Bylaw 2025	3 September 2025	9 May 2026	Parks	Parks & Recreation Planning
Hearings Panel report on the Gloucester Street "Streets for People" Trial	2 October 2024	15 May 2026	Transport & Waste	Project Management
Annual Plan 2025/26	24 June 2025	18 May 2026	Corporate Services Management	Corporate Services Management
Notice of Motion - Feasibility of free overnight parking at Parakiore Recreation and Sport Centre	16 July 2025	18 May 2026	RS&E	Management
Tsunami Alerting System Review	18 June 2025	29 May 2026	CS&P	CDEM
Annual Plan 2025/26	24 June 2025	31 May 2026	Transport & Waste	Asset Planning
2025/2026 Biodiversity Fund Allocation	4 March 2026	3 June 2026	CS&P	Partnerships & Planning
2025/26 Capital Endowment Fund - March 2026	4 March 2026	3 June 2026	CS&P	Partnerships & Planning
Discretionary Response Fund March 2026	4 March 2026	3 June 2026	CS&P	Partnerships & Planning
Environmental Partnership Fund - Correction to report	4 March 2026	3 June 2026	CS&P	Partnerships & Planning
Ōtākaro Avon River Corridor Regeneration Committee - draft Terms of Reference	4 March 2026	3 June 2026	Citizens & Community Management	Citizens & Community Management
Pihipihi Lane: Name Correction	4 March 2026	3 June 2026	Transport & Waste	Traffic Operations
Walking Access Act 2008 - Request to be a Controlling Authority	4 March 2026	3 June 2026	Legal & Democratic Services	Legal Services
Climate Change Portfolio Lead Report	3 July 2024	5 June 2026	SP&R	Coastal Hazards
Manchester Street Bus Gate Trial	20 August 2025	5 June 2026	Transport & Waste	Management
Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street safety improvements	6 August 2025	26 June 2026	Transport & Waste	Project Management
Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle safety improvements	6 August 2025	26 June 2026	Transport & Waste	Project Management
Spreydon, Somerfield, Waltham, Beckenham CRAF - Strickland Street/Somerfield Street safety improvements	10 September 2025	26 June 2026	Transport & Waste	Project Management
66E Hills Rd - Sale of Land	16 July 2025	30 June 2026	F&P Unit	Property Consultancy
Annual Plan 2025/26	24 June 2025	30 June 2026	Parks	Planning & Policy
Infrastructure Amendments - Parks	25 June 2024	30 June 2026	Parks	Parks & Recreation Planning
Notice of Motion - Investigation into the viability of a clearway on Memorial Avenue	4 February 2026	30 June 2026	Transport & Waste	Management
Other Amendments - Planning, Property and Miscellaneous	25 June 2024	30 June 2026	F&P Unit	Management
Southshore South New Brighton Earthquake Legacy Project	29 August 2019	30 June 2026	TW	Asset Planning Water & Wastewater
Welles Street Temporary Improvements	17 September 2025	30 June 2026	Professional & Technical Services	Project Management
Yaldhurst Memorial Hall	25 June 2024	30 June 2026	F&P Unit	Property Consultancy
2025-26 Sustainability Fund Allocation	1 April 2026	1 July 2026	SP&R	Coastal Hazards
Beach Hospitality Limited - Landlord Consent to Improvements and Request for Further Lease	2 April 2025	1 July 2026	F&P Unit	Property Consultancy

Christchurch Wastewater Treatment Plant Pond Odour Mitigation	1 April 2026	1 July 2026	CS&P	Partnerships & Planning
Christchurch Wastewater Treatment Plant Pond Odour Mitigation	1 April 2026	1 July 2026	TW	Management
Hagley Park & Botanic Gardens - No Stopping & Mobility Park Parking Restrictions - Update	1 April 2026	1 July 2026	Transport & Waste	Traffic Operations
Hearings Panel report to the Council on the Future of Lichfield Street Carpark	1 April 2026	1 July 2026	F&P Unit	Management
International Relations Update	1 April 2026	1 July 2026	OM&CS	Management
Notice of Motion - Parker / Gilberthorpes / Waterloo Intersection Signalisation	1 April 2026	1 July 2026	Transport & Waste	Project Management
Grant an Easement for Utilities Over a Council Reserve	10 April 2024	8 July 2026	F&P Unit	Property Consultancy
Annual Plan 2025/26	24 June 2025	31 July 2026	TW	Asset Planning Water & Wastewater
Application to Capital Endowment Fund 2025/26 - Te Tahī Youth	6 May 2026	5 August 2026	CS&P	Partnerships & Planning
Brighton Mall Upgrade	6 May 2026	5 August 2026	Transport & Waste	Project Management
Christchurch Kart Club Relocation	6 May 2026	5 August 2026	Parks	Management
Environmental Partnership Fund - Correction to report	6 May 2026	5 August 2026	CS&P	Partnerships & Planning
Land disposal - NZTA SH76 Brougham St Corridor Improvements	6 May 2026	5 August 2026	F&P Unit	Property Consultancy
Notice of Motion - Ground-based solar generation	6 May 2026	5 August 2026	F&P Unit	Management
Notification of Revocation of Part of previous Council decision	6 May 2026	5 August 2026	TW	Asset Planning Water & Wastewater
Sumner Tennis Club Proposed Lease: Post Consultation Report	6 May 2026	5 August 2026	F&P Unit	Property Consultancy
Traffic calming on collector and arterial roads	6 May 2026	5 August 2026	Transport & Waste	Traffic Operations
Traffic calming on collector and arterial roads	6 May 2026	30 August 2026	Legal & Democratic Services	Democratic Services
Traffic calming on collector and arterial roads	6 May 2026	30 August 2026	Transport & Waste	Management
Cashmere - Penruddock Roundabout	4 March 2026	31 August 2026	Transport & Waste	Asset Planning
Acquisition of Deeds Land Along with Road Stopping and Amalgamation - Corner Harmans and Voelas Roads Lyttelton	5 February 2025	30 September 2026	F&P Unit	Property Consultancy
Acquisition of Land 657 Pages Road Christchurch, Pages Road Bridge Renewal Project	5 March 2025	1 October 2026	F&P Unit	Property Consultancy
Report Requests	25 June 2024	31 October 2026	Transport & Waste	Asset Planning
Property Disposal, Millstead Oaks Subdivision, Casebrook.	1 April 2026	27 November 2026	F&P Unit	Property Consultancy
Hearings Panel Report to the Council on the Dog Control Policy and Dog Control Bylaw 2025	3 September 2025	30 December 2026	Parks	Parks & Recreation Planning
27 Hunters Road & 43 Whero Avenue, Diamond Harbour – FENZ and Te Pā o Rākaihautū Unsolicited Proposals	5 June 2024	31 December 2026	F&P Unit	Property Consultancy
Koukourarata Port Levy - Bach on Public Land (Road Reserve)	16 April 2025	31 December 2026	F&P Unit	Property Consultancy
Hearings Panel Report on Lincoln Road Peak Hour Bus Lane Proposal	7 July 2022	1 June 2027	Transport & Waste	Project Management
Cathedral Square Roding Network- Worcester Boulevard from Oxford Terrace to Cathedral Square (Area 9B)	4 March 2026	31 July 2027	Transport & Waste	Project Management

Actions Closed Since the Last Meeting Ngā Mahinga kua Tutuki nō Tērā Hui

REPORT TITLE/AGENDA SECTION	MEETING DATE	DUE DATE	ACTION CLOSURE DATE	UNIT	TEAM
Ōtākaro-Avon Stormwater Management Plan	19 June 2024	29 May 2026	22 May 2026	TW	Asset Planning Water & Wastewater
Annual Plan 2025/26	24 June 2025	30 April 2026	18 May 2026	Transport & Waste	Management
Manchester Street Bus Gate Trial	20 August 2025	30 April 2026	4 May 2026	Transport & Waste	Management
Amendments to the Register of Delegations	17 September 2025	30 April 2026	1 May 2026	Legal & Democratic Services	Legal Services
New Footpaths Programme	17 September 2025	20 May 2026	18 May 2026	Transport & Waste	Management
Dedication of Local Purpose Reserve (Road) 3 R Tulett Park Drive Casebrook	4 February 2026	31 December 2026	4 May 2026	F&P Unit	Property Consultancy
Environmental Partnership Fund	4 February 2026	6 May 2026	5 May 2026	Parks	Management
Notice of Motion - Investigation into the viability of a clearway on Memorial Avenue	4 February 2026	6 May 2026	6 May 2026	Transport & Waste	Asset Planning
Toi Ōtautahi 2026-2036	6 May 2026	5 August 2026	8 May 2026	RS&E	Events & Arts