

---

## Te Pātaka o Rākaihautū Banks Peninsula Community Board Information Session/Workshop AGENDA

---

### Notice of Information Session/Workshop Te Pānui o te Hui:

Te Pātaka o Rākaihautū Banks Peninsula Community Board Information Session/Workshop will be held on:

**Date:** Monday 15 June 2026  
**Time:** 10 am  
**Venue:** Lyttelton Ōhinehou Community Boardroom,  
25 Canterbury Street, Lyttelton

---

### Membership Ngā Mema

Chairperson	Lyn Leslie
Deputy Chairperson	Nigel Millar
Members	Tyrone Fields Jillian Frater Asif Hussain Cathy Lum-Webb Josie Ogden Schroeder

---

10 June 2026

### Principal Advisor

Penelope Goldstone  
Manager Community Governance  
Tel: 941 5689  
[penelope.goldstone@ccc.govt.nz](mailto:penelope.goldstone@ccc.govt.nz)

### Meeting Advisor

Liz Beaven  
Community Board Advisor  
Tel: 941 6601  
[liz.beaven@ccc.govt.nz](mailto:liz.beaven@ccc.govt.nz)

Website: [www.ccc.govt.nz](http://www.ccc.govt.nz)

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

**To watch the meeting live, or previous meeting recordings, go to:**

<https://www.youtube.com/@bankspeninsulacommunityboa3600/streams>

**To view copies of Agendas and Notes, go to:**

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



---

## **TABLE OF CONTENTS NGĀ IHIRANGI**

<b>Karakia Tīmatanga .....</b>	<b>3</b>
<b>1. Apologies Ngā Whakapāha .....</b>	<b>3</b>
<b>2. Open Forum Te Wā Kōrerorero .....</b>	<b>3</b>

### **INFORMATION SESSION/WORKSHOP ITEMS**

<b>3. Freedom camping .....</b>	<b>5</b>
The time allocated for this Information Session/Workshop is 60 minutes	
<b>4. Governance update .....</b>	<b>23</b>
The time allocated for this Information Session/Workshop is 30 minutes	
<b>5. CDEM Team Introduction and Update.....</b>	<b>43</b>
The time allocated for this Information Session/Workshop is 30 minutes	
<b>6. Diamond Harbour Village Improvements.....</b>	<b>65</b>
The time allocated for this Information Session/Workshop is 30 minutes	
<b>7. Transport Roadshow 2026.....</b>	<b>93</b>
The time allocated for this Information Session/Workshop is 45 minutes	

### **Karakia Whakamutunga**

## **Karakia Tīmatanga**

Whakataka te hau ki te uru	<i>English translation</i>
Whakataka te hau ki te tonga	Cease the winds from the west
Kia mākinakina ki uta	Cease the winds from the south
Kia mātaratara ki tai	Let the breeze blow over the land
E hī ake ana te atakura	Let the breeze blow over the ocean
He tio, he huka, he hau hū	Let the red-tipped dawn come with a sharpened air.
Tihei mauri ora!	A touch of frost, a promise of a glorious day.

### **1. Apologies Ngā Whakapāha**

Apologies will be recorded at the meeting.

### **2. Open Forum Te Wā Kōrerorero**

#### **2.1 Mobile Sauna**

Owain John and Saya Creaser, will speak on behalf of Tourism Studio, regarding a proposal for a mobile sauna to operate at Naval Point – Te Nukutai o Tapoa.

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



### 3. Freedom camping

Reference Te Tohutoro: 26/343123


Presenter(s) Te Kaipāhō: Teena Crocker, Senior Policy Analyst

#### 1. Detail Te Whakamahuki

<b>Timing</b>	This information session is expected to last for 60 minutes.
<b>Purpose / Origin of the Information Session</b>	<p>At the Board’s information session on 16 February 2026, the Board agreed to request a briefing from staff on the Freedom Camping Act.</p> <p>This briefing will summarise key issues and challenges and provide the Board with the opportunity to ask questions and discuss the issues.</p>
<b>Background</b>	<p>The briefing will take members through relevant parts of the Freedom Camping Act 2011 and the Council’s Freedom Camping Bylaw 2021, as well as covering wider issues.</p> <p>The briefing will include:</p> <ul style="list-style-type: none"> <li>• the legislative settings and national approach</li> <li>• the regulation of self-contained vehicles</li> <li>• offences under the Act and bylaws</li> <li>• the bylaw-making powers and limitations under the Act</li> <li>• bylaw amendments and reviews, and recent case law on legal challenges</li> <li>• how the Act approaches land other than council land (eg NZTA land)</li> <li>• other laws that regulate land and may impact on freedom camping activities</li> <li>• specific information on Banks Peninsula.</li> </ul>
<b>Key Issues</b>	<ul style="list-style-type: none"> <li>• The Freedom Camping Act sets the national rules for freedom camping</li> <li>• It empowers councils to make bylaws to restrict or prohibit freedom camping in limited circumstances</li> <li>• Recent case law has clarified that only certain matters can be taken into account when a council is considering regulating with a freedom camping bylaw</li> <li>• The settings in the Act make it difficult for councils to regulate freedom camping and its impact on communities in a way that meets community expectations</li> <li>• The Council has had a freedom camping bylaw since 2015. It was amended in 2016 and in 2018. It was reviewed and amended in 2021, and was then amended in 2023 in response to legislative changes (the Self-Contained Vehicles Legislation Act 2023)</li> <li>• Adding a prohibited area (or other land, such as NZTA land) to the bylaw would require an amendment</li> <li>• Any amendment must meet the strict assessment criteria in the Act, and follow the process set out in the Act</li> </ul>

	<ul style="list-style-type: none"> <li>The Council has a heavier than usual bylaw review programme this term of Council. This limits resources to undertake unscheduled review or amendment work</li> <li>There may be non-regulatory ways to manage or reduce freedom camping impacts.</li> </ul>
<b>Next Steps</b>	<ul style="list-style-type: none"> <li>Not applicable</li> </ul>
<b>Useful Links</b>	<ul style="list-style-type: none"> <li>The Act: <a href="#">Freedom Camping Act 2011 – New Zealand Legislation</a></li> <li>The Council’s bylaw: <a href="#">Freedom Camping Bylaw 2021</a></li> <li>Council information on camping and freedom camping in the district, including an interactive map showing the coverage of the bylaw: <a href="#">Camping and campervans</a></li> <li>The regulations that set freedom camping penalties: <a href="#">Freedom Camping (Penalties for Infringement Offences) Regulations 2023 – New Zealand Legislation</a></li> <li>The regulations for the self-containment of vehicles: <a href="#">Plumbers, Gasfitters, and Drainlayers (Self-Contained Vehicles) Regulations 2023   New Zealand Legislation</a></li> <li>Information on self-contained vehicles from the regulator, the Plumbers, Gasfitters and Drainlayers Board: <a href="#">Plumbers, Gasfitters, and Drainlayers Board \</a></li> <li>Council Newsline story: <a href="#">Deadline fast approaching for self-contained vehicles requirements : Newsline</a> (published 3 June 2026)</li> <li>Information from MBIE on freedom camping changes: <a href="#">Freedom camping changes   Ministry of Business, Innovation &amp; Employment</a></li> </ul>

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Freedom camping information session - Te Pātaka o Rākaihautū Banks Peninsula Community Board - 15 June 2026	26/1178438	7

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Teena Crocker - Senior Policy Analyst
<b>Approved By</b>	David Griffiths - Head of Strategic Policy & Resilience John Higgins - General Manager Strategy, Planning & Regulatory Services

# Briefing on the Freedom Camping Act 2011

Te Pātaka o Rākaihautū Banks Peninsula Community Board

15 June 2026

Teena Crocker, Senior Policy Analyst

1

## To brief the board on the Freedom Camping Act

- Freedom camping legislation
- Legislative changes
- Land types
- Freedom camping bylaws
- Freedom camping rules on Banks Peninsula

2

## Legislation – the first decade

- Freedom Camping Act 2011
- Enabled freedom camping on all council land (unless other laws apply)
- Gave councils the power to make bylaws to manage freedom camping (limited)
- Self-containment of vehicles was via a voluntary standard (only enforceable if contained in a bylaw)
- Councils developed bylaws, amended bylaws, reviewed bylaws (2015, 2016, 2018, 2020/21, 2023)
- Councils sought funding to manage impacts (MBIE, tourism, infrastructure, enforcement, comms, tech)



Problems

3

## Problems in the first decade of the Act

Self-containment of vehicles

(inconsistent, unregulated, rise of rental market, rise of ownership)

Inconsistent rules / hard to understand across districts

(bylaw, no bylaw - locations, vehicles, tents - encouraging, restricting)

Increasing popularity / numbers

(international tourism, Covid-impacts, high domestic, constantly changing, interest groups)

Community frustration – loss of social licence

(negative impacts, high numbers, frequency / visibility, access, views, noise, damage, appropriation of public places)



Proposed changes (2021), Act amended 2023

4

## Legislative changes - 2023

### Self-contained Motor Vehicles Legislation Act 2023

- › amended the Freedom Camping Act 2011
- › amended the Plumbers, Gasfitters and Drainlayers Act 2006

Made changes in three key areas:

- › how people can camp on council (and other) land
  - › the system for certifying freedom camping vehicles
  - › the types of penalties and infringement amounts
- 
- › Exemption for people experiencing homelessness

5

## Legislative changes - Self-contained Motor Vehicles Legislation Act 2023

- Requires a self-contained vehicle if freedom camping in a vehicle on local authority area land
- Created regulation-making powers for the Minister of Tourism
- *Plumbers, Gasfitters, and Drainlayers (Self-Contained Vehicles) Regulations 2023*
  - New system for self-contained vehicles (two year transition, extended, ended 7 June 2026)
- *Freedom Camping (Penalties for Infringement Offences) Regulations 2023*
  - New infringement offences for breaches of the Act and bylaws
  - Required bylaws to be amended for consistency with the Act
  - New land inclusion: NZTA land – only applies if included in a council bylaw

6

## New offences and increased infringement fines

	Offences on local authority area land	Infringement fee	Comment
1	Freedom camping in local authority area in breach of prohibition or restriction in bylaw	\$400	Increased from \$200
2	Freedom camping in local authority area using a motor vehicle that is not self-contained, other than where permitted	\$400	New offence
3	Failing to display a warrant card when freedom camping in a motor vehicle in a local authority area, other than where permitted	\$200	New offence
4	Freedom camping in a local authority area in a self-contained motor vehicle with more people than the vehicle is certified for	\$400	New offence
5	Interfering with or damaging a local authority area, its flora or fauna, or any structure in the area while freedom camping or depositing waste in or on the area while freedom camping	\$800	Increased from \$200 Amended
6	Making preparations to freedom camp in a local authority area in breach of prohibition or restriction in bylaw	\$400	Increased from \$200
7	Making preparations to freedom camp in a local authority area using a motor vehicle that is not self-contained, other than where permitted	\$400	New offence
8	Making preparations to freedom camp in a local authority area in a self-contained motor vehicle with more people than the vehicle is certified for	\$400	New offence
9	Failing or refusing to leave a local authority area when required to do so by an enforcement officer	\$600	Increased from \$200
10	Displaying an altered or fraudulent warrant card	\$600	New offence
11	Presenting an altered or fraudulent certificate of self-containment	\$600	New offence

7

## Non-legislative changes

Reduced funding available (MBIE)

Case law

- Four successful bylaw challenges – Marlborough, Thames-Coromandel, Queenstown Lakes x2
  - process and outcome
  - Judicial Review
  - Bylaws Act 1910: *Ultra vires*, repugnancy, unreasonableness, uncertainty
- The 2024 Queenstown case is important –
  - clarifies the narrow regulatory scope of bylaws ie “*local authority area land*”
  - Applicant’s Counsel: “*wrongly considered the impacts of freedom camping on neighbouring property owners*”
  - Justice Osborne: “*irrelevant matters*” (the impacts on the property and amenity values of neighbouring areas)
  - Bylaw deemed invalid, quashed



8

Challenging for councils – limited ability to respond to concerns of residents



## Legislation - Freedom Camping Act 2011, section 11

Bylaws made under the Act can only be made if a council is satisfied that:

- a bylaw is necessary:
  - to protect the area;
  - to protect the health and safety of people who may visit the area; and / or
  - to protect access to the area;
- a bylaw is the most appropriate and proportionate way of addressing the perceived problem in relation to that area; and
- the bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990
- Where “area” refers to “local authority area” under the Act

9

## Freedom Camping Bylaw 2021

2011 – Freedom Camping Act created a new bylaw-making power

2015 – Developed and adopted a bylaw

2016 – Amended the bylaw to require self-containment, added new prohibited areas (Wainui, French Farm)

2018 – Amended the bylaw to address concerns in Akaroa (prohibited, except in a specified area)

2020/2021 – Five year statutory review - added new prohibited area (Takamatua hillside), changed Naval Point (prohibited, except in specified area)

2023 – Amended the bylaw for consistency with the Self-contained Motor Vehicles Legislation Act 2023

2024 – New case law: challenge to Queenstown’s freedom camping bylaw “irrelevant matters”

2026 – New self-contained vehicle rules now implemented / apply (from 7 June)

## Temporary closure – bylaw power - Chief Executive

Clause 10:

*"...where the closure or restriction is considered necessary to:*

- a) prevent damage to the local authority area or facilities in the area; or*
- b) allow maintenance to the local authority area or facilities; or*
- c) protect the safety of persons or property; or*
- d) provide for better public access, including in circumstances where events are planned for that area"*

- Must align with the powers in the Act
- Creates an offence
- Bylaws can be challenged by judicial review

11

## Bylaw coverage

### Prohibited areas (red):

- ❖ Rāpaki
- ❖ Lyttelton
- ❖ Naval Point
- ❖ Purau
- ❖ Port Levy
- ❖ Birdlings Flat
- ❖ French Farm
- ❖ Wainui
- ❖ Ōnawe
- ❖ Takamatua hillside
- ❖ Akaroa
- ❖ Ōnuku

### Restricted areas (orange):

- ❖ Christchurch urban area
- ❖ Diamond Harbour
- ❖ Purau
- ❖ Little River
- ❖ Duvauchelle
- ❖ Robinson's Bay
- ❖ Takamatua waterfront
- ❖ Naval Point and Akaroa fc areas

12



## NZTA land

The Act was amended to create a new power enabling councils to regulate NZTA land

### Did not:

- give powers to NZTA to regulate its own land
- generally apply the Act to NZTA land (ie self-containment)

### Allows a council to regulate NZTA land - when:

- a bylaw amendment declares NZTA land to be “local authority area” land  
(this would mean self-containment is required)
- and a bylaw amendment then restricts or prohibits freedom camping in that area
- and NZTA has given written permission

### However:

- a bylaw can only be amended if the requirements in the Act are met
- a bylaw amendment needs to be resourced (takes 6-9 months)
- a bylaw can be challenged
- a bylaw comes with an enforcement obligation / ongoing costs

13

## Other legislation

- ❖ Freedom Camping Act allows freedom camping, unless other legislation applies (including other bylaws)
- ❖ Parks and Reserves Bylaw – no camping
- ❖ Made under the Reserves Act (and the Local Government Act) – applies to parks, reserves, greenspace
- ❖ Reserves Act default of camping prohibited
- ❖ Opposite to Freedom Camping Act (default allowed)
- ❖ Freedom Camping Bylaw does not cover parks and reserves - already regulated under Parks and Reserves
- ❖ Freedom Camping Bylaw largely covers the roadside and some car parks \*
- ❖ Other bylaws may apply to all vehicles, eg parking restrictions under the Traffic and Parking Bylaw

An information session is planned for the Council on 14 July – this will focus on reviewing the 2025/26 season and preparing for the 2026/27 season

Questions?

15



## 4. Governance update





Reference Te Tohutoro: 26/980906

Presenter(s) Te Kaipāhō: John Filsell Head of Community Support & Partnership

### 1. Detail Te Whakamahuki

<b>Timing</b>	This information session is expected to last for 30 minutes.
<b>Purpose / Origin of the Information Session</b>	The purpose of this session is for the Board to be updated on a number of topics including Governance Partnership Agreement, the 2027/37 Long Term Plan process and the Governments Head Start Pathway policy document.  It is also an opportunity for board members to raise and discuss any topical matters within their Board Areas.
<b>Background</b>	Periodically the head of Community Support & Partnerships visits community boards to discuss important and/or topical issues.
<b>Key Issues</b>	<ul style="list-style-type: none"> <li>• Governance Partnership Agreement – “How the Council works with Boards.”</li> <li>• 2027/37 Long Term Plan process. – “Importance of Community Board Plans.”</li> <li>• Discussion on important and topical issues.</li> </ul>
<b>Next Steps</b>	<ul style="list-style-type: none"> <li>• Nearer the time Community Governance will canvass Board Members on the topics they would like discussed or any particular information they would like provided.</li> </ul>

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Governance Partnership Agreement - February 2024-	26/1119579	24
B  	Head Start Pathway Policy Document - Simplifying Local Government - May 2026	2026/1157958	30

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Antje Schmidt - Project and Events Coordinator
<b>Approved By</b>	John Filsell - Head of Community Support and Partnerships

## Christchurch City Council Community Board Governance Partnership Agreement

---

### Vision statement

---

A partnership approach to local decision making in Christchurch.

### Purpose

---

This Agreement documents the principles of a good faith<sup>1</sup> partnership between the Christchurch City Council and its Community Boards.

It seeks to encourage communication, coordination and cooperation between the Council and the Community Boards to enable them to work together to:

- facilitate local decision making and action by, and on behalf of, communities;
- promote active citizenship;
- strengthen the connection to neighborhoods and citizens; and
- provide local input into Council strategies, plans and services.

### Protocols

---

The partnership between the Council and Community Boards is based on the following protocols:

#### *Governance, Communication and Coordination*

- The Council and Community Boards have a joint responsibility for good governance: the best interests of our communities are served when we work cooperatively.
- The Council and Community Boards acknowledge that the Local Government Act 2002 provides that the Council has a city wide focus and the Community Boards have a community focus, and the Community Boards operate under the governance umbrella of the Council. Community Boards carry out the responsibilities, duties and functions that are given to them by statute or that are delegated to them by the Council<sup>2</sup>. Delegations are listed in the delegations register.

---

<sup>1</sup> A definition of good faith taken from section 4(1A) of the Employment Relations Act 2000 is “the parties to the relationship are active and constructive in establishing and maintaining a productive relationship in which the parties are, amongst other things, responsive and communicative.”

<sup>2</sup> The role of Community Boards is described on the Council Website under “Council – How the Council works.”

15 May 2019 HPRE 19/532312

- Delegations to Community Boards are guided by the principle of subsidiarity in that issues specific to a Community Board should be dealt with and decided on within the affected locality (subject to metropolitan and network implications)<sup>3</sup>.
- If a Community Board considers a particular decision is better made at the community board level, it may request the Council to delegate the authority to make that particular decision.
- The Community Board may refer any decision it has been delegated to the Council for decision if it chooses to do so.
- The Council is not entitled to rescind or amend a final decision made under a delegation to a Community Board.
- When exercising powers (either mandated or delegated) to make decisions, the appropriate decision-making process must be used, as indicated by the Council's Significance and Engagement Policy and the Local Government Act 2002.

#### *Community Board participation in Council decision making*

- The Council will engage the Community Board early in the planning and development phase, at a point where the Community Board feedback can be utilised in the decision making process.
- The Council will have particular regard to Community Board feedback on relevant significant policy and planning documents before the policies or plans are adopted by the Council as draft documents and notified for public comment.
- From time to time, the Council may appoint Community Board representatives to committees, hearings panels and working parties.
- Community Boards are able to make submissions on any Council consultation document that has been publicly notified, including where they have provided feedback during the development process.
- Decisions on metropolitan projects or matters with city-wide implications across multiple ward boundaries will be made by the Council or a Council Committee.
- Community boards will be engaged on metropolitan projects within their community board area. Where there are multiple community boards involved, the expectation is that the Boards work together in good faith partnership.

#### *Long Term Plans and Annual Plans*

- Community Boards will be given the opportunity to have input into the development of Long Term Plans and Annual Plans before the policies or plans are adopted by the Council as draft documents and notified for public comment.
- Community Boards will be given the opportunity to have input into the city-wide

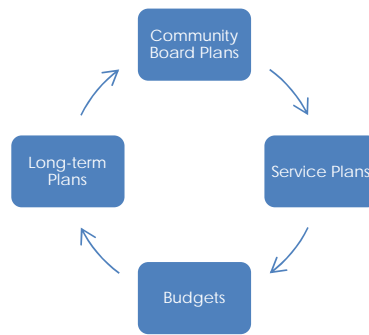
---

<sup>3</sup> A process for determining whether an issue is local or metropolitan is attached as Appendix 1 of this Agreement.  
15 May 2019 HPRE 19/532312

approach to community consultation on Long Term Plans and Annual Plans as well as informing bespoke local consultation in their community board area.

#### *Community Board Plans*

- Acknowledging that the Community Board engages with its local communities to develop a Community Board Plan:
  - The Council will regard the Community Board Plan as a key strategic document to be included in the preparation of Council planning and budgeting processes, including the Long Term Plan and Annual Plan; and
  - Council officers will work with community boards to ensure the specific deliverables of Community Board Plans align with Council's Service Plans detailing levels of service.



#### *Community consultation by other organisations*

- Both parties will use reasonable endeavors to advise the other party when they become aware of any consultation affecting a Community Board area by an external organisation (for example central government or other local government authorities). Where possible, both parties will work together to prepare the Council's feedback or submission.

#### *Operations, Administration and Support*

- The Chief Executive Officer will ensure that Community Boards are provided with timely and robust information, support and advice to enable the Community Boards to make decisions and provide feedback.
- The Council and Community Boards will engage with and receive advice from staff on all matters needing a decision.
- Community Board concerns regarding operational performance will be communicated to the relevant General Manager in the first instance and subsequently to the Council's Chief Executive Officer if not resolved.
- Appropriate training and development will be provided for councillors and community board members, on an ongoing basis, to ensure they have the necessary skills to undertake their governance and policy making responsibilities.
- Community Board Chairs will present the community board reports to the

15 May 2019 HPRE 19/532312

Council on a monthly basis.

- The Mayor may attend meetings of the Community Board Chairs, as appropriate.
- There is an expectation that Councillors will keep their respective Community Board members updated at Community Board meetings about any key decisions made by Council.

#### Review of Agreement

---

- This Agreement and the Delegations Register will be reviewed within six months following the triennial local election.

#### Administration

---

- The Chief Executive Officer is responsible for the administration of this Agreement.

#### Authority

---

This Agreement is signed on this \_\_\_\_\_ day of \_\_\_\_\_ 2019 by the following:

Lianne Dalziel

Mayor

Christchurch City Council

\_\_\_\_\_

[Chairperson's Name]

Chairperson

[NAME] Community Board

\_\_\_\_\_

\_\_\_\_\_

15 May 2019 HPRE 19/532312

## Christchurch City Council Community Board Governance Partnership Agreement

---

### Appendix 1

---

#### *Local and Metropolitan decisions (decision making process)*

Issues specific to a Community Board should be dealt with and decided on within the affected locality, rather than by the Council as a whole (examples include, community facilities, community parks and board funding.)

However, a question may arise about whether an issue is inherently local or has implications beyond the boundaries of a Community Board, i.e. metropolitan. In this situation, the allocation of decision making responsibilities will be determined in accordance with the following principles (similar to those established for Local Boards in the Auckland Council district):

- decision making responsibility for a non-regulatory activity of the Council particular to a Community Board area should be exercised by the Community Board (local decisions); or
- by the Council (metropolitan decisions) if the nature of the activity is such that decision-making on a district-wide basis will better promote the interests of all communities, having regard to the following factors -
  - the impact of the decision (will it extend beyond the Community Board area); and/or
  - effective decision making (will the decision require alignment or integration with other decisions that are the responsibility of the Council); and/or
  - the benefits of a consistent or coordinated approach in the Council's district (will these outweigh the benefits of reflecting the particular needs and preferences of the communities within the Community Board area); and/or
  - the significance of the activity (as assessed in accordance with the Council's Significance and Engagement Policy).

If the allocation of decision making responsibilities becomes an issue to be dealt with by application of the principles referred to above, it must first be raised with the General Manager responsible for the activity proposed. Any recommendations to be made will be approved by the Executive Leadership Team before being considered by the Council, which will decide whether or not a matter should be dealt with by the Council as a whole, rather than a Community Board(s).

15 May 2019 HPRE 19/532312

Appendix 2

---

The following matrix is used to help make decisions on the delegated authority and

# Head Start pathway

Simplifying Local Government



Te Kāwanatanga o Aotearoa  
New Zealand Government

Item 4

Attachment B

## Ministerial foreword

Local government plays a central role in shaping how New Zealand grows and develops. Councils understand their communities and regions, and they are key partners with central government in delivering housing, infrastructure, and environmental management.

The Government knows councils are managing significant change, with multiple reforms happening at once. Alongside implementing a new planning system, councils told us through submissions on the [Simplifying Local Government proposal](#) that they wanted greater flexibility, including the ability to shape future governance arrangements themselves and, where they are ready, to move more quickly.

The Head Start pathway is a direct response to that feedback. It provides a voluntary, streamlined option for councils that want to lead the transition early, while continuing to deliver the new planning system. Head Start enables locally led solutions, so councils can set their own direction and pace rather than waiting for wider reform settings to apply.

The Government has been clear that regional governance needs to be simpler and more effective over time. Head Start is voluntary. Councils that do not opt in will not face mandatory change until after the 2028 local elections, giving them space to focus on delivering the first generation of plans under the new planning system.

Together, the Head Start pathway and the backstop approach provide certainty and confidence, supporting councils to lead where they are ready, while setting the system up to work better for the long term and delivering the new planning system.



Hon Chris Bishop  
**Minister Responsible for RMA Reform**



Hon Simon Watts  
**Minister of Local Government**

## The Simplifying Local Government proposal

In November we consulted on a draft proposal to establish regional boards of mayors, replacing regional councillors, to lead the development of reorganisation plans for a region. The proposal can be found at [dia.govt.nz/Simplifying-Local-Government#Proposal](https://dia.govt.nz/Simplifying-Local-Government#Proposal).

### What we heard

Consultation on this proposal resulted in more than 1,150 submissions, including around 70 from councils and local government sector bodies, and around 60 from iwi/Māori organisations. Submitters generally agreed with the need for reform but raised issues with the specific proposal.

There was more support for regional reorganisation plans than combined territories boards (CTBs). Many submitters had concerns about council capacity to progress these reforms at the same time as other government initiatives. Some suggested changes to the timing, membership, or remit of CTBs.

Many submitters supported keeping regional councillors in place until the 2028 local elections – as a practical measure to support mayors and maintain democratic legitimacy.

Submissions highlighted the important relationships regional councils have with iwi Māori, and the Treaty settlement redress arrangements that relate to regional council functions.

Other issues raised in submissions included:

- preserving and supporting local democracy, including balancing urban and rural interests, with some support for Crown observers
- retention of regional service delivery, particularly environmental management and river catchment management
- mayoral workloads and adopting a regional perspective; and
- funding and process concerns.

Councils told us they wanted greater flexibility to take locally led approaches to reform. Some councils and mayors have been clear that they are ready to move faster, building on existing regional arrangements such as mayoral forums rather than establishing a board of the region's mayors.

The Head Start pathway responds directly to that feedback, giving councils that are ready the opportunity to take the lead, shape their own regional solutions, and progress at pace.

## What we are doing

We have listened to feedback and refined our approach.

We will introduce a streamlined Head Start pathway for councils that are ready to develop and progress reorganisation proposals, with the aim of creating unitary authorities within a region through bespoke legislation.

We will legislate for councils not progressing through Head Start to enter a compulsory backstop process after the 2028 local elections.

We will replace regional councillors at the 2028 local elections with an interim body (for example, a board of mayors, Crown commissioners, or a combination of both). The precise model will be confirmed later. Retaining regional councillors until the 2028 local elections will provide capacity during a period of substantial change.

## How this fits with the new planning system

We know councils are navigating significant change, with multiple reforms happening at once.

The Head Start pathway gives councils that are ready to move early the confidence to get on with delivering the new planning system now, while they shape the governance arrangements ahead of the 2028 local elections.

By progressively aligning governance with how the new planning system is designed to work, Head Start enables councils to lead the transition on their own terms, rather than waiting for wider reform to commence.

Delivering the new planning system remains core business for all councils and continues in parallel, whichever pathway councils choose.

## Head Start pathway

From 5 May 2026, two or more territorial and/or unitary authorities can submit an outline proposal to establish a new unitary authority covering part or all of a region. Proposals will need to be submitted by 9 August 2026.

A unitary authority combines the functions of a regional council and a city or district council into a single organisation. This can simplify governance, reduce duplication, and improve regional coordination.

Councils participating in the Head Start pathway will continue implementing the new planning system alongside any reorganisation activity.

### Who can submit an outline proposal?

Any two or more territorial and/or unitary authorities (except for Auckland) including cross-boundary groupings, may submit if they represent a majority of either the:

- directly affected territorial authorities, or
- population across directly affected areas.

Proposals cannot be submitted by minority groupings, individual territorial authorities or unitary authorities, regional councils, individuals or other organisations.

## Eligibility criteria

Proposals must be submitted by two or more territorial authorities that together represent a majority of either directly affected territorial authorities or a majority of the population across directly affected districts. The following examples illustrate how this may work.

### What types of reorganisation can be proposed?

Outline proposals must provide for the establishment of new unitary authorities. The most straightforward approach is for all councils in a region to combine to form a single unitary authority.

We will also consider outline proposals for subregional unitary authorities and potential cross-boundary proposals, where:

- existing territorial authorities are combined and regional council functions are transferred
- the proposed arrangements would result in fewer local authorities overall
- the proposed arrangements would deliver clearer accountability and effective delivery of key functions, including regional planning, transport, and catchment management.

More than one unitary authority in a region is only likely to be approved if:

- the region is large and has more complex issues
- the proposal clearly meets the criteria and doesn't lead to the fragmentation of key regional functions where collaboration is required, such as catchment management.

### Working with iwi/Māori

Treaty settlement arrangements will continue to be provided for. We will work with applicants and iwi/Māori affected by the Head Start pathway to support the continuation of effective relationships and uphold settlement redress.

Councils will be expected to engage with relevant post-settlement governance entities (PSGEs) to demonstrate how existing Treaty settlement arrangements could be transferred to new unitary authorities with equivalent effect. The Government will also work with PSGEs directly on proposed arrangements. Councils will have an opportunity to further engage with Māori as they continue to develop outline proposals ahead of final decisions in 2027.

**Example 1: Majority of directly affected councils**

A region contains three territorial authorities: Council A, Council B and Council C. Council A and Council B jointly submit a proposal that affects Council C.

- ✓ This proposal would be eligible for consideration because Councils A and B form a majority of the directly affected territorial authorities, regardless of population size.

**Example 2: Majority of population**

A region contains four territorial authorities: Councils A to D. Councils A and B jointly submit a proposal that also impacts Councils C and D. Councils A and B together represent more than 50% of the population of the directly affected area, even though Council C and Council D are larger in land area.

- ✓ This proposal would be eligible for consideration because the proposing councils represent a majority of the population, even if they do not represent all councils.

**Example 3: Minority of directly affected councils**

A region contains five territorial authorities: Councils A to E. Council A and Council B jointly submit a proposal that also affects Councils C, D and E. Councils A and B together do not represent more than 50% of the population or the majority of affected councils of the directly affected area.

- ✗ This proposal would not be eligible for consideration because, while it involves two councils, it does not represent a majority of councils or population.

**Example 4: Subregional unitary authorities**

A region contains five territorial authorities: Councils A to E. Council A, Council B, Council C and Council D jointly submit a proposal for two unitaries for the region affecting Council E.

- ✓ This proposal would be eligible for consideration because the proposing councils are a majority of the directly affected territorial authorities, regardless of population of the directly affected areas.

**Example 5: Subregional proposal - part of region**

A region contains seven territorial authorities: Councils A to F. Council A, Council B and Council C jointly submit a proposal for a unitary for the three councils within their part of the region. The other four councils are unaffected.

- ✓ This proposal would be eligible for consideration because there are more than two territorial authorities proposing amalgamation and the majority of territorial authorities and population affected by the proposal are in favour of the proposal. Reorganisation plans for the remainder of the region (Councils D to F) will be required after the 2028 local body elections.

*Note: eligibility is not acceptance, and eligible proposals will still need to pass the assessment.*

## How will outline proposals be assessed?

Five criteria will be used to assess the proposals:



**Deliverability:** Proposals are realistic and demonstrate how new arrangements can be implemented in a timely manner.



**Supports the new planning system:** Shows clear support for implementing the new planning system – including progress on spatial and natural environment plan development – and avoids or minimises disruption to that work.



**Simplifies local governance:** Proposes more efficient regional governance arrangements, consolidating decision-making and improving alignment between a region's councils.



**Economies of scale:** Supports regional strategic planning and effective delivery of key regional functions (such as transport and catchment management), and demonstrates responsible and affordable asset management, infrastructure investment, and service delivery.



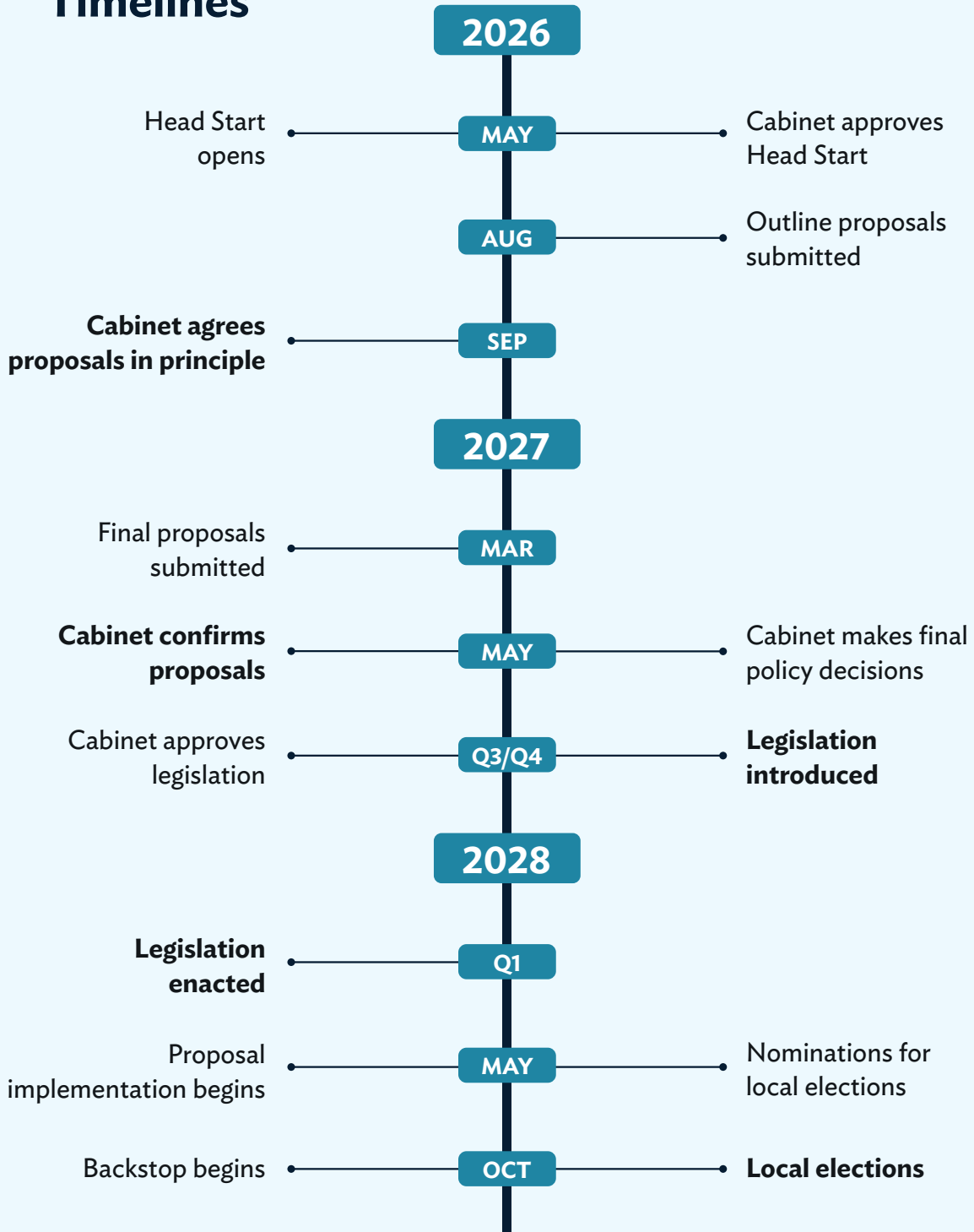
**Maintains local voice:** Demonstrates fair and effective representation for communities of interest and how decisions will be made at the local level, balancing urban and rural interests.

## Next steps for Head Start

Once outline proposals have been assessed, Cabinet will decide which proposals are accepted into the detailed design phase of the Head Start pathway.

Once agreed in principle, any support required to develop detailed reorganisation proposals will be determined with submitters and agreed by Cabinet.

# Timelines



## Status of regional councillors

We previously proposed replacing regional councillors with boards of mayors.

Submitters suggested that retaining regional councillors until the end of their current elected periods would:

- support the transition to the new planning regime, including the first generation of spatial and natural environment plans
- retain institutional knowledge needed to make the transition
- provide additional governance capacity and capability during a period of substantial change.

It is our intention that regional councillors will not be elected at the 2028 local elections. They will be replaced by an interim body, for example a board of mayors, Crown commissioners, or a hybrid model. We will confirm the exact model in 2027, when successful Head Start proposals are approved.

Current regional councillors will stay on through to the end of the 2028 term to lead regional councils in their roles in the new planning system, particularly regional spatial plans.

## Backstop legislation

Progress through the Head Start pathway will help inform the design of backstop arrangements for other regions.

Councils that do not progress through Head Start will continue to focus on delivering the new planning system, including development of the first generation of plans. Reform for those councils will not occur until after the 2028 local elections, through the compulsory backstop process.

This approach gives councils more time to concentrate on planning system implementation before any mandatory governance changes take effect, while still providing a strong indication of when and where future reform will occur.

Regions and councils not progressing through the Head Start pathway will be subject to a backstop process. During the transition, regional council governance would be exercised by an interim body, with the precise model to be confirmed in 2027. Legislation for the backstop will be enacted before nominations open for the 2028 local elections. This will ensure candidates understand any new roles and responsibilities, and electors can vote with clarity.

The final models of governance will be informed by lessons from the Head Start, feedback from consultation on the Simplifying Local Government proposal, and further advice from officials.

## Rapid review update

A rapid review of regional council functions was completed to help guide councils during reorganisation planning. It was intended to identify functions that could potentially be centralised or ceased.

The review found that the key opportunities for centralisation are already being considered through existing government work programmes. For example, a national regulator for compliance and enforcement is being considered as part of the new planning system.

The RMA Expert Advisory Group recommended that, in the new planning system, compliance and enforcement functions should be transferred to a national regulator with regional compliance hubs. Policy work on this proposal is expected to be progressed after the Planning and Natural Environment Bills pass. The Government then expects to engage with local authorities and others to discuss the merits of different approaches.

The review concluded that other functions are still best delivered at a regional or local scale. In general, centralisation would involve high transition costs, be disproportionate to the problem identified, and is unlikely to materially improve regional or system outcomes. In some cases, the status quo is functioning effectively or could benefit from targeted modification rather than substantial change.

Transport is one key regional function that requires further consideration as a part of Head Start proposals. Transport responsibilities are currently split across central (NZ Transport Agency) and local government, with territorial authorities responsible for local roading while regional councils are responsible for network planning and public transport.

Outline proposals do not need to resolve all issues relating to any transfer of regional functions. However, proposals should:

- address the need to consolidate regional transport functions (such as in a regional unitary authority, regional joint committee or regional council controlled organisation)
- propose interim arrangements with respect to the new planning system compliance and enforcement functions, until Government decisions have been made
- explain how effective river catchment management can be maintained.

## Resources

For further information, including guidance and how to engage with officials and access support, see [dia.govt.nz/Simplifying-Local-Government](https://dia.govt.nz/Simplifying-Local-Government)

Published by the New Zealand Government  
in May 2026



**Te Kāwanatanga o Aotearoa**  
New Zealand Government



## 5. CDEM Team Introduction and Update

Reference Te Tohutoro: 26/877597

Caitlin Penny, Emergency Manager Advisor - Community Resilience


Presenter(s) Te Kaipāhō : Louis Couperus, Emergency Manager Advisor - Community Resilience

Emily Toase, Emergency Manager Advisor - Projects

### 1. Detail Te Whakamahuki

<b>Timing</b>	This information session is expected to last for 30 minutes.
<b>Purpose / Origin of the Information Session</b>	<p>The purpose of the information session is to introduce Civil Defence Emergency Management (CDEM) staff members to the Community Board and provide an update on business as usual (BAU) work and roles during a response.</p> <p>This originated from the Community Board Chairs' Hui on 2 April 2026 from Item 6: Elected Members support during an emergency.</p>
<b>Background</b>	<p>At the Board Chairs hui John Filsell shared a document with those present from the CDEM team which provided information on what Elected Members should do before and during an emergency event.</p> <p>The Elected Members fed back that it would be beneficial for key contacts to meet with Community Boards so members are aware as to who to contact during an emergency event and emphasized the importance of Community Response Plans.</p>
<b>Key Issues</b>	<ul style="list-style-type: none"> <li>• CDEM team structure and roles</li> <li>• Tsunami warning systems</li> <li>• Education and training opportunities</li> <li>• Community Response Planning</li> </ul>
<b>Next Steps</b>	None applicable
<b>Useful Links</b>	<p><a href="#">Get Tsunami Ready</a></p> <p><a href="#">Canterbury Civil Defence Emergency Management Group - Elected Representative Guide</a></p>

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Civil Defence Emergency Management - Team Update to Community Boards	26/1211232	45

---

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Emily Toase - CDEM Project Advisor Caitlin Penny - Community Resilience Coordinator
<b>Approved By</b>	Brenden Winder - Manager Civil Defence & Emergency Management

**Item 5**

# Civil Defence Emergency Management Update



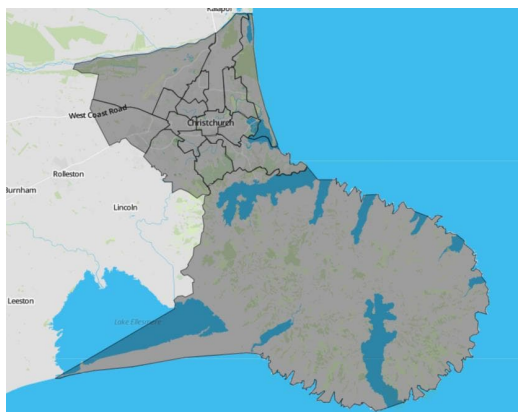
Christchurch Civil Defence  
Emergency Management

## Overview

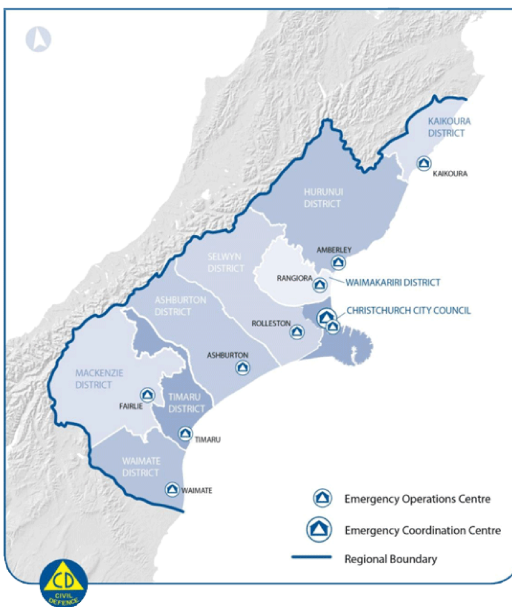
- Civil Defence Emergency Management (CDEM) Team and what we do
- Business as Usual (BAU) vs Response
- Hazardscape in Ōtautahi Christchurch
- Tsunami Alerting systems
- Elected Member's role



**Local level**



**Regional level**




**National level**





# Ōtautahi Christchurch CDEM Team

 Manager CDEM Team


 EMA – Operational Readiness

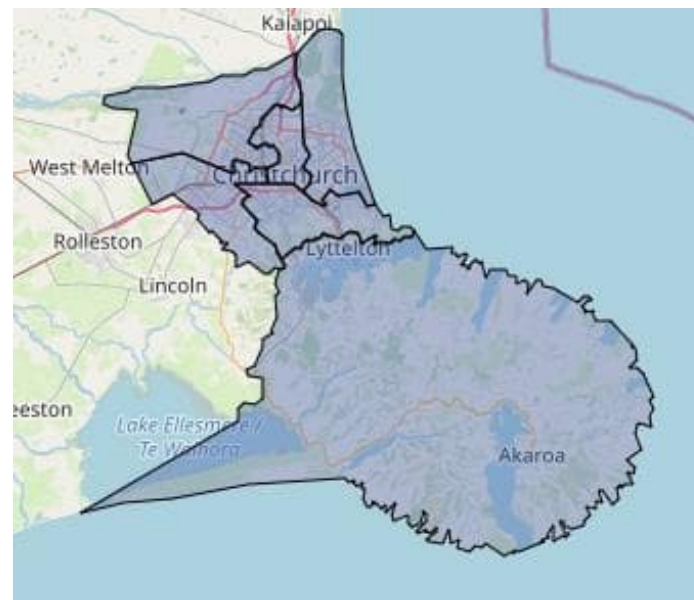
 EMA - Planning

 EMA - Welfare

 EMA - Volunteers

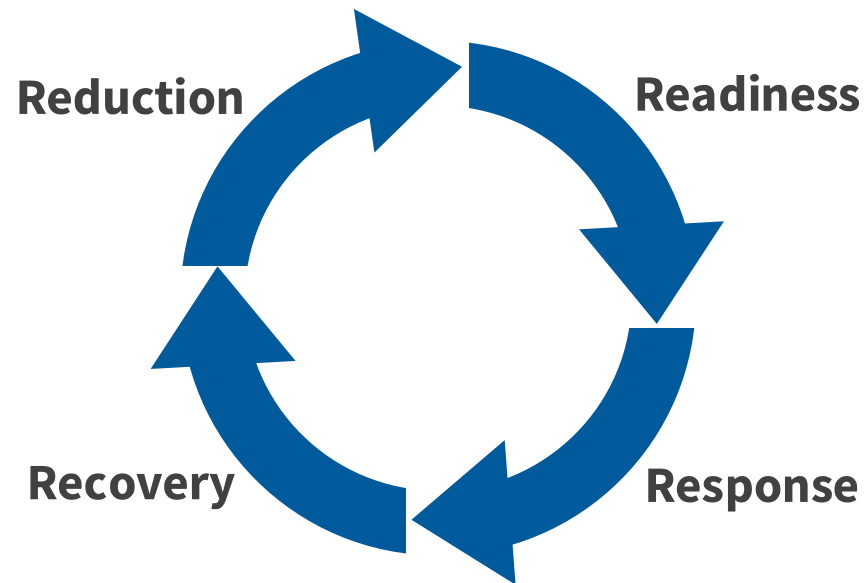
  EMA – Community Resilience

 EMA - Projects



# Business as Usual Role

## 4Rs of emergency management



## Duty Officer Role



# What defines an emergency?



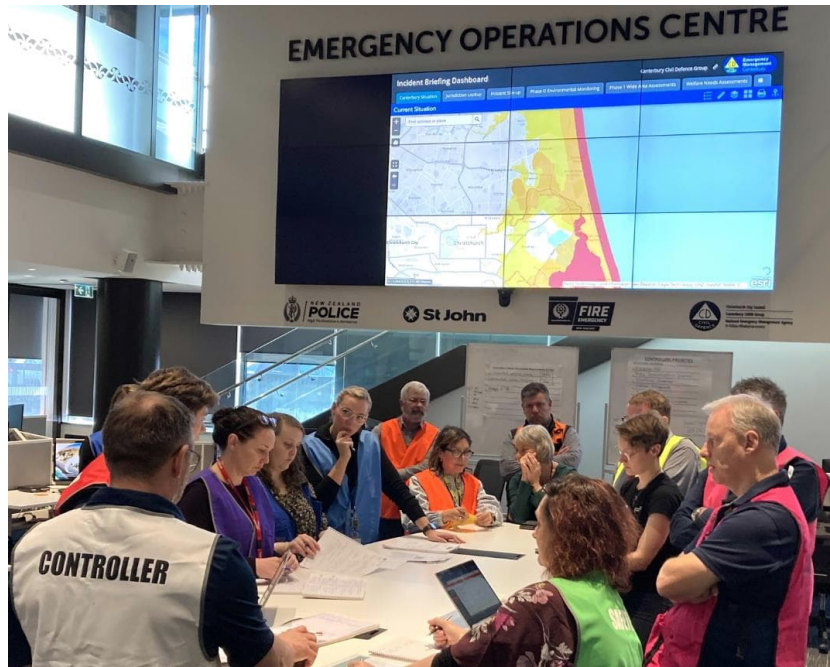
## Civil Defence Emergency Management Act 2002

Public Act 2002 No 33  
Date of assent 17 October 2002  
Commencement see section 2

**emergency** means a situation that—

- (a) is the result of any happening, whether natural or otherwise, including, without limitation, any explosion, earthquake, eruption, tsunami, land movement, flood, storm, tornado, cyclone, serious fire, leakage or spillage of any dangerous gas or substance, technological failure, infestation, plague, epidemic, failure of or disruption to an emergency service or a lifeline utility, or actual or imminent attack or warlike act; and
- (b) causes or may cause loss of life or injury or illness or distress or in any way endangers the safety of the public or property in New Zealand or any part of New Zealand; and
- (c) cannot be dealt with by emergency services, or otherwise requires a significant and co-ordinated response under this Act

# Emergency Role



## Hazards that may affect us



Earthquake



Tsunami



Landslide



Fire



Pandemic



Flood



Adverse weather



Extreme temperature



Power failure



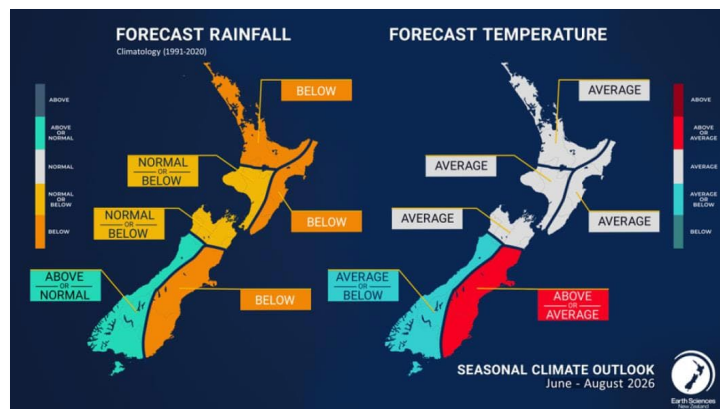
Water failure



Communications  
disruption



Fuel supply  
disruption



## El Niño

Earth Sciences New Zealand meteorologists are anticipating a significant El Niño influencing where areas of high pressure sit over Aotearoa.

### What this could mean for us...

#### Winter

- Reduction in normal winter rainfall
- Drier windier conditions

#### Spring/Summer

- Droughts and heatwaves
- Out-of-season fires / early start to fire season

**MAKE A PLAN**  **GET READY**  
.govt.nz

**MY HOUSEHOLD PLAN**

Your household members details

Name:	Telephone Number:
Name:	Telephone Number:
Name:	Telephone Number:

**IF WE CAN'T GET HOME**

Our meeting place: Where will we meet if we can't get home (local and out of town)?

Add an address and instructions:

Who will pick up the kids? If you are not able to pick the kids up, who will?

Name:	Telephone Number:
Name:	Telephone Number:



[getready.govt.nz](https://getready.govt.nz)

## Grab bag items



Food and water



Torch, radio and spare batteries



Warm, waterproof clothing and comfortable shoes



Personal items and documents



Medications, prescriptions, and first aid kit

## Household supplies



Food and water for at least 3 days



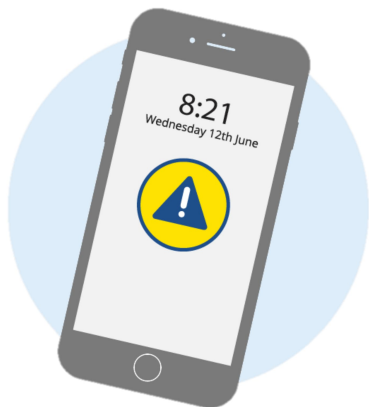
Toilet paper and large plastic buckets to make an emergency toilet

- At least 3 litres of water per person per day
- Long-lasting food and food that doesn't need cooking
- Supplies for babies and pets



Copy of your household plan

## Where to get information



Emergency Mobile Alerts (EMAs)



Our Websites and Social Media

- [ccc.govt.nz](http://ccc.govt.nz)
- [cdemcanterbury.govt.nz](http://cdemcanterbury.govt.nz)
- [civildefence.govt.nz](http://civildefence.govt.nz)



TV and Radio

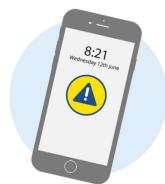
## Tsunami Alert Systems

18 June 2025 – Council agreed to rationalising and updating the tsunami warning siren network

- Cause confusion about what action to take, as they provide no instruction beyond a warning tone
- Can delay evacuation, with people waiting for further confirmation
- Are technically fragile and outdated, including reliance on a single remote operator
- Can fail due to weather, damage, or power and communication issues
- Are inconsistent with how New Zealand and most comparable countries now alert the public
- Sirens are not suitable or reliable for local-source or regional source as there is not likely to be sufficient time to activate sirens
- Local Source Tsunami require immediate self-evacuation



## Tsunami Alerting Systems



- EMAs are now the primary public warning tool for tsunami evacuations



- Consistent with national and international best practise



- Sirens will function only as a secondary alerting method, alongside radio, television, websites and social media

# TYPES OF TSUNAMI WARNING

## NATURAL



**A long or strong  
earthquake**



**Sea level change**



**Unusual noises  
from the sea**



Christchurch Civil Defence  
Emergency Management



## Tsunami Evacuations



Walk or cycle if you are able to



Only drive if you really need to, leave roads clear for Emergency services and those who can't walk or cycle



Have a grab bag ready

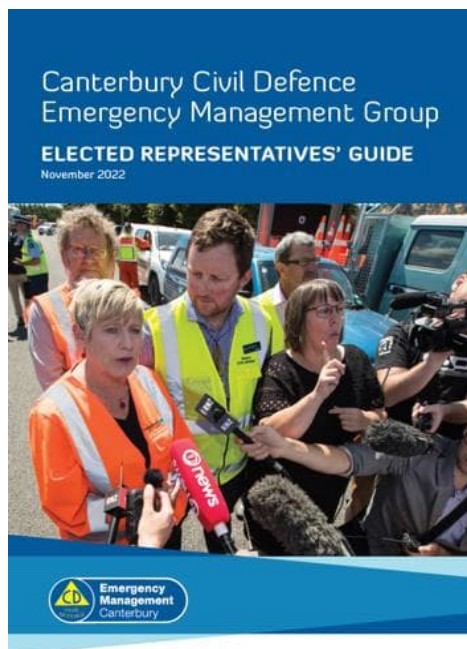


Get to know your neighbours, can you support others?



Emergency services have limited time

## Your role



### Reduction:

- Decision-making that supports resilience

### Readiness:

- Support community education, initiatives and projects

### Response:

- Intelligence – lean on your connections
- Provide reassurance, trusted source of official information
- Help mitigate mis-information

### Recovery:

- Sense check with community – monitor recovery fatigue
- Relay information & manage expectations

# Pātai?





## 6. Diamond Harbour Village Improvements







Reference Te Tohutoro: 26/1053839

Presenter(s) Te Kaipāhō: Shaleen Prasad-Kumar, Project Manager

### 1. Detail Te Whakamahuki

<b>Timing</b>	This workshop is expected to last for 30 minutes.
<b>Purpose / Origin of the Workshop</b>	<ul style="list-style-type: none"> <li>The purpose of this coversheet is to inform the Community Board on the Diamond Harbour Village Improvement Plan and the discussions undertaken with the Diamond Harbour Community Association (DHCA) and local business operators.</li> <li>At this workshop session, staff will present the updated concept plan developed in 2017 and discuss the proposed next steps at the workshop.</li> </ul>
<b>Background</b>	<p>The “Getting to the Point” (Refer to <b>Attachment A, Page 2 and 3</b> Getting to the Point' Action Plan for Diamond Harbour 2017) was originally developed by the Stoddart Point Regeneration Ideas Group, a subcommittee of the Diamond Harbour Community Association (DHCA), following the 2010–2011 earthquakes. The plan identified a broad range of community aspirations and projects intended to be progressed by either the community or the Council as resources became available.</p> <p>Between 2016 and 2017, the DHCA worked collaboratively with the wider community and Council staff to review and update the plan. This process reaffirmed support for key projects, consolidated actions into themed areas, and refined project priorities. The updated plan included initiatives relating to business development, community information and events, arts and culture, and infrastructure improvements such as signage, open space, road, and wharf enhancements.</p> <p>Following community consultation, the updated plan was adopted by the DHCA in March 2017, endorsed by the Banks Peninsula Community Board in September 2017, and presented to Council in November 2017. In 2018, funding for the Diamond Harbour Village Improvement project was re-allocated through the Long Term Plan process, resulting in the project being placed on hold until 2025.</p> <p>In early 2026, staff met with the DHCA and local businesses to review the 2017 draft plans and confirm that they remain fit for purpose and aligned with current community aspirations. Feedback received from the DHCA and local businesses will be presented to the Community Board at this workshop, alongside the draft concept plan (Refer to <b>Attachment B</b> Project 3 Concept Plan – Diamond Harbour Village development).</p>
<b>Key Issues</b>	<ul style="list-style-type: none"> <li>Limited funding available to implement all improvements identified in the 2017 plan.</li> </ul>
<b>Next Steps</b>	<ul style="list-style-type: none"> <li>Start scheme design on the draft concept plan.</li> </ul>
<b>Useful Links</b>	

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	'Getting to the Point' Action Plan for Diamond Harbour 2017	18/865026	67
B  	Project 3 Concept Plan - Diamond Harbour village development	26/1056798	81
C  	Diamond Harbour Village Improvements Project Presentation	26/1144554	82

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Shaleen Prasad-Kumar - Project Manager
<b>Approved By</b>	Jim Stainwall - Team Leader Project Management Transport Jacob Bradbury - Manager Planning & Delivery Transport Stephen Wright - Head of Transport & Waste Management

# Getting to the Point

## UPDATED COMMUNITY ACTION PLAN FOR DIAMOND HARBOUR (February 2017)



CONTENTS

	page
Introduction	2
Timeline and process	3
<b>ACTION PLAN</b>	
<b>Economy &amp; business</b>	
1. Godley House – site redevelopment	4
2. Business development and collaboration	5
<b>Movement</b>	
3. Village centre – roads, paths and people movement	6
4. Wharf and ferry – traffic, parking and linkages	7
<b>Natural Environment</b>	
5. Stoddart Point Reserve Management Plan – implementation progress	8
6. Children and youth – fun and recreation	9
<b>Community well-being/Culture/Heritage</b>	
7. Public amenities – toilets, drinking fountains, seating	10
8. Arts, culture and events	11
<b>Built Environment</b>	
9. Information and signage	12
<b>Appendix 1</b>	<b>13</b>
SPRIG’s “Getting to the Point” 2013 action plan	

## INTRODUCTION

This Action Plan is the output of a collaborative planning project between the Diamond Harbour Community Association (DHCA) and the Council. It follows on from an Action Plan produced in 2013 as part of “Getting to the Point”; a community-led planning document produced by SPRIG (Stoddart Point Regeneration Ideas Group) under the umbrella of the DHCA (Diamond Harbour Community Association).

This Action Plan aims to clearly describe projects that continue to be important to the community and how the community will work together, and with other stakeholders, to achieve results. The intended audience of the Plan include public agencies, other interested organisations and the wider Diamond Harbour community.

There are nine projects in the updated Action Plan. Most of these projects were included in the 2013 document and have been carried across into this Plan. Some projects have been consolidated whilst other projects have been removed, because they have either been completed/achieved or are no longer deemed necessary or desirable. Each project is presented on one page in a table format, to help keep the text succinct whilst providing sufficient information and detail.

All projects will be pursued with sustainability principles in mind. This means that, for each project, consideration will be given to avoiding, reducing or mitigating negative effects on Diamond Harbour’s social, cultural, economic and natural environment. Using sustainability principles could mean supporting ‘low impact’ design and materials, restoring local ecology and biodiversity, recycling and reusing materials and goods, shopping locally, promoting walking and cycling and public transport before using cars, using energy efficient initiatives and equipment, and reflecting the landscape and coastal processes when planning/designing buildings and structures. These are just a few ways that sustainability principles can be reflected in the projects in this Action Plan.

The projects included are not listed in any order of priority. This is because priorities may change over time as progress is made and/or new opportunities arise.

All projects are interrelated and progress made on one project will increase momentum to achieve progress on other projects. However, as progress will relate to the availability of resources, it will be necessary to stage development over time. For this reason, it is important that the community take time to celebrate each milestone that it reaches, and acknowledge the individual energy and effort that it took to reach it. Each project will therefore require a community champion to optimise success; even projects that requires public agencies to take a lead role. The community champion will help create and maintain local momentum, engendering collaboration and support. They will take responsibility for identifying and organising different tasks and resources, help to develop and sustain relationships and networks between people and groups, provide local insight and help to achieve the best results.

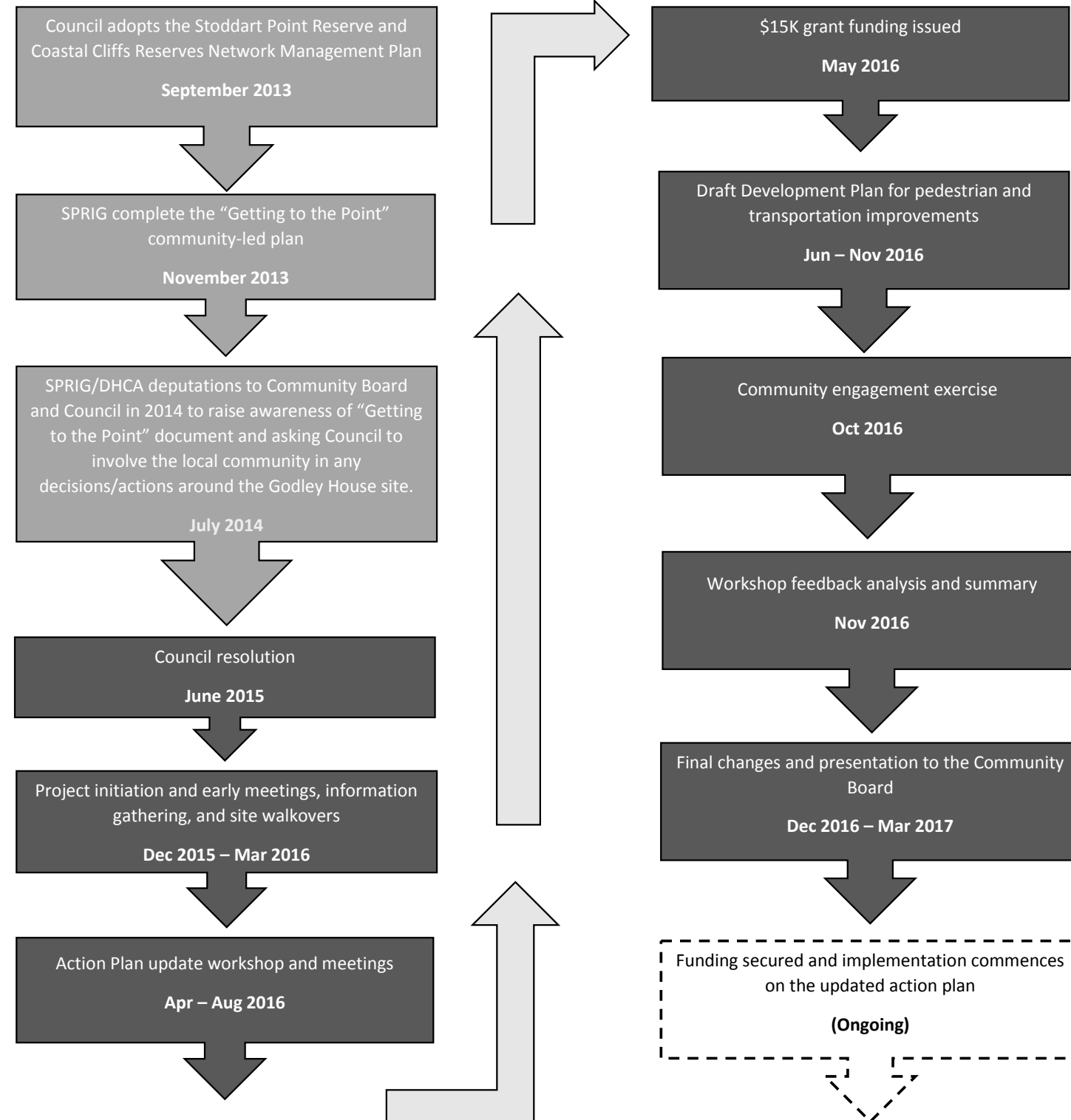
While a champion is needed for each project, the overarching ‘owner’ of this Action Plan is the Diamond Harbour Community Association (DHCA). The DHCA provides an appropriate local structure to bring the community together in collective action, comprising passionate local leaders that contribute different talents, skills and perspectives to community life and change. As well as overseeing the Plan’s implementation, the DHCA will take opportunities to periodically update and refine the Action Plan so that it remains a “live” and relevant document.

In many instances, funding is yet to be secured for the projects. It is intended that this document will help secure funding and/or help the community to make decisions about how resources are allocated once funding is secured. Some projects will require a substantial amount of funding. Where Council funding is required, this must be secured through an Annual Plan or Long Term planning processes. Other projects may not require substantial amount of funds to progress and/or may be achieved by harnessing resources and collateral from within the community.

Creating great communities and great environments is a journey; not a destination. This document represents the continuation of a journey started a long time ago by people who used their ideas, time and energy to improve the way that Diamond Harbour functions, looks and feels. It follows that the contents of this Action Plan will be carried forward by people who have a similar desire and sense of community spirit, benefitting residents and visitors to Diamond Harbour now and into the future.



**PROCESS AND TIMELINE**



**Background 2013-2015**

In September 2013, the Council approved the Stoddart Point Reserve and Coastal Cliffs Reserves Network Management Plan to help guide the future management of these areas. Council’s implementation actions occur via Annual and Long Term planning decisions.

In November 2013, Stoddart Point Regeneration Ideas Group (SPRIG) facilitated a community-led planning project and prepared *Getting to the Point*; a community plan which articulates the community’s vision for future development in Diamond Harbour.

In 2014, SPRIG and DHCA made deputations to the Community Board and City Council raising awareness of *Getting to the Point*, and asking for Council to work with the community when making any important decisions about the future of Godley House site which is regarded as the heart of the village.

**Background 2015-2017**

As part of its decision on the 2015-2025 Long Term Plan (LTP) and in response to a submission, the Council approved \$15K for the development of a master plan / village plan for Diamond Harbour. The Council and the Diamond Harbour Community Association (DHCA) developed potential projects and confirmed a project brief for a Village Development Plan for pedestrian and transportation improvements (Project 3: Roads, Paths and People Movement). Concurrently community members, facilitated by Council staff, worked through the list of actions in *Getting to the Point* and developed Project Briefs for the eight other projects outlined in this update.

Between May – October 2016, the first draft of the Village Development Plan was prepared. The Council also worked alongside the DHCA to prepare this document; the updated Action Plan for “*Getting to the Point*”.

The DHCA led a community engagement exercise with the Council’s support in October 2016. The draft Action Plan and draft Development Plan were presented to the wider community and their feedback was sought. The Council helped the DHCA to analyse community feedback and finalise both this Action Plan (this document) and the Village Development Plan so that DHCA and the wider community can continue to make progress on their visions and aspirations for the village and wider suburb.

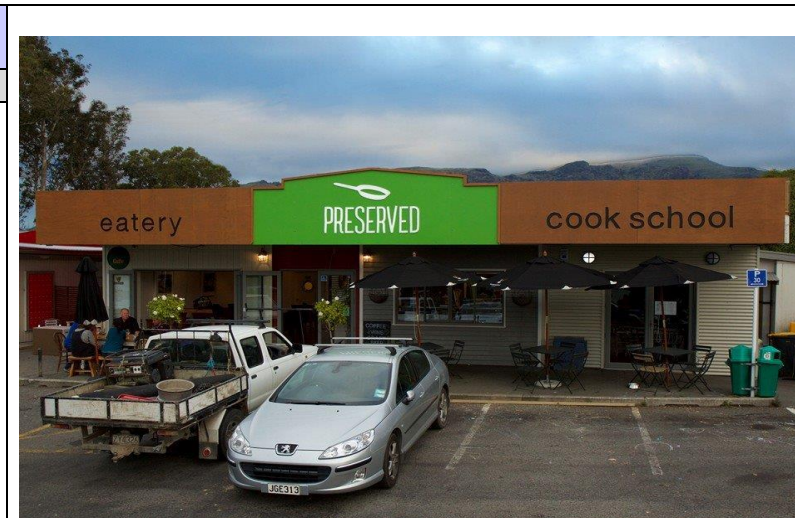
**ACTION PLAN**

<b>1. Godley House – site redevelopment</b>	
<b>What is this project and why is it important?</b>	
<p>Godley House site is of great importance to the community, both in and beyond Diamond Harbour. The site has important historic, cultural, social and environmental values and has relevance to the commercial prosperity of other local businesses. The current situation does not provide the amenity, use and enjoyment that was previously provided and many in the community wish to see a new facility built.</p> <p>This project intends to ensure the sensitive redevelopment of the site for a variety of uses, which appeal to both local and visitors. This will, in part, be achieved by meaningful engagement and consultation between the community and relevant organisations (e.g. Council and Heritage NZ). The project may lead to the protection and management of heritage values and features, and the redevelopment of buildings on the site for community and/or commercial related activities. There may be an opportunity for the community to partner with other organisations over the project. For a full list of ideas and opportunities for the future use/development of the site, and site development principles, see “Getting to the Point”.</p>	
<b>Project partners?</b>	<b>Relationships to other projects?</b>
<p>DHCA is the overarching champion for this project. As the site’s land owner, the CCC is a key stakeholder and decision maker. These other stakeholders may have a role or interest:</p> <ul style="list-style-type: none"> <li>• Reserves Management Committee</li> <li>• Heritage NZ, local historic interest groups</li> <li>• Banks Peninsula Conservation Trust</li> <li>• DH Cemetery Group</li> <li>• Local business owners</li> <li>• Iwi</li> <li>• Wider DH community</li> </ul>	<ul style="list-style-type: none"> <li>• Village development – pathways and people movement</li> <li>• Business development and collaboration</li> <li>• Stoddart Point Reserve Management Plan implementation</li> <li>• Wharf and ferry – traffic, parking and linkages</li> <li>• Signage - wayfinding and interpretation</li> <li>• Public amenities/toilets/drinking fountains/seating</li> <li>• Children and youth – fun and recreation</li> </ul>
<b>Measures of success?</b>	<b>Next steps?</b>
<ul style="list-style-type: none"> <li>• A positive community engagement experience and process.</li> <li>• Options analysis achieved and a community-supported decision is reached.</li> <li>• Funding is allocated.</li> <li>• New uses are established on the site.</li> <li>• A positive sense of wellbeing and identity.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to use the site for temporary events and activities as per the existing agreements with the Council.</li> <li>• Initiate discussions with the CCC via the Community Board and/or staff, to gain clarity on insurance matters and to identify process and timing issues.</li> <li>• Participate in engagement and consultation processes, and advocate for funding to be allocated.</li> </ul>



**ACTION PLAN**

2. Business development and collaboration	
<b>What is this project and why is it important?</b>	
<p>Diamond Harbour’s commercial centre is very small but plays a significant role to the community. It is important to local business operators that commercial activities and services continue to be available and viable to residents and visitors; especially given the remote location of the commercial centre. It is also important that the viability of businesses is not undermined by seasonal variations and that activity can be sustained throughout the year.</p> <p>This action intends to ensure that local businesses are nurtured and strengthened through the ongoing loyalty and support of residents, and through visitor attraction. The project involves aspects of employment, business marketing and development, communications and events. Ideally the project will facilitate a supportive and collaborative environment for business owners and operators to work together, to achieve one-off projects and/or lead to the formation of a Business Association.</p> <p>The identification of strategic partners is an important part of this project. For instance, the viability of the Lyttelton Harbour ferry service is of critical importance to local businesses so it makes sense that businesses work with and support the local ferry operator. It may also be possible for local businesses to strengthen their relationship with Lyttelton, to glean ideas or insights which could be beneficial to Diamond Harbour.</p>	
<b>Project partners?</b>	<b>Relationship to other projects?</b>
<p>DHCA is the overarching champion for this project and will work with local businesses to make progress. These other stakeholders may have a role or interest in progress:</p> <ul style="list-style-type: none"> <li>• Black Cat Ferry Operator</li> <li>• CCC</li> <li>• Lyttelton businesses / business association</li> <li>• Lyttelton Timebank</li> </ul>	<p>This project has many relationships with other projects in “Getting to the Point” action plan, suggesting it is a priority project of great importance to the community. For instance, it is related to:</p> <ul style="list-style-type: none"> <li>• Godley House Site</li> <li>• Village development – pathways and people movement</li> <li>• Stoddart Point Reserve Management Plan implementation</li> <li>• Wharf and ferry – traffic, parking and linkages</li> <li>• Signage - wayfinding and interpretation</li> </ul>
<b>Success measures?</b>	<b>Next steps?</b>
<ul style="list-style-type: none"> <li>• Local businesses meet regularly and collaborate for joint implementation of projects and initiatives.</li> <li>• Positive business outlook as business profit/turnover etc increases.</li> <li>• Some business expansion occurs without compromising the overall character of the village.</li> </ul>	<ul style="list-style-type: none"> <li>• Work with local businesses and gauge support for the creation of a local business group and meeting calendar.</li> <li>• Identify and implement business development and marketing initiatives.</li> <li>• Secure any necessary funding for initiatives.</li> <li>• Commence monitoring to measure progress and identify new activities.</li> </ul>





**ACTION PLAN**

3. Village Development – Roads, paths and people movement	
<b>What is this project and why is it important?</b>	
<p>Easy and safe movement through the village centre is important to residents, visitors and businesses. This can be achieved by changing the layout of spaces, forming pedestrian pathways, slowing vehicle speeds, and using landscaping and street furniture to support the overall look, feel and function of the centre. There are aspects of the current design and layout of the centre which concern the community, such as vehicle manoeuvring and speeds, car parking, pedestrian safety, wayfinding, and the maintenance of landscape plantings`.</p> <p>This project involves the preparation of a development plan which shows the following features: pathways, landscape plantings, street furniture, signage, lighting, bollards and traffic calming measures. The project is currently underway, with Council staff drafting a high-level concept / plan. Land affected by the project is owned by the CCC and is open space reserve or road reserve and capital funding is needed to progress this project. Depending on the allocation and timing of funding, it may be necessary to take a staged approach to implementation.</p>	
<b>Project partners?</b>	<b>Relationships to other projects?</b>
<p>The CCC will lead the preparation of the development plan, working in collaboration with the DHCA. These other stakeholders may have a role or interest in progress:</p> <ul style="list-style-type: none"> <li>• Local businesses</li> <li>• Reserves Management Committee</li> <li>• Local sports, social clubs and child care facilities</li> <li>• Diamond Harbour Medical Centre</li> <li>• Stoddart Cottage Committee</li> <li>• Local Cemetery Group</li> <li>• Black Cat Ferry Operator</li> <li>• Iwi</li> <li>• Wider community</li> </ul>	<p>This project has many relationships with other projects in “Getting to the Point” action plan, suggesting it is a priority project of great importance to the community. For instance, it is related to:</p> <ul style="list-style-type: none"> <li>• Godley House Site</li> <li>• Business development and collaboration</li> <li>• Stoddart Point Reserves Management Plan implementation</li> <li>• Wharf and ferry – traffic, parking and linkages</li> <li>• Signage - wayfinding and interpretation</li> <li>• Public amenities/toilets/drinking fountains/seating</li> </ul>
<b>Success measures?</b>	<b>Next steps?</b>
<ul style="list-style-type: none"> <li>• Funding is secured to commence and complete implementation.</li> <li>• The layout of footpath, road and car parking spaces improves the experience of visiting the commercial centre.</li> <li>• Driver behaviour improves (e.g. slower speeds and parking compliance).</li> <li>• Signage is helpful for visitor wayfinding.</li> <li>• Stoddart Point is easier to use and walk through.</li> <li>• Attractive landscape plantings and new street furniture improve the look and feel of the area.</li> </ul>	<ul style="list-style-type: none"> <li>• Gather site and user information and prepare a draft development plan, and cost estimates.</li> <li>• Organise a community-led engagement exercise to receive community feedback on the plan.</li> <li>• Update the development plan based on community feedback.</li> <li>• Develop a staged approach to implementation involving DHCA and Council leadership.</li> <li>• Secure capital funding and participate in formal consultation prior to construction.</li> </ul>

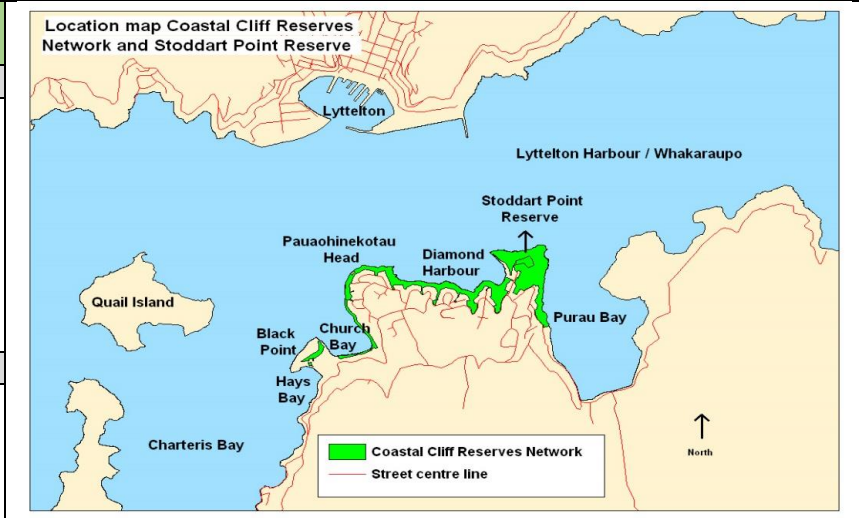


**ACTION PLAN**

<b>4. Wharf and ferry – traffic, parking and linkages</b>		
<p><b>What is this project and why is it important?</b></p> <p>The wharf facility enables a ferry service to be provided between Diamond Harbour and Lyttelton and, in turn, provides an important alternate transport link with other Christchurch suburbs. In addition, locals and visitors use the wharf for fishing, swimming and boating access so the wharf is an important recreation and leisure asset to the area. The ongoing maintenance, use, development and management of the wharf is thus of critical importance to people and businesses. At present, there are concerns about various following aspects of the wharf and its connection to the village:</p> <ul style="list-style-type: none"> <li>• Health, safety and access (e.g. slippery steps, movement between boats and steps, and disabled access etc);</li> <li>• Transport access (e.g. road vehicle speeds, parking infringements, safe pedestrian and cycle access); and</li> <li>• Limited short-term mooring for private boats.</li> </ul> <p>The purpose of this project is to champion improvements to the wharf which will, in part, be achieved through meaningful engagement between relevant agencies, regular wharf users, and the wider community. The following initiatives and improvements could be further explored, acknowledging space constraints of the area’s topography and issues related to funding (e.g. timing and budget):</p> <ul style="list-style-type: none"> <li>• A new taxi/shuttle service between the village and the wharf and improved pathways between wharf and village centre;</li> <li>• A review of parking management, time restrictions and signage, and proper parking monitoring/enforcement;</li> <li>• Directional or interpretational signage;</li> <li>• Improvements for recreation users and new structures for improve boat/ferry access.</li> </ul>		
<p><b>Project partners?</b></p> <p>The DHCA is the overarching champion of this project, and will coordinate with ECAN and the CCC over issues and opportunities. These other stakeholders may have a role or interest in progress:</p> <ul style="list-style-type: none"> <li>• Reserves Management Committee</li> <li>• Black Cat Ferry Operator</li> <li>• Local businesses</li> <li>• Iwi</li> <li>• Wider community</li> </ul>	<p><b>Relationships to other projects?</b></p> <p>This project has several relationships with other projects in “Getting to the Point” action plan. For instance, it is related to:</p> <ul style="list-style-type: none"> <li>• Business development and collaboration</li> <li>• Stoddart Point Reserves Management Plan implementation</li> <li>• Signage - wayfinding and interpretation</li> </ul>	
<p><b>Success measures?</b></p> <ul style="list-style-type: none"> <li>• Funding is secured to commence and complete various improvements.</li> <li>• Visitor signage is understood and well used.</li> <li>• Pedestrians feel safer and more comfortable, as do other wharf users.</li> <li>• Driver behaviour improves (i.e. slower driving speeds and parking compliance).</li> </ul>	<p><b>Next steps?</b></p> <ul style="list-style-type: none"> <li>• Discuss taxi/shuttle service with local businesses.</li> <li>• Use local influence to encourage responsible driving and parking behaviour by wharf users.</li> <li>• Work with stakeholders to identify programme of improvements and funding requirements/opportunities.</li> </ul>	

**ACTION PLAN**

5. Stoddart Point Reserve Management Plan implementation	
<b>What is this project and why is it important?</b>	
<p>The CCC prepared a Reserve Management Plan for Stoddart Point in November 2013. The purpose of the Management Plan is to identify key features and values of the area to coordinate its ongoing use, development and protection. The Plan contains an overarching vision, and individual management objectives and policies to achieve a list of desired outcomes.</p> <p>The Management Plan include a comprehensive list of implementation actions, but the Council has not allocated full funding to implement all the Plan’s projects. There is enthusiasm and expertise within the community to be involved in activities such as track maintenance, planting and maintenance. Track condition and weed control have been identified as a problem.</p>	
<b>Project partners?</b>	<b>Relationships to other projects?</b>
<p>The CCC is responsible for this project. The Reserve Management Committee is the overarching local champion and will work with the CCC over issues and opportunities. These other stakeholders may have a role or interest in progress:</p> <ul style="list-style-type: none"> <li>• DHCA</li> <li>• Head to Head Walkway working party</li> <li>• CCC</li> <li>• DOC</li> <li>• Iwi</li> <li>• Banks Peninsula Conservation Trust / Rod Donald Trust</li> <li>• Heritage NZ, local historic interest groups</li> <li>• Cemetery Group</li> <li>• Wider community</li> </ul>	<p>This project has many relationships with other projects in “Getting to the Point” action plan, suggesting it is a priority project of great importance to the community. For instance, it is related to:</p> <ul style="list-style-type: none"> <li>• Godley House Site</li> <li>• Wharf and ferry – traffic, parking and linkages</li> <li>• Signage - wayfinding and interpretation</li> <li>• Public amenities - toilets/drinking fountains/seating</li> <li>• Children and youth – fun and recreation</li> </ul>
<b>Success measures?</b>	<b>Next steps?</b>
<ul style="list-style-type: none"> <li>• Funding is allocated to achieve all actions included in the Management Plan</li> <li>• ‘On-the-ground’ improvements are visible as tracks are developed/reinstated, new planting takes place and weeds are controlled.</li> <li>• User-satisfaction with the look, feel and function of the Reserve.</li> </ul>	<ul style="list-style-type: none"> <li>• Monitor decision making on the Plan’s implementation.</li> <li>• Prepare submissions and advocate for funding.</li> <li>• Participate in engagement and consultation processes.</li> <li>• Identify opportunities for community-led action.</li> </ul>



**ACTION PLAN**

<b>6. Children and youth – fun and recreation</b>	
<b>What is this project and why is it important?</b>	
<p>Playgrounds provide important places for people to play and socialise, offering multiple benefits to individual and people’s health and wellbeing. They should be safe and fun to use so the design, layout, location and quality of equipment are all important. Problems associated with the current playground are described in the Stoddart Point Reserve Management Plan, which notes that the playground could be replaced or relocated by 2027. There are also opportunities to develop a skateboard area and mountain-biking routes.</p> <p>Through this project the community will seek meaningful and timely engagement to discuss either the renewal or relocation of the playground to another location. Consideration will be given to things such as sunlight, shelter and shade, links to key landmarks and community facilities, and the needs of different age and users groups visiting the playgroup. There may be an opportunity for community groups to partner with the Council over the project.</p>	
<b>Project partners?</b>	<b>Relationships to other projects?</b>
<p>The CCC is responsible for this project. The DHCA is the overarching local champion and will work with the CCC over issues and opportunities. These other stakeholders may have a role or interest in progress:</p> <ul style="list-style-type: none"> <li>• Local playcentre and kindergarten</li> <li>• Mt Herbert Under 20s Youth Trust</li> <li>• Reserves Management Committee</li> <li>• Local sports and social groups</li> <li>• Iwi</li> <li>• Wider community</li> <li>• Diamond Harbour School</li> </ul>	<p>This project has several relationships with other projects in “Getting to the Point” action plan. For instance, it is related to:</p> <ul style="list-style-type: none"> <li>• Stoddart Point Management Plan implementation</li> <li>• Signage - wayfinding and interpretation</li> <li>• Public amenities - toilets/drinking fountains/seating</li> </ul>
<b>Success measures?</b>	<b>Next steps?</b>
<ul style="list-style-type: none"> <li>• Allocation of funding and dates for relocation/renewal announced</li> <li>• A positive community engagement process and experience.</li> <li>• Playground is popular and well-used, becoming a very strong community focal point.</li> <li>• Facilities for active youth recreation.</li> </ul>	<ul style="list-style-type: none"> <li>• Discuss process and timing issues with the CCC and advocate for funding to be allocated through financial processes.</li> </ul>



**ACTION PLAN**

<b>7. Public amenities – toilets, drinking fountains, seating</b>	
<b>What is this project and why is it important?</b>	
<p>Public facilities around the wharf, Stoddart Point, and the village centre have developed over time and in an ad hoc manner. Many people in the community believe public amenities need to be modernised, extended and/or relocated so they better cater for the needs of residents and visitors. This project intends to ensure progress continues to be made with respect to the quality and quantity of public amenities in Diamond Harbour.</p> <p>Public toilets and drinking fountains are located at the Stoddart Point car park reserve and in proximity to the community centre. More rubbish bins and public toilets are located at the beach. Picnic tables are located opposite the commercial centre, and seating is located at various points along tracks, including on the Head to Head walkway. The DHCA maintains notice boards at the wharf and the commercial centre.</p>	
<b>Project partners?</b>	<b>Relationships to other projects?</b>
<p>The CCC is responsible for this project. The DHCA is the overarching local champion and will work with the CCC over issues and opportunities. These other stakeholders may have a role or interest in progress:</p> <ul style="list-style-type: none"> <li>• Reserves Management Committee</li> <li>• Local businesses</li> <li>• Local sports and social groups</li> <li>• Iwi</li> <li>• Wider community</li> </ul>	<p>This project has many relationships with other projects in “Getting to the Point” action plan, suggesting it is a priority project of great importance to the community. For instance, it is related to:</p> <ul style="list-style-type: none"> <li>• Village development – pathways and people movement</li> <li>• Godley House Site</li> <li>• Signage - wayfinding and interpretation</li> <li>• Children and youth – fun and recreation</li> <li>• Stoddart Point Management Plan implementation</li> </ul>
<b>Success measures?</b>	<b>Next steps?</b>
<ul style="list-style-type: none"> <li>• Funding is allocated to achieve all actions included in the Management Plan</li> <li>• New amenities are installed and user-satisfaction is high.</li> </ul>	<ul style="list-style-type: none"> <li>• Monitor CCC and Community Board decision making on implementation of the Stoddart Point Reserve Management Plan.</li> <li>• Prepare submissions and advocate for funding.</li> <li>• Participate in engagement and consultation processes.</li> <li>• Identify opportunities for community-led action.</li> <li>• If relevant, remove obsolete features.</li> </ul>



**ACTION PLAN**

8. Arts, culture and events	
<b>What is this project and why is it important?</b>	
<p>People enjoy a range of community activities, sports, arts and social clubs in Diamond Harbour, and value sports grounds and local venues that host these activities. Strengthening the area as a popular destination for arts, culture and events will help maintain the viability of local businesses and the ferry service, and build community wellbeing. The annual summer concerts organised by “SPRIG” on the Godley House site area a good example of this. This project intends to ensure a proactive and strategic approach is taken to the development of Diamond Harbour’s arts, culture and events scene.</p> <p>Improvements to the overall amenity of Godley House and Stoddart Cottage sites would be beneficial to this project, amongst other ideas. Promotion of Diamond Harbour as a destination to visit and to experience cultural activities links in with the work of Lyttelton Information Centre and Project Lyttelton.</p>	
<b>Project partners</b>	<b>Relationship to other projects?</b>
<p>The DHCA is the overarching local champion. These other stakeholders may have a role or interest in progress:</p> <ul style="list-style-type: none"> <li>• SPRIG</li> <li>• Local businesses</li> <li>• Local sports and social clubs</li> <li>• Iwi</li> <li>• CCC</li> <li>• Wider community</li> </ul>	<p>This project has many relationships with other projects in “Getting to the Point” action plan, suggesting it is a priority project of great importance to the community. For instance, it is related to:</p> <ul style="list-style-type: none"> <li>• Local business development</li> <li>• Godley House - site redevelopment</li> <li>• Wharf and ferry – traffic, parking and linkages</li> <li>• Signage - wayfinding and interpretation</li> <li>• Public amenities - toilets/drinking fountains/seating</li> <li>• Children and youth – fun and recreation</li> </ul>
<b>Success measures?</b>	<b>Next steps?</b>
<ul style="list-style-type: none"> <li>• Increase in club/group membership numbers.</li> <li>• Busy local events calendar.</li> <li>• Positive results for local businesses (e.g. increased profit/turnover), and ‘user-satisfaction’ surveys.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to use the Godley House site for temporary events and activities as per the existing agreements with the Council.</li> <li>• Continue to develop the local events calendar.</li> <li>• Explore using new/different venues as they are repaired/built.</li> </ul>



**ACTION PLAN**

9. Information and signage	
<b>What is this project and why is it important?</b>	
<p>Information and signage can assist with wayfinding, marketing and storytelling. This project involves identifying opportunities where information and signage can enhance people’s experiences of the area, and let them know about activities, upcoming events, and sites and landmarks of special significance. Information and signage is especially important to local businesses who want to attract people so they spend money and create a village atmosphere.</p> <p>Writing and distributing newsletters and web pages, community notices, and installing directional and interpretation signage are all included in this project.</p>	
<b>Project partners?</b>	<b>Relationships to other projects?</b>
<p>The DHCA will be the overarching local champion. These other stakeholders may have a role or interest in progress:</p> <ul style="list-style-type: none"> <li>• Lyttelton Information Service</li> <li>• Local businesses and private property owners can design and install both directional and interpretation signage.</li> <li>• Interest groups and individuals can contribute ideas and information, and provide feedback (e.g. local iwi, local walking groups, Information Centre, local recreation and sporting groups, local business owners, Heritage NZ etc).</li> <li>• The Council manages directional road signage, and signage on Council-owned land such as parks and reserves. Responsibility for developing and installing interpretation signage within parks/reserves and Council facilities is also the responsibility of Council.</li> <li>• Iwi, who could provide expert input interpretation and the use of bi-lingual signage.</li> </ul>	<p>This project has many relationships with other projects in “Getting to the Point” action plan, suggesting it is a priority project of great importance to the community. For instance, it is related to:</p> <ul style="list-style-type: none"> <li>• Godley House Site</li> <li>• Local business development</li> <li>• Village centre – pathways and people movement</li> <li>• Wharf and ferry – traffic, parking and linkages</li> <li>• Public amenities - toilets/drinking fountains/seating</li> </ul> <p>The Banks Peninsula Visitor Interpretation Signage guidelines, CCC Sign Guidelines (August 2015), and other standard requirements for road signage could also be relevant.</p>
<b>Success measures?</b>	<b>Next steps?</b>
<ul style="list-style-type: none"> <li>• Regular distribution and good readership of local newsletters</li> <li>• Up to date web pages with good readership</li> <li>• Good directional signage with fewer visitors asking for directions or getting lost.</li> <li>• Informative interpretation signage that communicates the area’s history and identity.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to progress improvements to printed and digital media.</li> <li>• Collaborate with people and groups to create progress new projects.</li> <li>• Secure capital funding if required and implement.</li> <li>• If relevant, remove obsolete information/signage.</li> </ul>



APPENDIX 1 – 2013 Action Plan from SPRIG’s “Getting to the Point” document



WHAT'S NEXT.....

Possible future SPRIG events:

- Zumba and tango dance classes on-going
- Business expo (community day where all local businesses can display/promote their existence in the Southern Bays; this could also be the opportunity for people to sound out any new business ideas or events if they are wanting to gauge community support for an idea) - hopefully in a few months time
- Sublime Sounds at the Point - live music over the summer (same as last year); who would like to be involved this year? Everything is documented from last year with checklists of all that needs to be done so easy to organise this year!
- Sculpture on the Point - in association with music series, a small sculpture trail to be on display over the coming summer
- Other suggestions?

Note that the aim of these events is to:

- foster community well-being and post-quake social and economic recovery &
- to put DIAMOND HARBOUR back on the map as a destination place!

DO YOU WANT TO BE A PART OF THE PLANNING FOR STODDART POINT ?!?!.....

WE WANT YOUR HELP!!!! CONTACT US VIA .....

info@sprig.org.nz

OR

www.sprig.org.nz

OR

find us on facebook!

WHAT DO YOU THINK ?

ECONOMY & BUSINESS

- Economic development
- Equity

MOVEMENT

- Accessibility for all
- Strategic network
- Active transport
- Parking

NATURAL ENVIRONMENT

- Natural capital
- Resource sustainability
- Lifestyles
- Food security

COMMUNITY WELL BEING/ CULTURE & HERITAGE

- Public service
- Social & community capital
- Community resilience
- Cultural diversity

BUILT ENVIRONMENT

- Community safety
- Neighbourhood amenity
- Housing stock

ACTIONS, TIMEFRAMES & COSTS

	Immediate (Up to 12 Months)	Short (1-3 Years)	Medium (3-10 Years)	Long (10+ Years)	
Economy & Business	Business Owners / Investors / Event Initiator Engagement	▲			
	Funding Options Stoddart Point / Diamond Harbour Social Activities & Festivals	▲			
	Funding Options Temporary Village Investigation	▲	▲		
	Options Evaluation & Business Case Development	▲	●		
	Temporary Village Planning and Community Engagement	▲			
	Temporary Village Development		●		
	Godley House Replacement Planning & Development		●	●	
	Marketing & Attraction Campaign	●	●	●	●
	Diamond Harbour Wireless Network	▲			
Movements	Parking Investigation / Development	●			
	Street Signage	▲	▲	▲	
	Bicycle Parking		▲		
	Public Walkways Investigation & Development	▲	●		
	Transport to Ferry Investigation		▲		
Natural Environment	Farmers Market		●	●	
	Salt Water Pool Investigation	▲			
	Redesigned Gardens - Short Term Management / Design / Development	▲	●	●	
	Children's Playground		●		
Community Wellbeing & Culture / Heritage	Stoddart Point Reserve Management Plan - Submission / Hearings / Revision	▲	▲	▲	
	Godley House Foundations Recovery & Memorial Construction	●		▲	
	Integrated Harbour Southern Bays Social / Recreational Services and Facilities		▲	●	●
	Arts Precinct Investigation		▲		
	Village Square Design & Development		▲	●	
	New Public Amenities Design & Development		●		
	SPRIG Community Engagement	●	●	●	
	Community and Social Activities at Stoddart Point (Music, Arts, Sculpture, etc)	●	●	●	●
Built Environment	Godley House Site H&S Assessment & Services Reinstatement	▲			
	Godley House Site Clearance	●			
	Diamond Harbour Sustainability Investigation	▲	▲		
	Urban Design Stoddart Point Regeneration Planning / Development	▲	▲	●	
	Diamond Harbour Information Service / Centre		●	●	
	Marina Investigation		▲		

Cost: ▲ Very Low (Zero to \$10,000) ● Low (\$10,000 to \$100,000) ● Medium (\$100,000 to \$1 Million) ● High (> \$1 Million)  
 \* Also, to align with vision/issues addressed in the Stoddart Point Reserve & Coastal Cliff Reserves Network, Diamond Harbour / Te Waipapa - Draft Management Plan 2010



© Copyright Christchurch City Council / Aerial Photography Creative Commons Attribution 3.0 New Zealand License

# Diamond Harbour Village Improvements Project

## Our purpose

- Seeking direction from the Community Board on the priority to deliver within the available project budget.

Introduction

Background context

## Getting to the Point (GTTP) Action Plan

Godley House – Site  
Redevelopment

Business  
Development and  
Collaboration

**Village Development  
– Roads, Paths and  
People Movement**

Wharf and Ferry –  
Traffic, Parking and  
Linkages

Stoddart Point  
Reserve Management  
Plan Implementation  
– Some has delivered

Children and Youth  
Fun and Recreation

Public Amenities  
Toilets, Drinking  
Fountains, Seating

Arts, Culture, and  
Events

**Information and  
Signage**

**3. Village Development – Roads, paths and people movement**

**What is this project and why is it important?**

Easy and safe movement through the village centre is important to residents, visitors and businesses. This can be achieved by changing the layout of spaces, forming pedestrian pathways, slowing vehicle speeds, and using landscaping and street furniture to support the overall look, feel and function of the centre. There are aspects of the current design and layout of the centre which concern the community, such as vehicle manoeuvring and speeds, car parking, pedestrian safety, wayfinding, and the maintenance of landscape plantings.

This project involves the preparation of a development plan which shows the following features: pathways, landscape plantings, street furniture, signage, lighting, bollards and traffic calming measures. The project is currently underway, with Council staff drafting a high-level concept / plan. Land affected by the project is owned by the CCC and is open space reserve or road reserve and capital funding is needed to progress this project. Depending on the allocation and timing of funding, it may be necessary to take a staged approach to implementation.

**Project partners?**

The CCC will lead the preparation of the development plan, working in collaboration with the DHCA. These other stakeholders may have a role or interest in progress:

- Local businesses
- Reserves Management Committee
- Local sports, social clubs and child care facilities
- Diamond Harbour Medical Centre
- Stoddart Cottage Committee
- Local Cemetery Group
- Black Cat Ferry Operator
- Iwi
- Wider community

**Relationships to other projects?**

This project has many relationships with other projects in “Getting to the Point” action plan, suggesting it is a priority project of great importance to the community. For instance, it is related to:

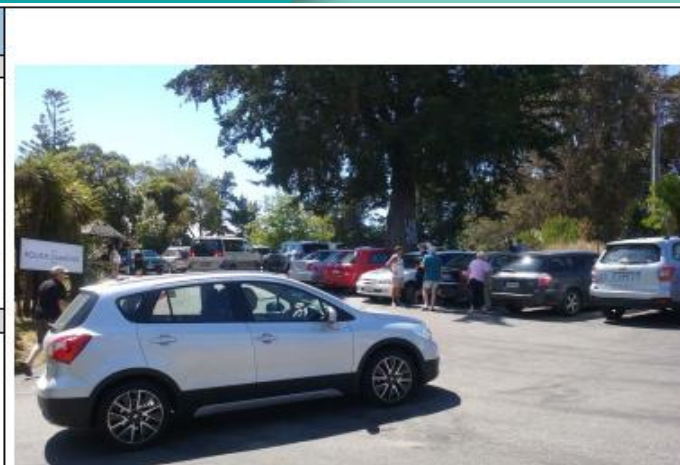
- Godley House Site
- Business development and collaboration
- Stoddart Point Reserves Management Plan implementation
- Wharf and ferry – traffic, parking and linkages
- Signage - wayfinding and interpretation
- Public amenities/toilets/drinking fountains/seating

**Success measures?**

- Funding is secured to commence and complete implementation.
- The layout of footpath, road and car parking spaces improves the experience of visiting the commercial centre.
- Driver behaviour improves (e.g. slower speeds and parking compliance).
- Signage is helpful for visitor wayfinding.
- Stoddart Point is easier to use and walk through.
- Attractive landscape plantings and new street furniture improve the look and feel of the area.

**Next steps?**

- Gather site and user information and prepare a draft development plan, and cost estimates.
- Organise a community-led engagement exercise to receive community feedback on the plan.
- Update the development plan based on community feedback.
- Develop a staged approach to implementation involving DHCA and Council leadership.
- Secure capital funding and participate in formal consultation prior to construction.



# Early Engagement

- Stakeholders engaged with: Diamond Harbour Residents Association, Taimana Motel, Flaunt Hairdressers, medical centre, residents of Waipapa Avenue
- Stakeholders to be engage with: Soulful Cafe and Diamond Harbour Bar and Eatery
- Strong support for village improvements which make the village feel more like the center of Diamond Harbour.

## Key themes:

- Reduce vehicle speeds for improved safety
- Provide continuous, accessible footpaths
- Improve parking layout and wayfinding
- Increase seating, shade, and comfort in public areas



## High level cost estimate

- Stage 1 - Road narrowing at entrance to village, new footpath through main village (in front of shops) parking realignment, speed platforms and new signage - \$380,000
- Stage 2 - Proposed AC footpath with holding rail - \$335,000
- Stage 3 - Community Hall parking space with continuous footpath connection - \$162,000

*These are initial high level estimates and subject to refinement through detailed design. Cost include 30% contingency, estimated staff and design cost.*

# What we want from the Community Board

Next steps would include:

- Further stakeholder engagement (July – Sept 2026)
- Scheme design (Sept – Dec 2026)
- Approvals (Jan – Feb 2027)
- Detailed design development (Feb – Mar)
- Engage maintenance contractor (April 2027)
- Delivery (Mid 2027)

**Discussion /  
Questions**

THANK YOU!



## 7. Transport Roadshow 2026

Reference Te Tohutoro: 26/748791

Stephen Wright, Head of Transport  
 Jacob Bradbury, Manager Planning & Delivery Transport


Presenter(s) Te Kaipāhō: Kathy Graham, Transport Manager Operations  
 Ged Clink, Manager City Streets Maintenance  
 Sharon O’Neill, Transport Programme Manager

### 1. Detail Te Whakamahuki

<b>Timing</b>	This information session is expected to last for 45 minutes.
<b>Purpose / Origin of the Information Session</b>	<p>This briefing has been set up by staff, with the purpose of:</p> <ul style="list-style-type: none"> <li>- Giving the board an introduction to the Transport Unit</li> <li>- Providing some info about the February 2026 weather event</li> <li>- Presenting an early view of the programmes being developed for the Long Term Plan</li> </ul> <p>Providing an opportunity for informal discussion and questions regarding aspects of Transport</p>
<b>Background</b>	<p>The Transport team often receives feedback that:</p> <ul style="list-style-type: none"> <li>- Elected Members - particularly newer members of Community Boards – are sometimes not fully aware of the type and breadth of work that the Transport Unit undertakes</li> <li>- Members can also be unaware of the wider context around how the transport network operates, and therefore why and how certain decisions are brought to them.</li> <li>- Community Boards want greater visibility around which streets have been prioritised for maintenance and capital projects, and why.</li> </ul> <p>In recent years the Transport Unit management team has therefore undertaken sessions with the Boards which attempt to address this feedback. These are intended to be informal in tone, and provide an opportunity for staff to share information, and for Elected Members to ask questions and discuss issues away from the pressure of decision-making.</p> <p>The team has been asked to keep to topics specifically of interest to the Banks Peninsula Board, therefore some information which will be provided to the metropolitan boards has been excluded from the main body of the presentation. However, those slides have been provided in the attachment (slides 31-36 of <b>Attachment A</b>), and staff will be happy to answer questions on this if required.</p>
<b>Key Issues</b>	<ul style="list-style-type: none"> <li>• Provide overview of Transport Unit</li> <li>• Run through some details of the February 2026 weather event</li> <li>• Show prioritised capital maintenance programme within the board area</li> </ul>

	<ul style="list-style-type: none"> <li>• Discussion of issues as raised by Elected Members</li> </ul>
<b>Next Steps</b>	<ul style="list-style-type: none"> <li>• Not applicable</li> </ul>
<b>Useful Links</b>	

**Attachments Ngā Tāpirihanga**

No.	Title	Reference	Page
A 	Transport Roadshow - 15 June 2026 - Te Pātaka o Rākaihautū Banks Peninsula Community Board	26/1211324	95

**Signatories Ngā Kaiwaitohu**

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

# Transport Briefing

Tuesday 2<sup>nd</sup> June 2026



## Purpose of Briefing

---

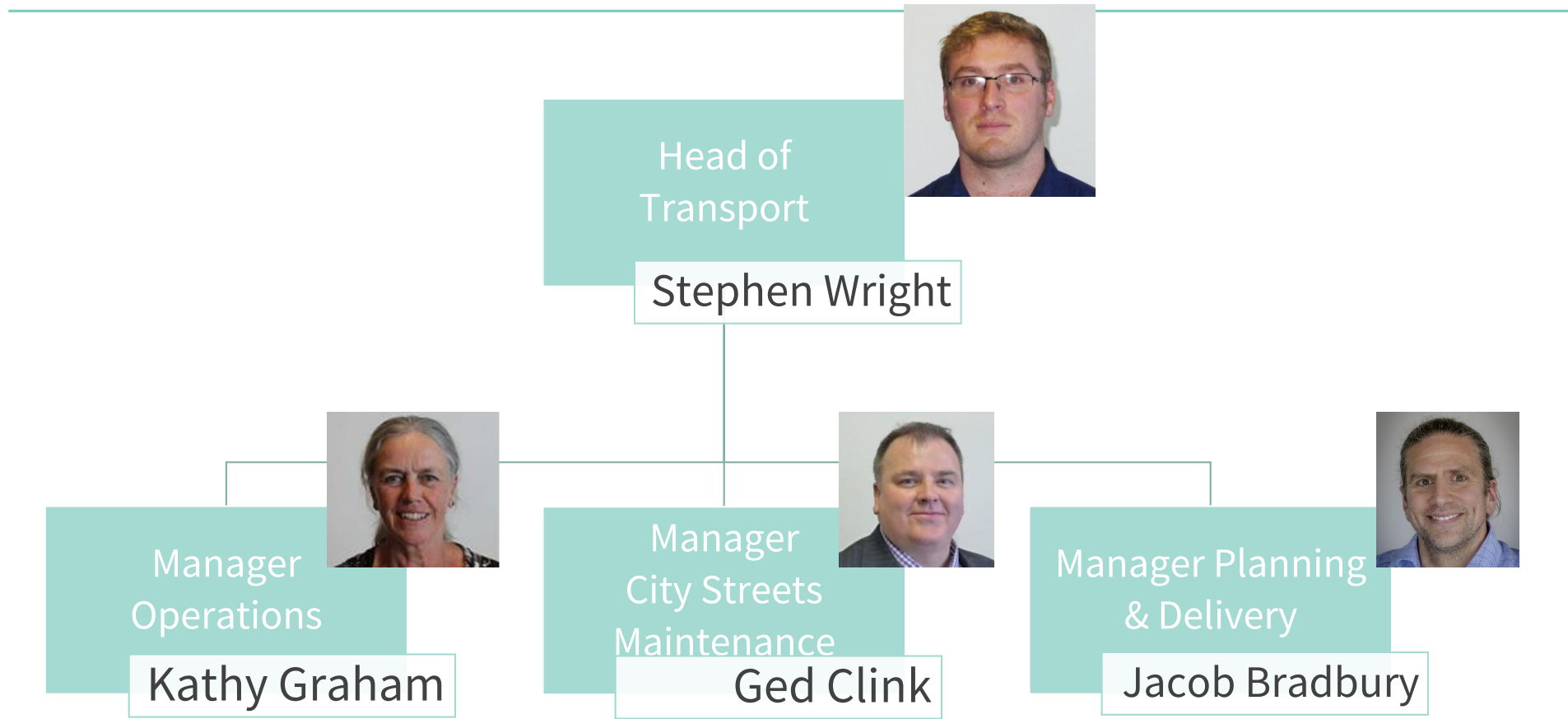
To provide information on:

- Overview of the Transport Unit for new Elected Members
- LTP development, including Programmes

Opportunity for the Board to:

- Speak directly to the Transport Managers
- Provide early feedback on LTP development

# Structure of the Unit



# Council's Roothing Network

As at May 2026, Christchurch City Council (CCC) owns 2,459 kilometres of road across the 16 wards.

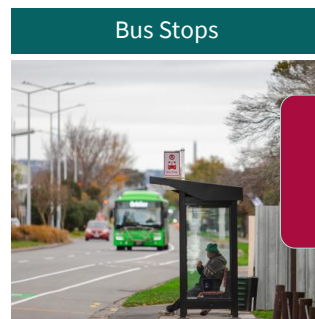
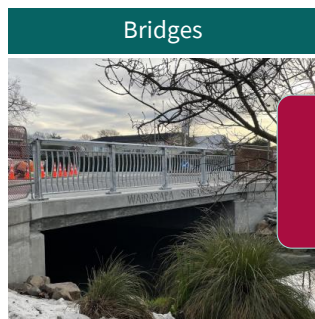
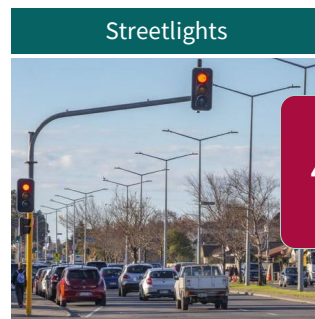
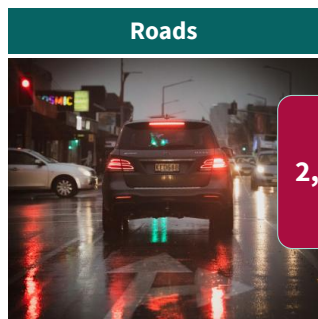
					
<b>Te Pātaka o Rākaihautū Banks Peninsula</b>	<b>Waitai Coastal-Burwood- Linwood</b>	<b>Waimāero Fendalton- Waimairi-Harewood</b>	<b>Waipuna Hornby-Halswell- Riccarton</b>	<b>Waipapa Papanui-Innes- Central</b>	<b>Waihoru Spreydon- Cashmere-Heathcote</b>
Banks Peninsula Ward	Coastal Ward Burwood Ward Linwood Ward	Fendalton Ward Waimairi Ward Harewood Ward	Hornby Ward Halswell Ward Riccarton Ward	Papanui Ward Innes Ward Central Ward	Spreydon Ward Cashmere Ward Heathcote Ward

Replacement Cost: \$5.9bn

Now worth: \$2.75bn

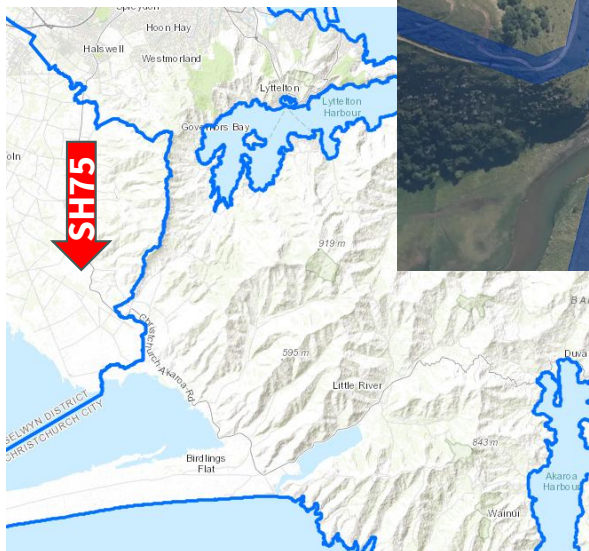
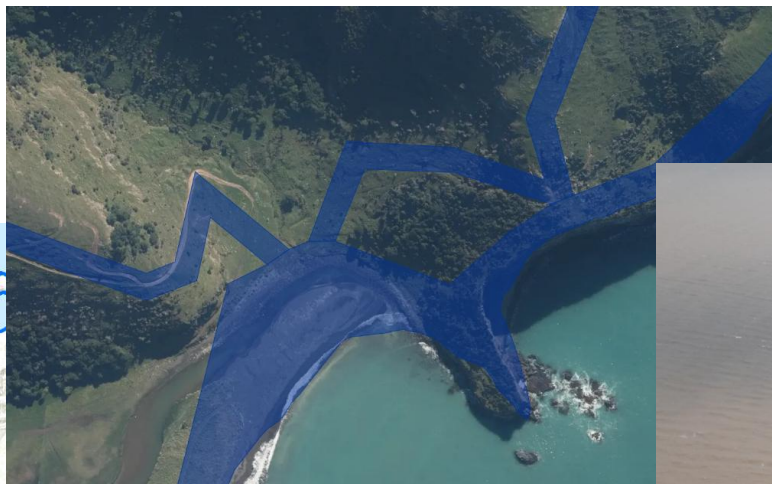
Depreciates at a rate of around \$260k per day

# What does Council own?



# Banks Peninsula – unique Board for Transport

Legal Road Boundaries near Goughs Bay (LINZ)

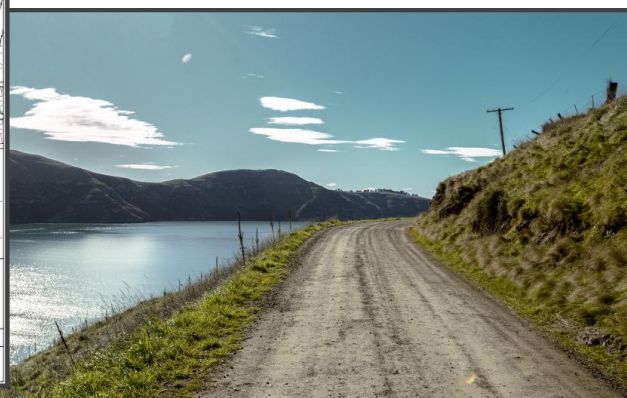


Council Boundaries (Stats NZ via NZTA)



SH75 & Rail Trail near Little River

# What does the Transport team do?



- Education
- Parking & Enforcement
- Regulatory Function
- Official Enquiries
- Trees and Landscaping
- Little River Rail Trail

## What does the Transport team do?

### Capital Delivery



*Jacksons Road, Lyttelton*

Big focus on structures - 105 retaining walls in Lyttelton alone planned for renewal over the next decade

### In 2025:

- Capital work delivered: \$127m
- Projects worked on: 239
- 137 km of roads resealed
- 43 km of footpaths resurfaced
- 5.7km of kerb and channel replaced



*Chipsealing*

## What does the Transport team do?

### Maintenance



#### Each year:

- Hybris tickets: ~32,000
  - Average time to have a fix actioned: <1hr
- Potholes filled: ~10,000

#### Other activities:

- Stormwater surface management
  - Street sweeping & sump cleaning
- Line Markings & Signage
- Vegetation Management
- Footpath Maintenance

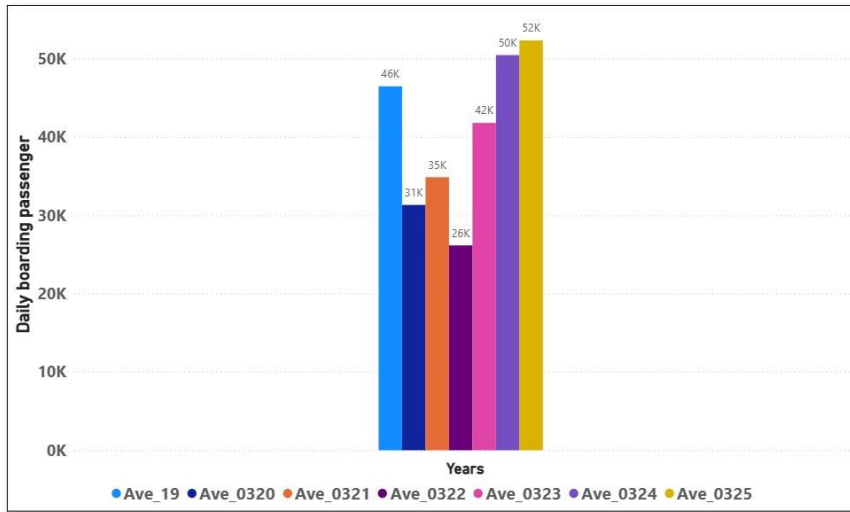
## How do people use our network?



People drive 3.1bn km on our network each year.

That's more than a trip to Saturn and back!

## How do people use our network?



- Bus patronage dropped after the earthquakes
- Was slowly recovering until '20-22
- Starting to rise again



- ECan looking to bring more services onto key routes
  - Not enough capacity at peak time
- Council planning to support with infrastructure improvements at key delay points

[https://www.nzbustracker.com/vehicle\\_history.php?company\\_id=nz42ce9a](https://www.nzbustracker.com/vehicle_history.php?company_id=nz42ce9a) > Vehicle ID: 3955

# Strategic Priorities

## Access: Our networks and services put people at the centre of our planning, support access for all and improve wellbeing and health

Our transport system plays a crucial role in supporting the city's growth now and for future generations. We aim to integrate land use and transport planning to reduce travel distances for resident's everyday needs. By 2034, we strive to offer improved travel options within a 15-minute radius for work, education, health services and food shopping without relying on a private car\*.

Key to the access pillar is maintaining our existing assets, ensuring the longevity and reliability of our infrastructure. Proactive measures like regular inspections, preventative maintenance, and timely upgrades safeguard current investments, laying the foundation for sustainable growth and innovation. Staying updated on technological advancements allows us to integrate new solutions, keeping our assets at the forefront of innovation.

Our transport networks, vital for business and investment, also support freight and provide resilience in emergencies. We aim to enhance freight and journey reliability and improved resilience on the city's key strategic routes.

*\*Currently only a half of Christchurch residential land holdings have an acceptable level of non-car access to their basic everyday services. We will align our transport network planning with spatial planning and public transport services to ensure ongoing access improvements. We will also incorporate street improvements into our maintenance programmes as appropriate.*

## Safety: Our networks and services are safe

We want to live in a city where all travellers arrive at their destinations alive and unharmed – every time.

Our safety programmes will continue to invest in improvements to infrastructure that will deliver the highest death and serious injury savings for our road network. We will take a safe system approach which acknowledges that people make mistakes, but those mistakes should not lead to loss of life or serious injury. We know that people dying and being seriously injured on our roads is preventable, and we must continue to address this problem.

*We will aim to reduce the number of people being killed or seriously injured each year on Christchurch local streets from an annual average of 132 to 68 or less (40% reduction) by 2034, in line with national targets.*

## Environment: Our networks and services are environmentally sustainable and increasingly resilient

By 2034 we will work hard to achieve a meaningful reduction in greenhouse gas emissions arising from on-road transport activities across Christchurch, especially in the light vehicle fleet, so that we can contribute to the Council's carbon neutral target by 2045. Our focus will continue to be on improving sustainable transport choices for Christchurch residents that are available to all. Key features for the coming plan period will include:

- transforming our public transport system in partnership with Environment Canterbury, NZ Transport Agency Waka Kotahi and our Greater Christchurch partners with a focus on faster, more frequent, more reliable and attractive public transport journeys;
- continuing to create a more connected and safer walking and cycling environment, that prioritises wellbeing, efficient use of our existing transport assets and networks, accessibility for all and connections to everyday essential services;
- helping people adopt low emission travel options through our travel choice programme;
- implementing the Council's tree policy;
- minimising waste from project delivery, reusing materials on site where possible; and
- reducing our use of virgin materials.

Importantly, we will also seek to improve the resilience of our transport networks by responding to and planning for the impacts of the changing climate, evidenced by increasing high intensity rainfalls and rising sea levels.

*Transport is Christchurch's largest source of greenhouse gas emissions. Currently 40% of peak-hour car trips on the road network are shorter than 4km (8% are under 1 km). Such journeys could be walked or cycled within 15 minutes with positive benefits to health, safety, and the environment. For longer journeys, public transport services, especially in peak hours are not always competitive with car journey.*

## Affordability: Our networks and services are affordable and support economic development and population growth

# How are we tracking?

## Access



Smooth Travel Exposure vs Target

### Smooth Travel Exposure:

This weights road condition by numbers of users, to give a score for average smoothness. We are achieving 75% of the network meeting this target (against a target of 75%)

### Roughness

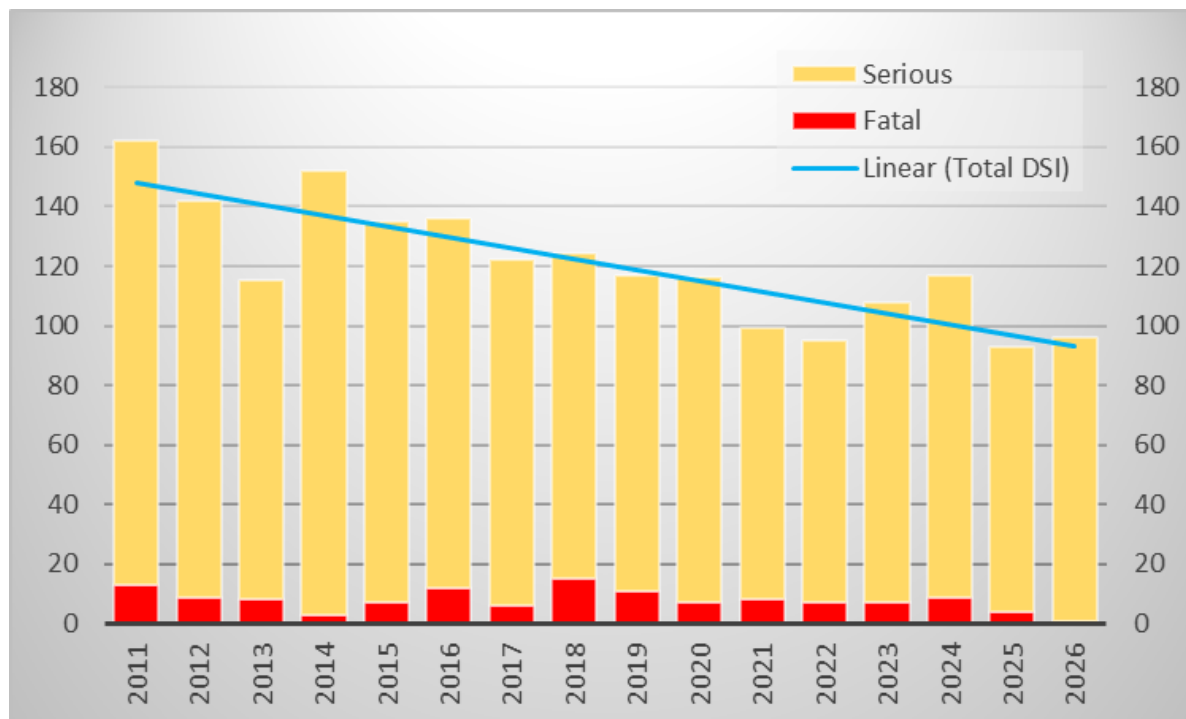
Currently below the target by 4.6%, but on an improving trend (2.9% higher than the previous year)

### Resealing:

Target was to reseal 4% of the network per year. Current year this is nearer to 5.7%

# How are we tracking?

## Safety



Christchurch City Council:  
Trendline for Death & Serious Injury crashes (DSIs) is a reduction of 3.6 per year, over the past 15 years

Current year (to end Mar 2026): 1 fatal crash, and 95 serious crashes

New Zealand:  
Over the same period, NZ as a whole has seen a slight increase

## Emergency Response

### Emergency response



### Work with CDEM:

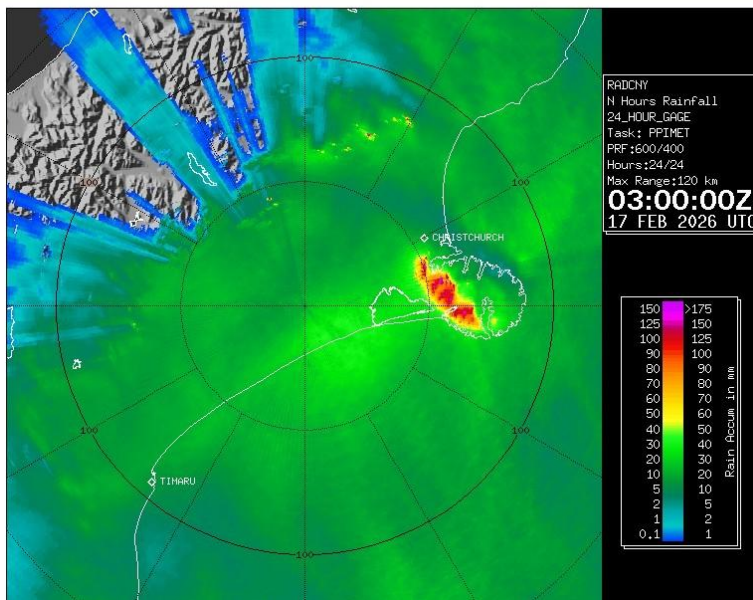
- Managing people & re-establishing Transport links is a priority, so the team is always heavily involved
- Experienced Maintenance Contractor - over 20 years on Banks Peninsula
- During events work closely with FENZ, SDC, NZTA, etc.

# Emergency Response - example

## February 2026 – Rain event

Gauge Corrected Radar [24h] - Canterbury

Tue 17 Feb 2026 10:00  
Tue 17 Feb 2026 11:00  
Tue 17 Feb 2026 12:00  
Tue 17 Feb 2026 13:00  
Tue 17 Feb 2026 14:00  
Tue 17 Feb 2026 15:00  
**Tue 17 Feb 2026 16:00**  
Tue 17 Feb 2026 17:00  
Tue 17 Feb 2026 18:00  
Tue 17 Feb 2026 19:00  
Tue 17 Feb 2026 20:00  
Tue 17 Feb 2026 21:00  
Tue 17 Feb 2026 22:00  
Tue 17 Feb 2026 23:00  
Wed 18 Feb 2026 00:00  
Wed 18 Feb 2026 01:00  
Wed 18 Feb 2026 02:00  
Wed 18 Feb 2026 03:00  
Wed 18 Feb 2026 04:00  
Wed 18 Feb 2026 05:00  
Wed 18 Feb 2026 06:00  
Wed 18 Feb 2026 07:00  
Wed 18 Feb 2026 08:00



### Severe Storm Event:

- 320mm of rain measured at Akaroa over 50 hours
- This was ~1 in 60 year event
- Video on next page is from youtube; user: DrLeavingsoon  
<https://youtu.be/27ak-At7EKA?si=ntc3PGkH1TspK0jD>

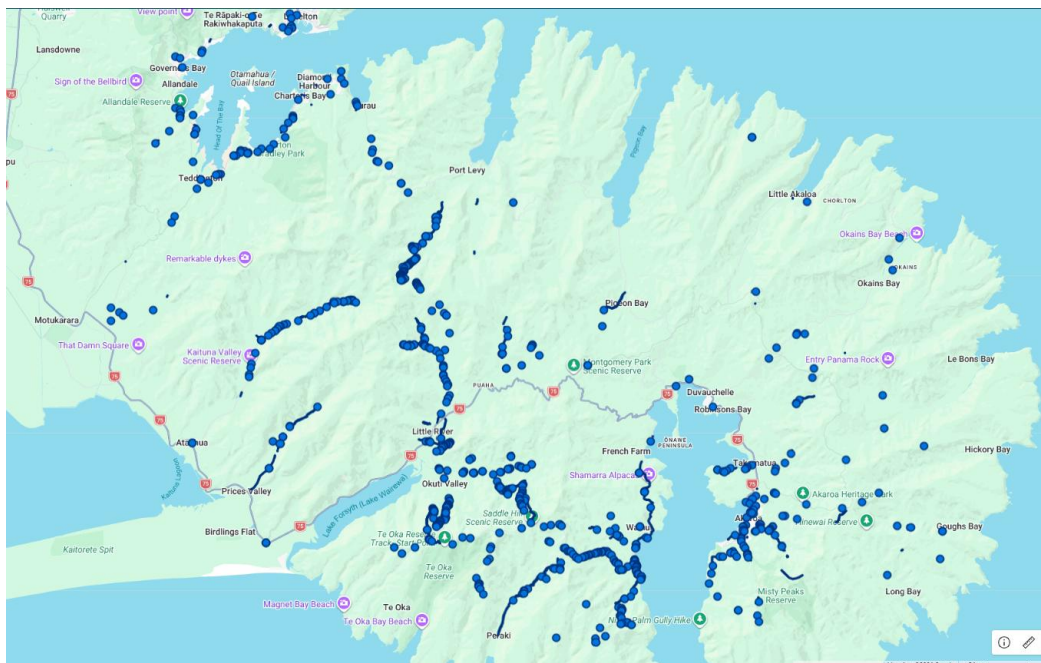
## Emergency Response - power



# Emergency Response - damage

February 2026 – Sites with reported damage

Over \$5.5m worth of damage



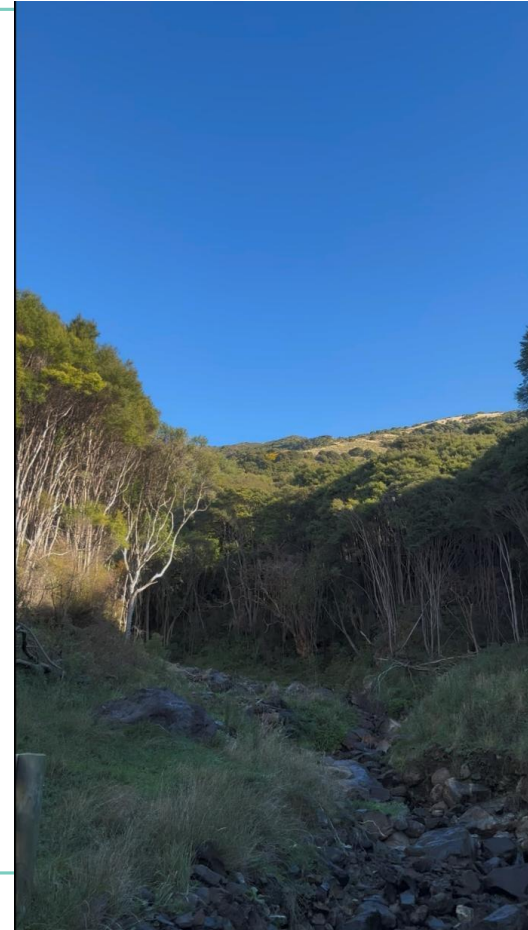
Fault	Number Dispatches	Completed Dispatches
All	949	651
Dropouts	114	36
Slips	280	234
Debris Clearing	51	43
Blocked culverts/channels	196	106
Scour Road/Channel	65	43
Metal loss	23	7
Road Closures TM	30	30
Misc	181	152

# Emergency Response – asset recovery/rebuild

## February 2026 – Bossu Road



*From Google Maps - September 2023*



*May 2026*

# Emergency Response – asset recovery/rebuild

## February 2026 – Bossu Road



# Transport Strategy

## Transport strategy goals

To achieve our vision, we need a mix of continuous improvement and transformational changes.  
 The following transport goals will guide our actions:

<p><b>GOAL 1</b>  <b>Well managed transport assets</b></p> <p>Look after what we've got, maximise whole of life value and adopt innovative approaches to improve value-for-money and set up our transport asset base to meet future challenges</p>	<p><b>GOAL 2</b>  <b>A more resilient transport network</b></p> <p>Create a resilient transport network which is able to react and adapt to natural hazards</p>	<p><b>GOAL 3</b>  <b>A safer transport network</b></p> <p>Build and maintain safer infrastructure to ensure that everyone gets where they're going safely, regardless of how they are travelling</p>
<p><b>GOAL 4</b>  <b>A more efficient transport network</b></p> <p>Enhance productivity, economic growth and essential travel through free flowing and efficient movement; explore more proactive demand management options as our population grows</p>	<p><b>GOAL 5</b>  <b>Genuine transport choices for everyone</b></p> <p>Improve alternative options to reduce transport emissions, increase road network efficiency and enable inclusive access for all transport users as our city grows</p>	<p><b>GOAL 6</b>  <b>A vibrant, healthy and liveable city</b></p> <p>Continue to make our city a great place to live, work and visit through creating streets and neighbourhoods designed for people, businesses and communities</p>

This is guiding the development of our next Long Term Plan.

Key projects are:

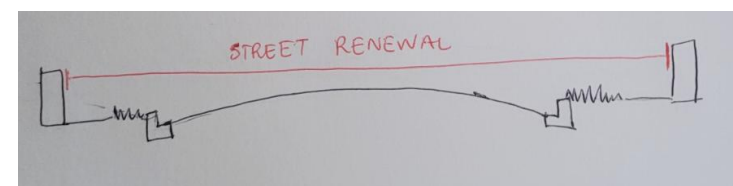
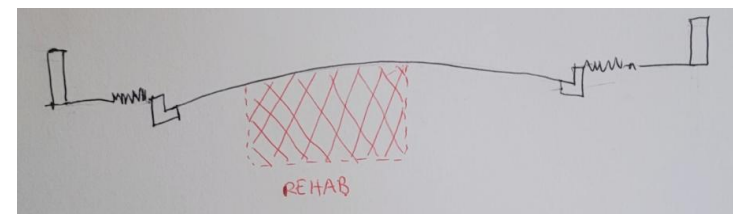
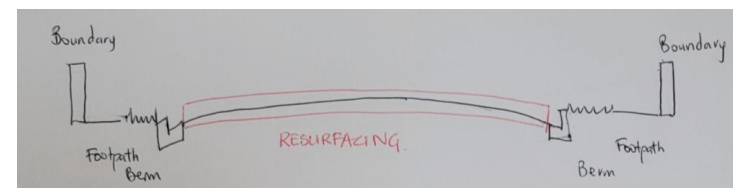
- Renewals
- Pages Road Bridge
- PT Futures

# First draft 3 year programme presentation

Banks Peninsula Ward

## Programme Definitions

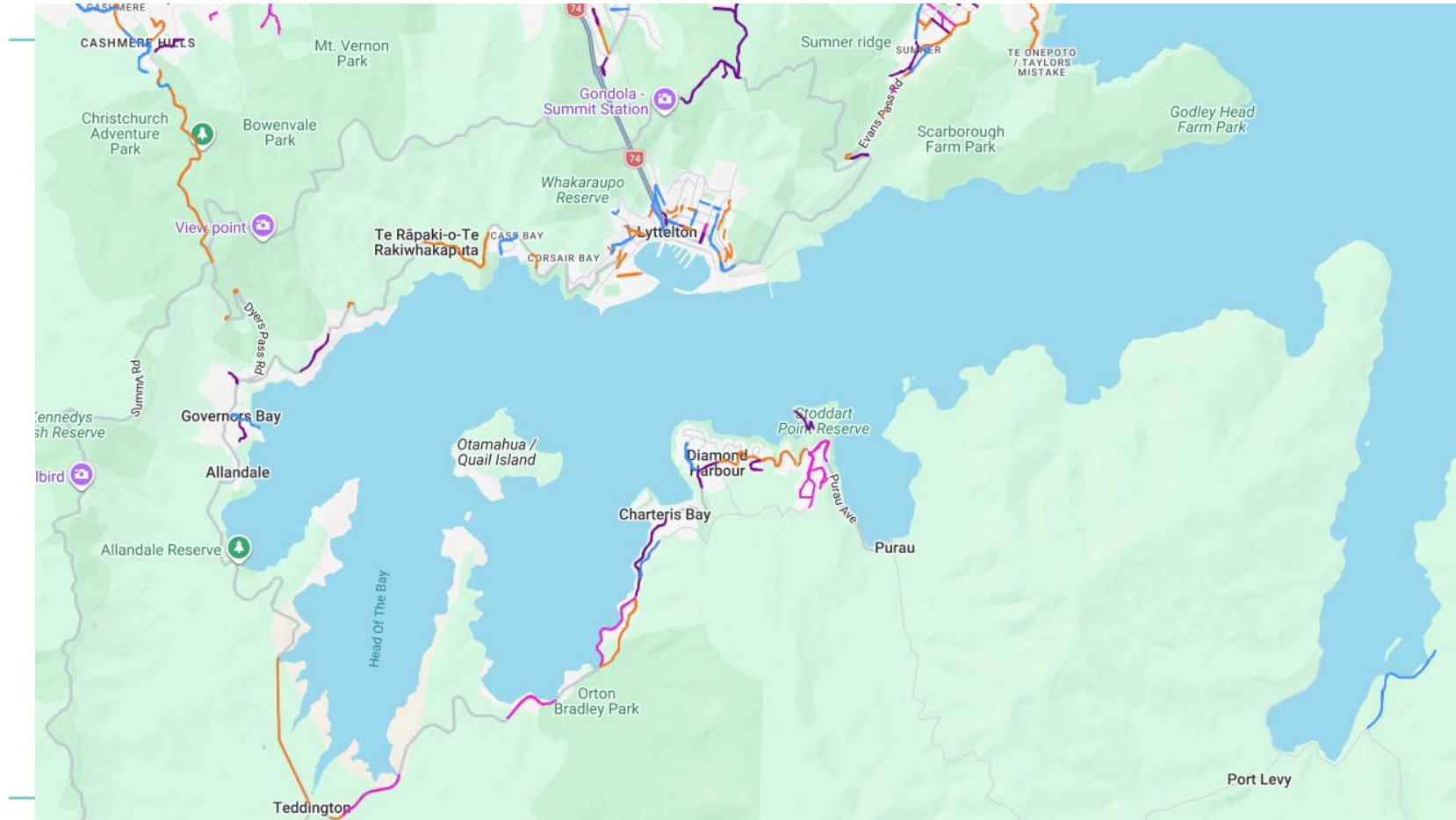
- Resurfacing
  - Condition and age based
  - Waterproofs and extends the life of the road
- Rehabilitation
  - Condition based areas
  - Improves the strength of roads
- Street Renewals
  - Condition ratings – all assets
  - Resets the assets life back to 0 years
  - Can include amenity improvement considerations
- Footpath Resurfacing
  - Condition and age based
  - Significantly extends the life of the footpath



The latest programmes for the current and following year are available here:  
[ccc.govt.nz/transport/improving-our-transport-and-roads/resurfacing/](https://ccc.govt.nz/transport/improving-our-transport-and-roads/resurfacing/)

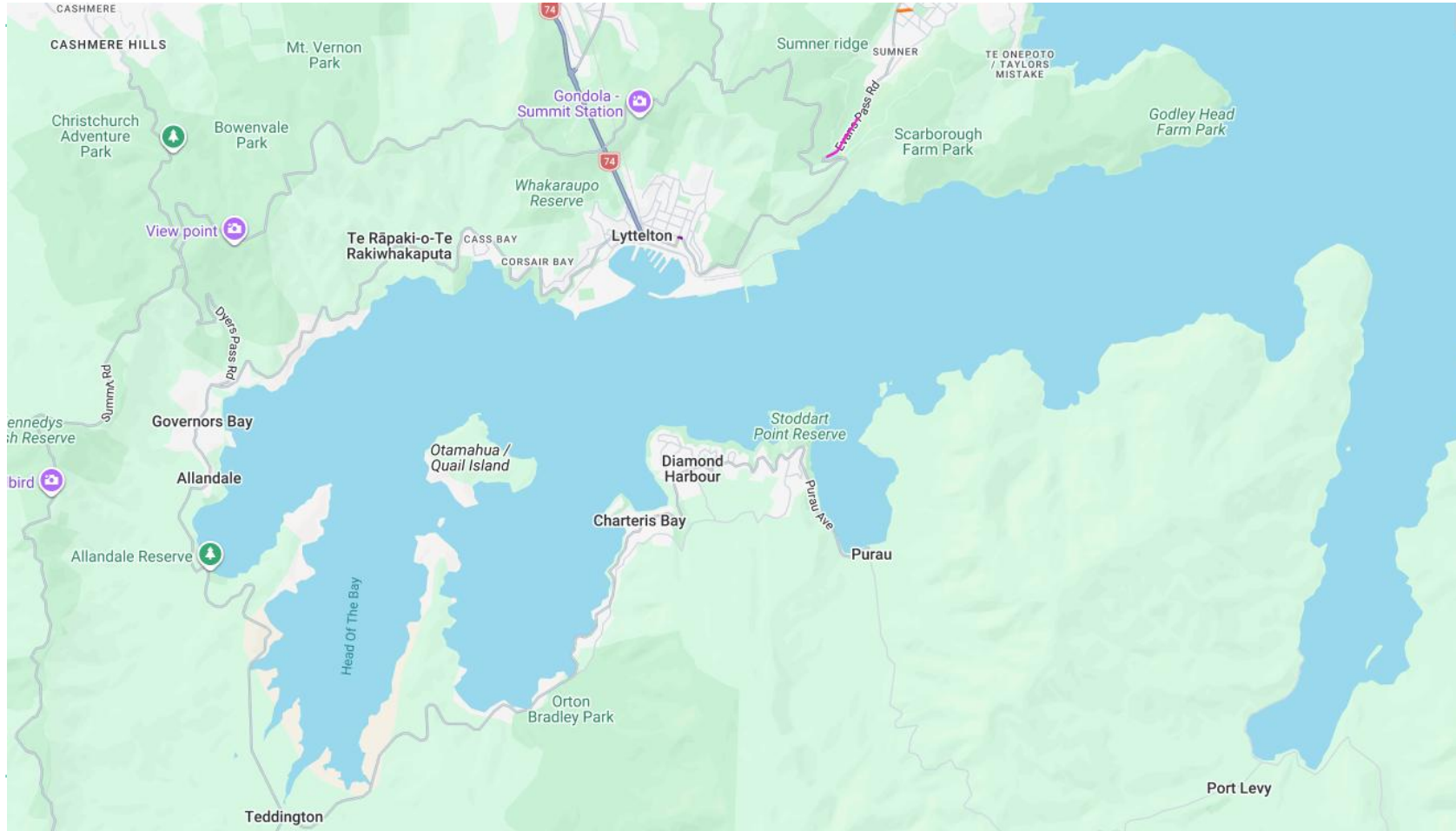
# Lyttelton Harbour Carriageway Resurfacing

- 2026/27
- 2027/28
- 2028/29
- 2029/30



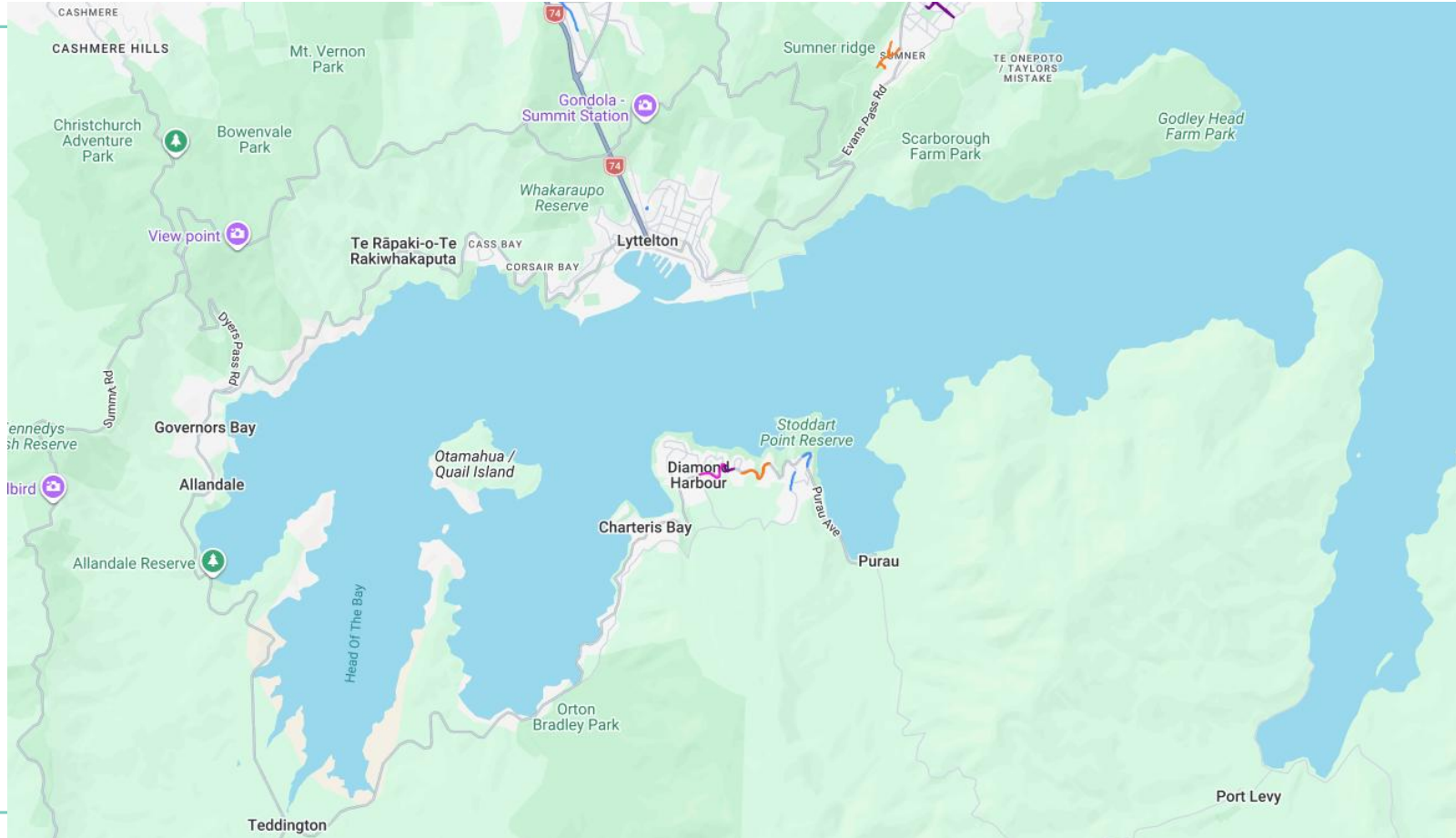
# Lyttelton Harbour Carriageway Rehabilitations

- 2026/27
- 2027/28
- 2028/29
- 2029/30



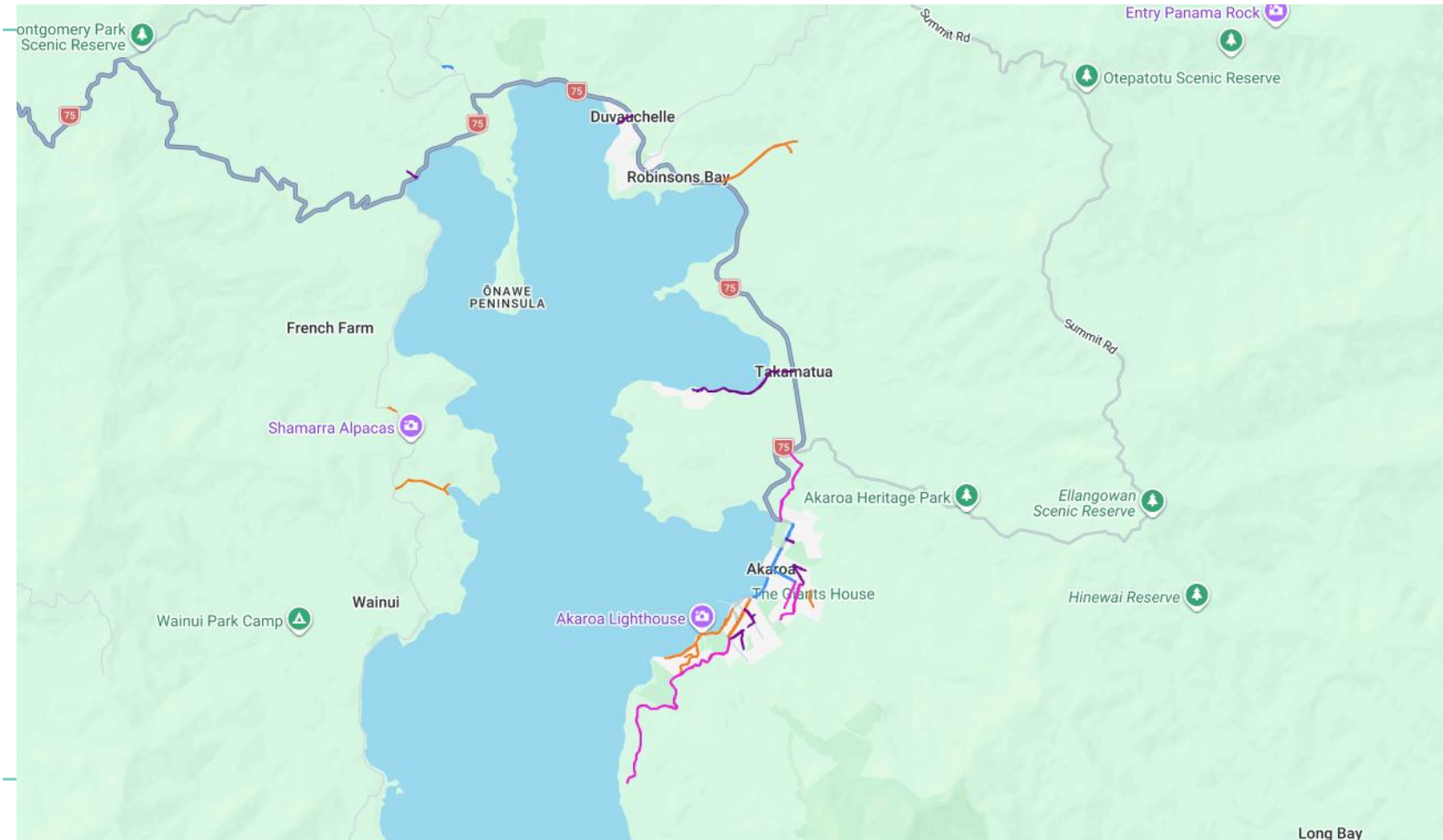
# Lyttelton Harbour Footpath Resurfacing

- 2026/27
- 2027/28
- 2028/29
- 2029/30



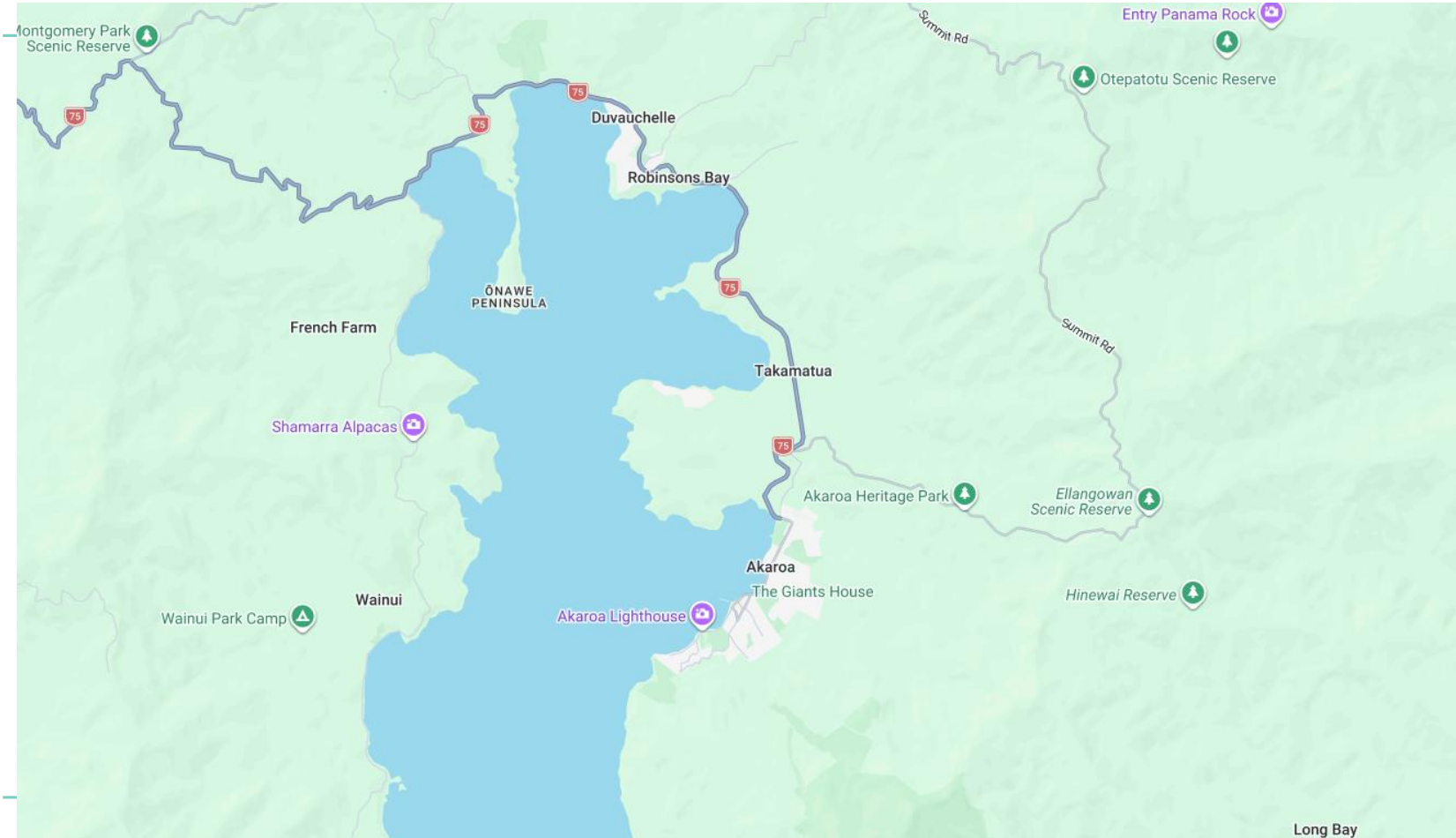
# Akaroa Carriageway Resurfacing

- 2026/27
- 2027/28
- 2028/29
- 2029/30



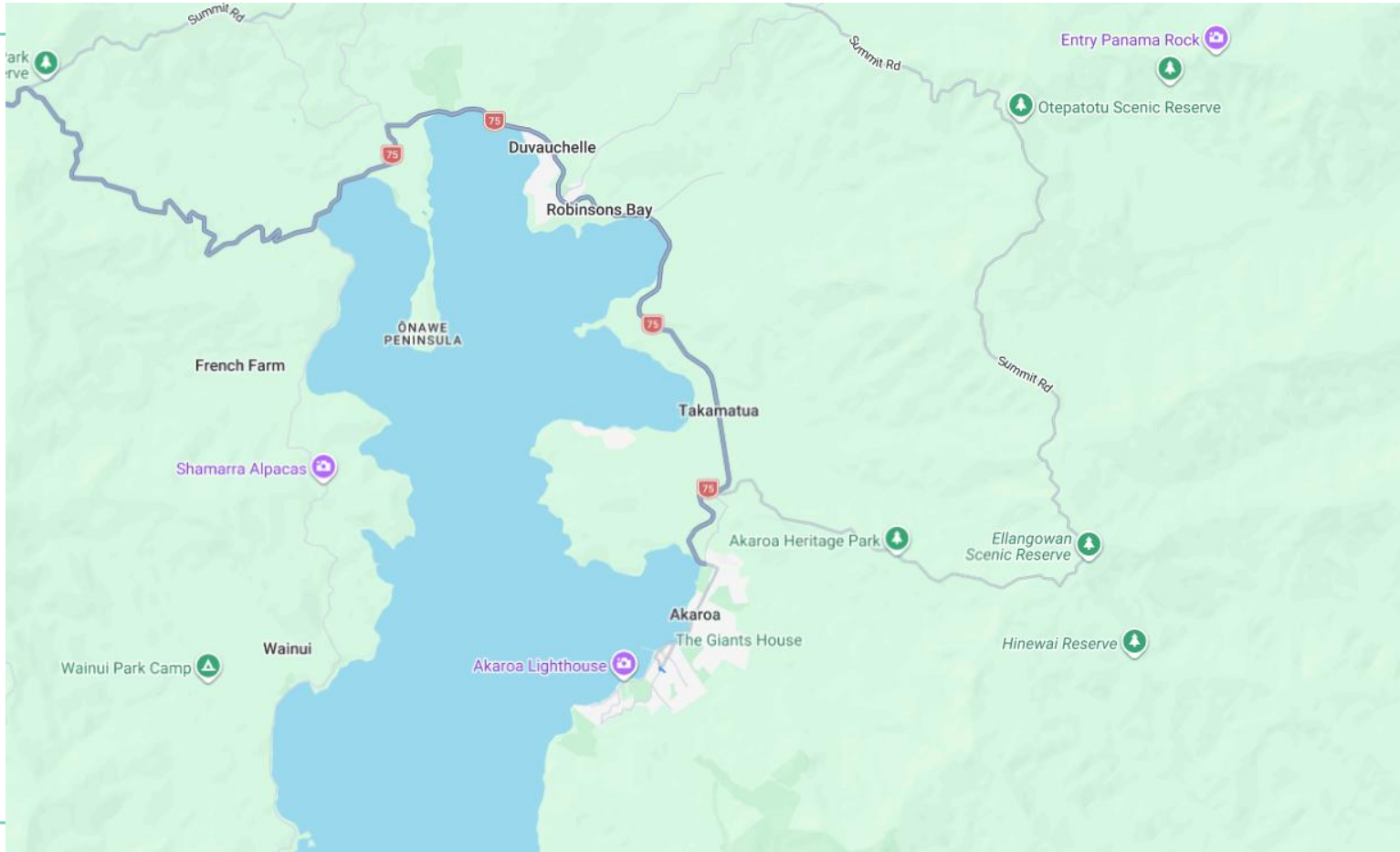
# Akaroa Carriageway Rehabilitations

- 2026/27
- 2027/28
- 2028/29
- 2029/30



# Akaroa Footpath Resurfacing

- 2026/27
- 2027/28
- 2028/29
- 2029/30



Questions?

## What does the Transport team do?

### Parking & Enforcement



### In 2025:

- Total tickets issued: 67,387
- Vehicles towed: 1,882
- Notices lodged with courts: 16,000

Team also enforce bus lanes,  
including on NZTA roads

Lichfield Street car park: 80%  
occupancy

## What does the Transport team do?

### Education



### In 2025:

- Cycle Safe Training: 3,634 students
- Good-to-Go journey advice: 6,000 people
- Good-to-go School Programme: 89 schools

Team also supports motorcycle safety programmes alongside partners

## What does the Transport team do?

---

### Development



### In 2025:

- Provided advice to 290 consent applications

## What does the Transport team do?

### Official Queries



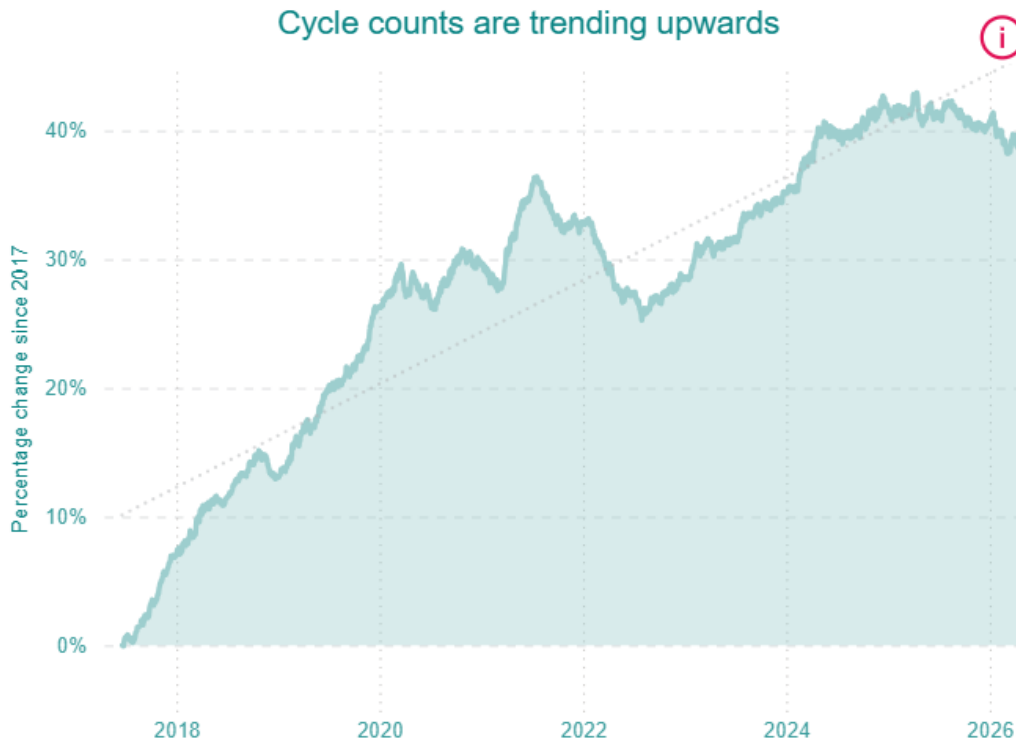
**In FY25/26 (to late May), the Transport Team received the following requests:**

- LGOIMA: 498 (of 1,976)
- Elected Member: 463 (of 1,737)
- Community Board: 336 (of 735)

Of the 274 Council Agenda Items in FY26:

- 32 were from the Transport & Waste Unit

# How do people use our network?



We count around 4m cyclists each year.

After some levelling off, we're seeing counts going up again in recent months

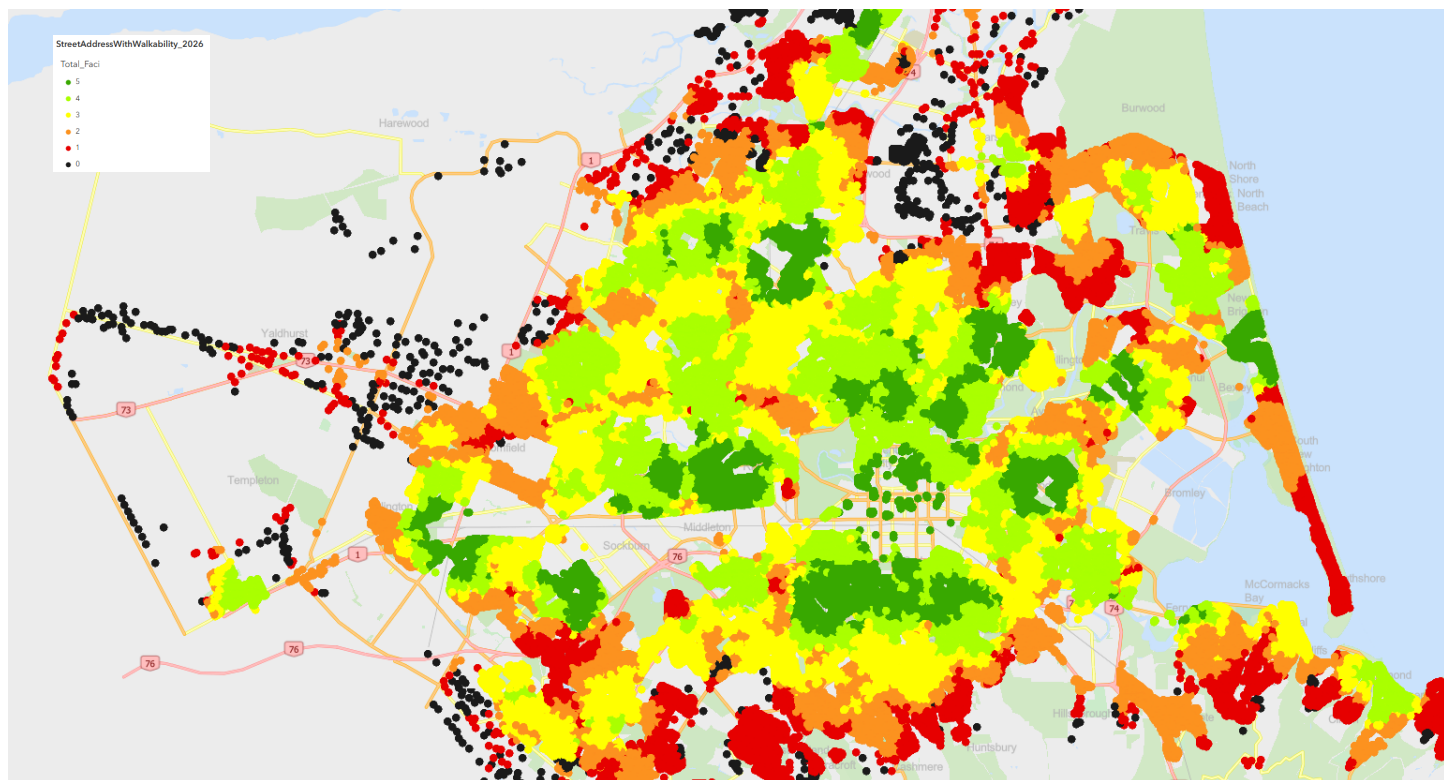


## How are we tracking?

### Environment

This tracks whether properties have the following services within a 1km walk:

- Education
- Employment
- Healthcare
- Supermarket
- Open Spaces



<https://gis.ccc.govt.nz/portal/apps/mapviewer/index.html?webmap=7d49280229844c3aacb742450a1d3475>

## **Karakia Whakamutunga**

### **Closing Prayer**

Unuhia, unuhia Unuhia ki te uru tapu nui Kia wātea, kia māmā, te ngākau, Te tinana te wairua i te ara takatā Koia rā e Rongo, whakairia ake ki runga Kia tina! TINA! Hui e! TĀIKI E!	Draw on, draw on, Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Rongo, suspended high above us (i.e. in 'heaven') Draw together! Affirm!
---	--