
Council Workshop

NOTES

Date: Tuesday 9 June 2026
Time: 10.04 am
Venue: Camellia Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

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

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The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Apologies from Councillor McLellan and Mayor Mauger were received.

Apologies from Deputy Mayor Henstock, Councillors Herz Jardine, Fields and Johanson were received for lateness.

Councillor Fields joined the workshop at 10.12 am during consideration of item 2.

Councillor Johanson joined the workshop at 10.12 am during consideration of item 2.

Councillor Barber left the workshop at 10.22 am and returned at 10.25 am during consideration of item 2.

Councillor Keown left the workshop at 10.30 am at the conclusion of item 2.

2. Koukourarata Water Supply Options

Gavin Hutchison, Head of Three Waters, and Kylie Hills, Senior Engineer Water and Wastewater Planning, joined the table to present item 2 (refer to agenda report and presentation) and to answer questions from elected members.

Key presentation points:

- Assessment of water supply options has been underway since 2022, with Council direction in 2023 in response to a request from Koukourarata Rūnanga.
- The scheme focuses on a small coastal community including Koukourarata Marae.
- Current supply relies on rainwater, springs, and streams with reliability and quality issues.
- Water shortages occur during dry periods, with contamination risks from streams (nitrates, sediment.)
- Private household treatment systems are inconsistent and not well understood.
- Multiple options assessed including springs, surface water, bore, desalination, pipeline and tanking.
- Shallow springs found to be unreliable; surface water requires significant treatment.
- Bore option constrained by landowner unwillingness and uncertainty of supply.
- Shortlisted options: bore, desalination, and pipeline from Diamond Harbour.
- Estimated costs range from \$6M to \$16M, with a budget of \$10.8M.
- Pipeline from Diamond Harbour identified as lowest risk, most dependable, uses existing network capacity with highest capital cost.
- Delivery risks include land acquisition delays and difficult terrain (rock, elevation).
- Council must assess water needs but is not legally required to provide supply.
- Report to Council in August seeking direction on preferred option.

Key discussion points:

- Whether the project is about supplying households or meeting Treaty of Waitangi obligations.
- Recognition that Council has obligations to communities including marae, not just households.
- Acknowledged high cost per connection for a small number of users.
- Public and media interest around high expenditure for a small catchment.
- Significant cost drivers include remote location, steep terrain, and basalt rock conditions.
- Pipeline distances contribute significantly to cost.
- Water supply could enable future growth and development on Banks Peninsula.
- Council required to reassess Banks Peninsula water needs every three years.
- Climate change considerations, including sea level rise and inundation areas.

Councillor Keown returned to the workshop at 10.41 am during consideration of item 3.

3. Registering interest in a Regional Partnership with Creative NZ

Kiri Jarden, Principal Arts Advisor, and Lucy Blackmore, Manager Events and Arts joined the table to present item 3 (refer to agenda report) and to answer questions from elected members.

Key presentation points:

- Creative New Zealand is transitioning to a model of 16 regional partnerships across the country.
- Christchurch proposal is to partner across the Canterbury region and Chatham Islands.
- This is part of a two-stage process, with the Registration of Interest (ROI) already submitted.
- Shortlisted applicants will be notified by 25 June, with a formal Request for Proposal (RFP) process to follow.
- Contracts expected to commence 1 January 2027, with full rollout by mid-2027.
- Regional partners will be responsible for:
 - Distributing Creative NZ funding
 - Delivering development programmes
 - Advocating for the arts sector
 - Securing additional funding.
- Objectives of the new model include:
 - Fairer access to funding nationally
 - Stronger regional arts economies
 - Improved collaboration and networks
 - Increased local economic activity.
- Funding is expected to be \$20–24 million nationally across all regions.

Key discussion points:

- General support for the intent of regional collaboration and alignment with Council strategy.
- Total funding pool is lower than current funding levels.
- Allocation of funding between regions.
- That Christchurch could receive less funding than under the current system.
- Recognition that Christchurch has greater capacity (staff, systems) than smaller councils.
- Discussion on how to balance regional support versus fairness to Christchurch ratepayers.
- Acknowledgement that using existing Council systems could reduce duplication of overheads.
- Governance is expected to be independent rather than council led.
- Limited elected member representation in governance structures.
- Recognition that detail is unknown and will emerge in later stages.
- Acknowledgement that the next stage (RFP) will be critical in determining outcomes.
- That the change represents a major shift for the arts sector nationally.

Councillor MacDonald joined the workshop at 11.07 am during consideration of item 4.

4. Public Transport Infrastructure Toolkit

Gemma Dioni, Principal Advisor Transport and Stephen Wright, Head of Transport joined the table to present item 4 (refer to agenda report and presentation) and to answer questions from elected members.

Key presentation points:

- Establishes a city-wide, evidence-based framework for determining where and when public transport priority measures should be implemented.
- Aims to improve bus travel times, reliability, and overall network performance and provide a consistent and transparent decision-making approach across all corridors.
- Supports long-term transport planning, including growth areas and future mass rapid transit.
- Recognises Christchurch faces growth pressures and ongoing public transport reliability challenges.
- Uses an incremental (staircase) approach where interventions increase as demand and performance issues grow.
- Structured around three tiers: network importance, performance, and intervention level.
- Assesses corridors based on speed, delay, dwell time, reliability, and passenger boardings.
- Identifies the strategic importance of corridors, from major routes to local connections.
- Matches intervention type to level of problem, from low-cost fixes to major infrastructure.
- Includes a range of tools such as signal priority, bus stop consolidation, and bus lanes.
- Emphasises proportionality, meaning not all routes require high-level interventions.
- Designed to ensure investment is targeted to areas with the greatest benefit.

Key discussion points:

- General support for having a clear, structured, and evidence-based framework.
- Recognition that the framework helps improve transparency in decision-making.
- Questions regarding lack of post-implementation evaluation of existing bus lanes.
- Request for better data to demonstrate effectiveness of past investments.
- Journey time savings are not consistently tracked or reported.
- Whether other transport or land use changes may offset benefits of bus priority measures.
- Limitations due to lack of tag-off data, with improvements expected in future.
- Toolkit should remain flexible and adaptable as new data becomes available.
- Safety remaining the primary consideration in all interventions.
- Trade-offs between public transport improvements and impacts on general traffic.
- Recognition that public transport usage remains low despite investment.
- Discussion about potential tipping point where further investment may not be justified.
- Cost impacts on the wider transport network and road users. Cost-benefit analysis will occur at project level, not within the toolkit.
- Council influence versus Environment Canterbury responsibility for route and service design.

The workshop adjourned at 11.10 am and reconvened at 11.48 am.

Councillor Herz Jardine joined the meeting at 11.48 am.

5. Items Closed to the Public Ngā Take mō te wāhanga o te hui e rāhui ana ki te hunga tūmatanui

The session went into public excluded to consider the confidential items advertised at the end of the public agenda.

The public were re-admitted to the meeting at 1.05 pm

Meeting concluded at 1.05 pm