

Christchurch City Council

AGENDA

Notice of Meeting:

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

Date: Thursday 8 August 2019
Time: 9.30am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Mayor Lianne Dalziel
Deputy Chairperson	Deputy Mayor Andrew Turner
Members	Councillor Vicki Buck
	Councillor Jimmy Chen
	Councillor Phil Clearwater
	Councillor Pauline Cotter
	Councillor Mike Davidson
	Councillor David East
	Councillor Anne Galloway
	Councillor James Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Glenn Livingstone
	Councillor Raf Manji
	Councillor Tim Scandrett
	Councillor Deon Swiggs
	Councillor Sara Templeton

2 August 2019

Principal Advisor

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

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Strategic Framework

The Council's Vision – Christchurch is a city of opportunity for all.

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

Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

Bind together the strands of each mat
And join together with the seams of respect
and reciprocity.

The partnership with Papatipu Rūnanga
reflects mutual understanding and respect,
and a goal of improving the economic,
cultural, environmental and social
wellbeing for all.

Overarching Principle

Partnership – Our
people are our taonga
– to be treasured and
encouraged. By working
together we can create
a city that uses their
skill and talent, where
we can all participate,
and be valued.

Supporting Principles

Accountability	Collaboration
Affordability	Prudent Financial Management
Agility	Stewardship
Equity	Wellbeing and resilience
Innovation	Trust

Community Outcomes

What we want to achieve together as our city evolves

Strong communities

Strong sense of
community
Active participation in
civic life
Safe and healthy
communities
Celebration of our
identity through arts,
culture, heritage and
sport
Valuing the voices of
children and young
people

Liveable city

Vibrant and thriving
central city, suburban
and rural centres
A well connected and
accessible city
Sufficient supply of, and
access to, a range of
housing
21st century garden city
we are proud to live in

Healthy environment

Healthy waterways
High quality drinking
water
Unique landscapes and
indigenous biodiversity
are valued
Sustainable use of
resources

Prosperous economy

Great place for people,
business and investment
An inclusive, equitable
economy with broad-
based prosperity for all
A productive, adaptive
and resilient economic
base
Modern and robust
city infrastructure and
community facilities

Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected
communities

Maximising opportunities to develop a vibrant,
prosperous and sustainable 21st century city

Climate change
leadership

Informed and proactive
approaches to natural
hazard risks

Increasing active, public
and shared transport
opportunities and use

Safe and sustainable
water supply and
improved waterways

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1. Apologies

At the close of the agenda no apologies had been received.

2. Declarations of Interest

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

3. Public Participation

3.1 Public Forum

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

3.2 Deputations by Appointment

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

There were no deputations by appointment at the time the agenda was prepared.

4. Presentation of Petitions

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

5. Global Settlement Agreement

Reference: 19/880197

Presenter(s): Brendan Anstiss – General Manager Strategy and Transformation

Secretarial Note: This report was originally published separately on 29 July 2019 and the Council will receive and hear deputations on the Global Settlement Agreement on 6 August 2019. The meeting will adjourn to 8 August 2019 for the Council to make the final decision.

1. Purpose of Report

- 1.1 The purpose of this report is for the Council to approve the Global Settlement Agreement.

2. Significance

- 2.1 The decisions in this report are assessed as of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 2.2 The level of significance was determined based on an assessment of the current decisions being sought from Council, the public interest in these decisions and the steps being taken to enable the Council to consider community views and preferences.
- 2.3 While the negotiations with the Crown have, by necessity, been held in confidence, the Council has always committed that the final consideration and decision related to the Global Settlement Agreement will be made in public.
- 2.4 To this end, the Council and public were formally advised via a paper to the 27 June 2019 Council meeting that the global settlement would be considered by Council at the meeting on 8 August 2019. Briefings on the background and content of the Global Settlement Agreement have been offered in recent weeks to any interested parties, groups or individuals and a number of these have been provided. In addition, efforts have been made to release this report as early as possible to the public.
- 2.5 The public will have the opportunity to make deputations on this paper at a meeting on 6 August 2019. The meeting will then be adjourned to 8 August 2019 when the Council will make its decision.

3. Executive Summary

- 3.1 This report proposes that the Council agrees a Global Settlement with the Crown. The working draft of the Global Settlement Agreement is included as Attachment A. This remains a working draft as a small number of final issues are resolved^{1 2}, and will become final post agreement by both Council and the Crown.
- 3.2 The Global Settlement Agreement is designed to settle any ambiguous aspects of the original 2013 Cost Sharing Agreement. In combination with the \$300m Christchurch Regeneration Acceleration Fund (CRAF), it is also designed to encourage regeneration momentum, reduce uncertainty, and normalise the relationship between the Crown and Council.

¹ Items marked by square brackets [], in the working draft of the Global Settlement Agreement are still actively being considered by the parties. Any updates on these matters will be advised as soon as possible.

² Minor redactions in two sections (Performing Arts Precinct and Residential Red Zone schedule) exist due to the need to protect ongoing commercial negotiations by the Crown. These redactions will be removed once the commercial transactions are completed by the Crown or no longer exist.

- 3.3 The Agreement includes the transfer from the Crown to the Council of central city public realm assets (including the Margaret Mahy Playground and Avon River Precinct); roading assets; the Bus Interchange; the Metro Sports Facility; former residential red zoned land in the Ōtākaro Avon River Corridor, Port Hills, Brooklands and Southshore; and land for the Performing Arts Precinct. Agreement is also proposed on governance arrangements for transitional use of the former residential red zone; inclusion of Ngāi Tahu preferences (especially related to ongoing governance); transition of the functions of Regenerate Christchurch; a right of first refusal for the Council on Crown owned central city land; and establishment of a senior officials group responsible for ongoing implementation monitoring of the Global Settlement Agreement.
- 3.4 Transfer of Te Pae, the Christchurch Convention and Exhibition Centre, is not proposed as part of the Global Settlement Agreement. Ownership will remain with the Crown.
- 3.5 The Canterbury Multi Use Arena and the development agreement for the Metro Sports Facility are dealt with under separate processes given their complexities.
- 3.6 The Crown and Council will each complete and variously make payments as previously agreed under the 2013 Cost Share Agreement.
- 3.7 All aspects of the Global Settlement Agreement are within Council budgets as previously approved through the 2018-2028 Long Term Plan and 2019 Annual Plan. No additional or unbudgeted payments are required.
- 3.8 If approved by Council the Global Settlement Agreement will need to be agreed by the Crown, and then signed by delegated authority before coming into effect.

4. Staff Recommendations

That the Council:

1. Notes that, consistent with previous Council decisions, senior Council staff have led a process with Crown officials to negotiate and recommend a global settlement with the Crown.
2. Notes that this process has included progress on determining and allocating the \$300m Christchurch Regeneration Acceleration Fund; as well as a preliminary and detailed due diligence exercise; and direct negotiation with the Crown in arriving at a proposed Global Settlement Agreement.
3. Agrees to the Global Settlement Agreement detailed as Attachment A and delegates approval to the Mayor to make any changes to the Agreement as may be necessary.
4. Delegates authority to:
 - a. the Mayor to sign the final agreement on behalf of Council once it has also been agreed by the Crown; and
 - b. the Chief Executive to take the necessary steps to implement the terms and conditions of the Global Settlement Agreement, once signed.
5. Notes that if the Crown wishes to make any material changes to the Agreement that this would require re-consideration and approval of the Council.
6. Notes that the three detailed investment cases that comprise the \$300m Christchurch Regeneration Acceleration Fund (Canterbury Multiuse Arena, \$220m; Avon Otakaro River Corridor regeneration funding, \$40m; and roading and transport infrastructure funding, \$40m) will now be completed and presented for endorsement to Council over coming months before final submission and approval by the Crown.

5. Context/Background

- 5.1 In February 2018 Council mandated a two-step process with regard to firstly, agreeing the priorities for the \$300m Christchurch Regeneration Acceleration Fund (CRAF: announced in Budget 2018); and secondly, completing the Global Settlement negotiation. Progress on the priorities and allocation of the \$300m CRAF is well advanced with final investment cases now pending for the Canterbury Multi-use Arena, Ōtākaro Avon River Corridor, and transport infrastructure. Once these investment cases are agreed by the Council and Crown, the \$300m funding will start to be able to be drawn down.
- 5.2 At this juncture (and still subject to consideration and approval of the final investment cases), the overall allocations within the \$300m remain as, Canterbury Multi-use Arena - \$220m; Ōtākaro Avon River Corridor seed funding - \$40m; and transport infrastructure funding - \$40m.
- 5.3 The second aspect relates to a Global Settlement Agreement with the Crown. This is intended to finalise outstanding issues between the Crown and Council (especially related to the 2013 Cost Sharing Agreement) and ensure that the Council and Crown relationship is normalised and focused on joint and emerging priorities. It is a significant milestone in the return of full decision making back to appropriate local institutions (from Central Government). The Global Settlement Agreement is also designed to provide certainty, and in conjunction with the \$300m CRAF funding, accelerate momentum for delivery of tangible projects and benefits.
- 5.4 Council agreed on 13 December 2018 to commence negotiations with the Crown for the purposes of arriving at a global settlement agreement (CNCL/2018/00326). On 4 April 2019 Council received an update report and endorsed the agreement-in-principle that staff from the Council and the Crown were working to conclude the Global Settlement Agreement (FPCO/2019/00020).
- 5.5 Negotiations between senior Council and Crown officials have now materially concluded and a Global Settlement Agreement has been drafted and is recommended for approval by both the Council and Crown. This document is Attachment A. It remains a working draft while final issues are resolved and until agreement is provided by both the Council and the Crown.
- 5.6 Officials from Development Christchurch Limited (DCL), supported by professional services firms, have led the due diligence exercise over the key assets considered for the Global Settlement Agreement – in particular the assets of the Ōtākaro Avon River Corridor (flatland RRZ); Te Pae (Christchurch Convention and Exhibition Centre); surplus central city land; and the Bus Interchange.
- 5.7 The material for the Global Settlement has been reviewed by relevant Council staff, including significant input from expert Legal Services staff. Progress has also been supported by the Global Settlement Steering Group (comprised of Karleen Edwards/Mary Richardson, Paul Munro, Rob Hall, Joanna Norris, Carol Bellette, Jonathan King and Brendan Anstiss).
- 5.8 It is noted that any agreement will need to be approved by both the Council and the Crown. If this Global Settlement agreement (Attachment A) is approved by Council then it will subsequently go to the Crown for Cabinet approval.

6. Global Settlement Agreement

- 6.1 The Global Settlement Agreement is designed to settle any ambiguous aspects of the original 2013 Cost Sharing Agreement. In combination with the \$300m CRAF, it is also designed to encourage regeneration momentum, reduce uncertainty, and normalise the relationship between the Crown and Council.

- 6.2 The Global Settlement Agreement affirms a number of the decisions made in the 2013 Cost Sharing Agreement (or otherwise given effect to through various Council Annual Plans or Long Term Plans since then). Proposed affirming decisions are;
- 6.2.1 Ownership of all public realm (including South Frame, Avon River Precinct, and Margaret Mahy Family Playground) will be with Council in exchange for the budgeted payment of \$13m.
- 6.2.2 Ownership and delivery responsibility for the Performing Arts Precinct will be with Council (Council has budgeted \$30m for delivery of stage 1, being the Court Theatre). The Crown will divest all the required land to Council at no cost. The Crown will also provide funding for public realm works (approximately \$1.5m) and land decontamination (approximately \$1.5m) that may be required at the Precinct (out of a total of \$13m for decontamination). The Council will procure a car park on the Performing Arts Precinct land. Council has thus far led a commercial expression of interest process and will shortly be in the market seeking requests for proposals. The car park will be integrated with, and support the objectives of the Performing Arts Precinct. Council will coordinate with the Court Theatre on the specifications for the car park.
- 6.2.3 Ownership of the Bus Interchange will be with Council in exchange for the budgeted payment of \$22.933m. The Crown will be responsible for resolution of any necessary remedial works.
- 6.2.4 The Crown will provide its share of Cathedral Square funding (\$4.6m) to the Council, which will match this, and commit the full \$9.2m to ongoing regeneration of Cathedral Square. As part of its contribution, the Council has already committed to work that is now underway in the South Eastern corner of Cathedral Square.
- 6.3 The Global Settlement also seeks to provide certainty and clarity on a number of additional issues. These include;
- 6.3.1 Inclusion of Ngāi Tahu and Ngāi Tūāhuriri statement of preference and the recognition for the role and interests of Te Rūnanga o Ngāi Tahu (as Treaty partner), Te Ngāi Tūāhuriri, and Te Hapu o Ngāti Wheke in residential red zone land, and inclusion in future governance.
- 6.3.2 Ownership of the Ōtākaro Avon River Corridor (OARC; former residential red zoned (RRZ) land), Port Hills RRZ, Brooklands and Southshore RRZ will transfer to Council at nil cost. This land has a present capital value (for rating purposes) of approximately \$90m, but obviously a far higher purchase price was paid by the Crown. The land titles for the OARC (including existing Council owned land in the OARC) will first be reconfigured by LINZ to the requirements outlined in either any approved Regeneration Plan or as specified by Council. The legal land reconfiguration is expected to take a number of years for LINZ to complete and the land will therefore transfer in tranches as this work is completed. The Crown via LINZ will also support some land / title issues in other RRZ areas, especially related to road stopping, and will make a payment of \$1m to the Council for it to undertake any necessary title reconfiguration for RRZ land outside the OARC.
- 6.3.3 The Crown will be responsible for paying rates on RRZ land until title transfer is completed.
- 6.3.4 Maintenance obligations will transfer to Council for all RRZ land (except Port Hills RRZ) on 1 July 2020.

- 6.3.5 The Port Hills RRZ land will transfer to Council on 31 May 2021 (prior to expiry of the Greater Christchurch Regeneration Act 2016 (GCRA)) and the Council will make its budgeted payments totalling \$40.53m for Port Hills properties red zoned due to rockfall / rock roll on 30 September 2019.
- 6.3.6 Co-governance arrangements will be established to best support transitional use decisions for all former RRZ land. Co-governance is expected to include Council, Community Board, Ngāi Tahu / Ngāi Tūāhuriri, stakeholder groups, and community representation. Council made an allowance of \$350k for each of the next two financial years to support this co-governance arrangement and provide seed funding to support practical projects. A Council paper detailing these arrangements will be considered by the Social, Community and Housing Committee in August 2019.
- 6.3.7 Council will have 20 working days first right of refusal over any surplus central city land owned by Otakaro. Council and Otakaro would need to agree any sale and purchase conditions (including price).
- 6.3.8 Regenerate Christchurch will be requested to prepare and implement a transition plan. This is consistent with the Letter of Expectations recently issued by the shareholders (Council and Minister for Greater Christchurch Regeneration).

7. Te Pae

- 7.1 There is no change to the Crown's ownership (via Otakaro) and operation of Te Pae (the Christchurch Convention and Exhibition Centre). All construction, ownership and operational costs will remain with the Crown.
- 7.2 The Crown and Council have agreed to continue discussions related to Te Pae as necessary.
- 7.3 Both the Crown and Council strongly support a successful and vibrant convention centre for Christchurch City and are confident that Te Pae – regardless of ownership - will deliver this.

8. Canterbury Multiuse Arena

- 8.1 Ownership, delivery and operation of the Canterbury Multiuse Arena will be determined via the investment case that is currently being progressed with urgency. To avoid any confusion or duplication, the Global Settlement Agreement simply refers to the forthcoming investment case, upon which decisions will be made by the Crown and Council.

9. Decontamination

- 9.1 The agreement proposes a cash fund of \$13m provided by the Crown to the Council for the purpose of land decontamination on the Performing Arts Precinct site and the Canterbury Multiuse Arena site. As noted earlier, \$1.5m of this fund is also proposed for public realm works on the Performing Arts Precinct site. There is flexibility in the allocation of the fund and this will be solely at Council's discretion (although subject to approval of the Canterbury Multiuse Arena investment case). Further technical work, including structural designs and foundation designs, and further land assessment, is required on both sites before any decontamination necessity, scope, and methodology to address if required, are confirmed.

10. Metro Sports Facility (MSF)

- 10.1 The MSF (and associated land, including car parking) will transfer to the Council. The Council will contribute \$146.996m and Ōtakaro will continue to deliver the MSF and retain delivery risk as per the 2011 Cost Sharing Agreement. The Council will own and operate the facility once completed.

11. Surplus Central City Land

- 11.1 Council will have first right of refusal for a period of 20 working days (from signing the Global Settlement Agreement) on any surplus land in the central city that is owned by Otakaro (and not under an existing sale process). Terms and conditions will need to be agreed with Otakaro.

12. Horizontal Infrastructure

- 12.1 The global settlement negotiation did investigate the possibility of further contribution by the Crown to the horizontal infrastructure costs. The Crown's position was, and is, that it has meet all the provisions of the 2013 Cost Share Agreement and the emergency repair provisions under the Guide to the National CDEM Plan with respect to network reinstatement for all eligible horizontal infrastructure. This is effectively the same conclusion reached by the independent assessor in her 2015 review of the horizontal infrastructure costs (under the 2013 Cost Sharing Agreement). The Crown does not wish to relitigate the arrangements previously settled in the 2013 Cost Sharing Agreement and thus, no further horizontal infrastructure payment by the Crown will be made.
- 12.2 The Global Settlement Agreement does include the provision by the Crown at nil cost approximately 600 hectares of land in the Ōtākaro Avon River Corridor. This land was purchased by the Crown over a period of years post-earthquakes as part of the policy response to the residential red zoning. This land is expected to be subject to a Regeneration Plan (under the GCRA [2016]). Approximately 2,600 hectares of Christchurch water catchment drains through this land into the Ōtākaro Avon River Corridor, providing the Council a significant opportunity to improve stormwater treatment and the river water quality. At the same time, approximately 4,000 homes are presently protected by the Ōtākaro Avon river stopbanks and improving and future-proofing these arrangements utilising a greater expanse of Ōtākaro Avon river land is envisaged under the draft regeneration plan and Council's 30 year Infrastructure Strategy.
- 12.3 Utilising the Ōtākaro Avon River Corridor land for both enhanced stormwater management (expected to be approximately 80 hectares) and flood protection will deliver enduring and practical benefits to many Christchurch residents; will be consistent with Council requirements under the 2019 global stormwater consent; will offer significant ecological and environment benefits; and reflects the importance and natural values of this area to the manawhenua, Ngāi Tūāhuriri.

13. Resolving Conditions to Transfer and Additional Terms

- 13.1 Many of the assets to be transferred under the Global Settlement Agreement have conditions or "tags" whereby the Crown (or Ōtākaro) must complete conditions before the asset is transferred to Council and payment made.
- 13.2 The purpose of these conditions is to ensure that the asset is in the agreed state at transfer and that all expected and reasonable obligations on the Crown have been met before the Council accepts the asset.
- 13.3 There are some examples where the conditions of transfer are significant.
 - 13.3.1 Bus Interchange: Ōtākaro must complete at its cost the identified remedial work to the HVAC system, the roof coating, and if necessary any door opening technology issues. The Council will hold a retention to the estimated value of these works (i.e. it will not make the full and final payment until the works are completed by Ōtākaro).

- 13.3.2 Residential Red Zone Land: The Crown (via LINZ) must reconfigure all land titles in the Ōtākaro Avon River Corridor (including existing Council owned land) in accordance with Council requirements. Council provided to the Crown its requirements in May 2019. LINZ are expecting to utilise the GCRA for this purpose and it is agreed that the focus will be on the Ōtākaro Avon River Corridor and those aspects of land configuration that can be most expeditiously completed under the GCRA (i.e. alternative legislative options are not readily available).
- 13.3.3 If the Crown is not able to complete the land configuration work on the Ōtākaro Avon River Corridor by the expiry of the GCRA in June 2021, then the Council will continue the work and be reimbursed by LINZ up until 30 June 2025.
- 13.3.4 The Council will lead any title reconfiguration work outside the Ōtākaro Avon River Corridor (as it may consider necessary) and the Crown will provide \$1m of funding to Council to enable this.
- 13.3.5 Performing Arts Precinct: The Crown will divest the land to the Council at the Performing Arts Precinct (at no cost). The Crown will also provide funding for public realm works and land decontamination that may be required at the Precinct.

14. Financial Implications

- 14.1 There are no unbudgeted impacts on the Council from the Global Settlement Agreement, although timing of payments will put pressure on interest revenue for 19/20 financial year, this will need to be monitored closely.
- 14.1.1 All capital payments have been budgeted (or are already on the balance sheet) and agreed through previous Annual and Long Term Plans.
- 14.1.2 Operating budgets for the Bus Interchange and central city public realm (including Avon Precinct, Margaret Mahy Playground) are already on budget for the 19/20 financial year, and maintenance budgets for the residential red zoned land (\$2.7m in total [excluding rates], commencing 1 July 2020) have been resolved through previous Annual Plans. These budgets will allow the relevant business units to assume operational responsibility for these assets once the necessary actions by the Crown to enable transfer are completed.
- 14.2 The Council has carefully considered and received independent advice on the most advantageous placement of the various assets being transferred (e.g. Council Controlled Organisation, Council owned, mixed ownership). For the most part, all transferring assets will be held by the Council. The Ōtākaro Avon River Corridor residential red zone will be held by Council, although in due course Council can give consideration to alternative ownership structures – or long term lease arrangements - including to community and / or commercial groups, and Ngāi Tūāhuriri. The same applies for other former residential red zoned land.
- 14.3 If DCL (on behalf of the Council) exercises the right of first refusal for surplus central city land (and agreement is reached on sale with Otakaro), then this will be paid for and owned by DCL. At this juncture, the Council does not intend to purchase any of this land directly.

15. Legal Implications

- 15.1 The Legal Services Unit has provided legal advice and support as required to the senior Council staff involved in the negotiations with Crown officials, and has been closely involved in the drafting of the proposed Global Settlement Agreement document. The legal advisers have given advice based on the information and knowledge available and provided to the legal services unit at the time.

- 15.2 Because of the scale of the subject matter that the proposed Global Settlement Agreement deals with, it has been necessary to deal with each asset proposed to be transferred to the Council in some detail. Accordingly, the Agreement has been divided into two specific parts, the first generally dealing with overarching or generic matters, and the second dealing with each of the individual assets involved by schedules.
- 15.3 In considering the proposed Global Settlement Agreement, it is necessary to recognise the strategic goal of the Council to achieve an agreement with the Crown of a 'global' nature across nearly the full range of issues and assets at hand, and the strategic opportunities for the Council that such an agreement presents. However, as the Council's legal advisers, the Legal Services Unit has also been mindful of the need to manage and limit, as far as is practicable in an environment of a negotiation process between two sophisticated and commercially aware parties, the financial risks that will pass to the Council as assets are transferred to it.
- 15.4 It is for these reasons that the proposed Global Settlement Agreement includes the following provisions:
- 15.4.1 **Bus Interchange** – the completion by the Crown of certain remedial works before transfer, and the novation of required contracts and warranties to the Council.
- 15.4.2 **Residential Red Zoned Land** – the requirement on the Crown (LINZ) to undertake all required land titles reconfiguration in the OARC before transfer (using GCRA powers prior to expiry of those powers), with financial support from the Crown to the Council for any land titles reconfiguration work in the OARC not completed by the expiry of that Act and for land titles reconfiguration outside the Corridor. The Crown has also provided to the Council some information concerning the risks arising from property ownership of the RRZ, especially in relation to the Port Hills RRZ. Also, transfer of the Port Hills RRZ to the Council is delayed until 31 May 2021, with the ability for the Council to reject any land then the subject of any nuisance claim by a third party.
- 15.4.3 **Performing Arts Precinct** – the agreement of the Crown to divest the Performing Arts Precinct land to the Council, at no cost. The Crown is also required to contribute financially to the cost of the land decontamination work and public realm development required.
- 15.5 However, notwithstanding inclusion of the above provisions, it is not always possible to contemplate or remove all financial risks that may arise in the future. This is especially so in the circumstances of a document which seeks to deliver particular strategic outcomes of a non-financial nature and is the result of a negotiation process between two sophisticated and commercially aware parties. The result is a balance between achieving the Council's strategic objectives on one hand, and managing and limiting financial risk on the other. Where that balance finally sits between these two imperatives is a matter of political or commercial judgment for the Council to make.

Community Views and Preferences

- 15.6 The Council must, in the course of its decision-making process in relation to a matter, give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter (s.78 Local Government Act 2002). How to achieve compliance with this requirement is up to the Council to determine, based largely on the significance of the matter (s.79 of the Act).
- 15.7 The Council is also entitled to take into account the extent to which the current views and preferences of the community are already known (s.82(4)(b)). This is relevant to the decisions the Council is being called upon to make in response to the staff report.

- 15.8 Provision for the Council's contribution to the cost of anchor projects in the city was initially included in the 3 Year Plan 2013-2016, then in the Long Term Plan 2015-2025 and, most recently, the 2018-28 Long Term Plan. The Council consulted with its community before adopting these plans, and would be entitled to conclude it is aware of the community's views on this matter. It is apparent there is support for the Council applying ratepayer funds to the projects included in the 2013 Cost Sharing Agreement between the Council and the Crown.
- 15.9 As noted elsewhere in this report, the Council and the Crown have now negotiated settlement of matters not fully provided for in the Cost Sharing Agreement. This focuses on the cost to the Council of operating the assets the Crown agreed to transfer to the Council in 2013, and the terms on which such transfers are to be made.
- 15.10 Council staff recognise the Council has an obligation to conduct its business in an open, transparent, and democratically accountable manner (s.14(1)(a) of the Act) and has consistently advised the Crown that the Council will be considering the proposed Global Settlement Agreement in a meeting which will be open to the public. The Council has also been clear in its wish to allow the community the opportunity to 'have its say' in respect of the Agreement before it is adopted.
- 15.11 A difficulty with this is the pressure on the Council to conclude the matter without undue delay. However, as noted in paragraph 2.5, the public will have the opportunity to present their views through deputations to be heard on 6 August 2019, before the Council is scheduled to make its decision on 8 August 2019.
- 15.12 The advice from the Legal Services Unit (confirmed by one of the Council's external legal providers) is that by taking this approach the Council has complied with its obligations under the Local Government Act 2002. There are a number of reasons for this.
- 15.12.1 The capital and operational cost for the Council's contribution to the anchor projects has already been consulted on and provided for in the Council's Long Term Plan.
- 15.12.2 The circumstances in which the decision is to be made do not allow the Council sufficient scope and opportunity to consider a wide range of options, nor to revisit community views and preferences (s.79(2)(c) of the Act). The Council is doing as much as it can to allow people to present their views, through the deputation process.
- 15.12.3 The Council's Significance and Engagement Policy specifically provides that the Council may elect not to undertake consultation if a decision is required as a matter of urgency. The Crown has also expressed the need to conclude any outstanding matters with some urgency.

16. Next Steps and Implementation Monitoring

- 16.1 Once agreed by Council, the Global Settlement Agreement will be presented by the Minister to Cabinet for the Crown's agreement. If Cabinet agree, then it is proposed that the Mayor and joint Minister's sign the Agreement.
- 16.2 Once the Global Settlement is agreed, responsibility for ongoing implementation will be overseen by a senior officials group from the Council, DPMC, DCL, Ōtākaro and LINZ. The purpose of this group is to ensure progress with the decisions and prevention of any ambiguity.
- 16.3 For the sake of clarity, it is noted that each schedule of the Global Settlement Agreement has various and different requirements to be completed before an asset transfers and payment is made. It will be the responsibility of the implementation monitoring group to ensure consistency with the schedules, and escalation to governance (both Crown and Council) if required.

16.4 At the same time, Council will continue to:

16.4.1 Finalise the investment cases for the \$300m Christchurch Regeneration Acceleration Fund proposals (Multi-Use Arena, Ōtākaro Avon River Corridor seed funding, and roading and transport infrastructure). The investment cases are expected to come back to Council for endorsement and then referral to Cabinet for agreement in the near future.

16.4.2 Conclude the development agreement between the Council and Ōtākaro in relation to the Metro Sports Facility.

16.5 Finalising the Global Settlement Agreement will be a significant achievement for the Council and will bring to an end ambiguities in the 2013 Cost Sharing Agreement. It will reflect a normalised relationship between the Crown and Council – one that reflects the importance and significance of Christchurch as the second largest city in New Zealand and capital of the South Island. The maturity of this proposal reflects that the city has the ambition and capability that its residents deserve and is fully empowered to make its own choices.

Attachments

No.	Title	Page
A ↓	Draft Global Settlement Agreement	15

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Brendan Anstiss - General Manager Strategy and Transformation Adela Kardos - Head of Legal Services Bruce Moher - Manager Planning & Reporting Team
Approved By	Brendan Anstiss - General Manager Strategy and Transformation Carol Bellette - General Manager Finance and Commercial (CFO)

Christchurch City Council

Her Majesty the Queen in Right of New Zealand acting
by and through the Minister of Finance and the Minister
for Greater Christchurch Regeneration

Global Settlement Agreement **[●] July 2019**

BF\59172859\9QUOTEBF\59172859\9 - Draft 1 - 29/07/2019

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SCHEDULES

SCHEDULE 1:	Bus Interchange
SCHEDULE 2:	Performing Arts Precinct
SCHEDULE 3:	Residential Red Zone Land
SCHEDULE 4:	Central City Land
SCHEDULE 5:	Performing Arts Precinct Encumbrance

Parties

This global settlement agreement (the **Agreement**) is between:

- a. Christchurch City Council (the **Council**); and
- b. Her Majesty the Queen in Right of New Zealand, acting by and through the Minister of Finance and the Minister for Greater Christchurch Regeneration (the **Crown**).

Background

1. Context and Purpose

- a. The parties are entering into this Agreement to record the parties' agreement in respect of certain issues arising out of the parties' respective roles in the recovery and regeneration of Christchurch following the 2010 and 2011 earthquakes (the **Global Settlement**).
- b. The Global Settlement is a collaboration between the Crown and the Council. It provides the opportunity to set the Council up for success and complete the transition to local leadership with the Council leading and coordinating Christchurch's regeneration into the future. This in turn is expected to support the social, environmental and cultural needs of the people of Christchurch and promote economic sustainability.
- c. The Global Settlement will provide clarity on all of the outstanding matters from the Cost Sharing Agreement and other subsequent matters between the parties regarding Christchurch's regeneration.
- d. The parties expect the Global Settlement will mark and usher in a new normal relationship between them. In working together to finalise and implement the Global Settlement, the parties' overall intent is to support the following four outcomes (**Proposed Outcomes**):
 - i. **People:** support positive outcomes for the people of Christchurch, and provide certainty and confidence about the on-going regeneration;
 - ii. **Momentum:** increase the pace of regeneration by contribution to the timely regeneration of Christchurch, with the best possible outcomes;
 - iii. **Value:** enable the parties to operate in a fiscally responsible manner, while realising social, cultural, economic and environmental benefits for Christchurch; and
 - iv. **Future:** advance the transition to local leadership and a 'new normal' relationship between the Crown and the Council.

- e. With this in mind, the parties have agreed on a process for transition and developing new institutional arrangements that will enable the Council to lead regeneration in the post-Regenerate Christchurch environment.
- f. The parties are entering this Agreement as a consequence of the steps taken following the 2010/2011 Canterbury earthquake sequence, which was an extraordinary natural disaster in New Zealand's history.
- g. The scale and magnitude of that sequence resulted in an unprecedented level of damage to greater Christchurch. An extraordinary level of involvement from the parties was required to rebuild and start the regeneration of the city, and support its people, given the circumstances. The Crown established Ōtakaro in April 2016 to take over some of the functions of the Canterbury Earthquake Recovery Authority, as Christchurch moved into a new phase, from recovery to regeneration.
- h. Over the last eight years, local and central government, together with other local leaders and the community, have worked collaboratively to explore and pioneer an approach for regenerating greater Christchurch. The parties recognise that for Christchurch to be successful, it needs a solid foundation for locally-led regeneration. The parties also agree that the successful regeneration of Christchurch will benefit New Zealand. As such, the Crown supports the Council's long-term vision for Christchurch as a city of opportunity for all.
- i. To support Christchurch and to allow its people to thrive, a clear pathway for the Council to lead is required, that at the same time appropriately manages the cost pressures that are unique to Christchurch following the earthquakes, and is equitable for other communities in New Zealand affected by natural disasters.
- j. While the Cost Sharing Agreement specified how aspects of greater Christchurch's recovery would be managed and funded, some issues remain open. The Global Settlement, drawing off the Agreement in Principle, is the opportunity to resolve those remaining issues and lay the foundation for the Council to lead and co-ordinate the regeneration efforts.
- k. The Crown has spent \$14 billion (with an additional \$3 billion expected to be incurred). The Council has incurred around \$3.65 billion of earthquake related expenses, and also expects to incur a further \$4 billion of earthquake-related capital investment over the next 30 years.
- l. The Council acknowledges that the Crown will provide no further direct funding towards the Council's land drainage costs, but that the Crown will support the Council by providing the Crown-owned Residential Red Zone Land in the Ōtakaro Avon River Corridor, as described in Schedule 3. The Council may use such land to help meet its land drainage requirements for the surrounding green zone areas.
- m. Through the Christchurch Regeneration Acceleration Facility, the Government has committed \$300 million for regeneration projects as part of the global settlement.
- n. The parties have also agreed on a phased approach to increasing community involvement in the governance and decision-making in respect of transitional and future uses of Residential Red Zone Land.

- o. Both the Crown and the Council recognise Te Rūnanga o Ngāi Tahu's unique role as Treaty partner, along with its important role as strategic partner under the GCRA and as a local leader in greater Christchurch's continued regeneration. The parties also recognise Te Ngāi Tūāhuriri and Te Hapū o Ngāti Wheke as mana whenua within their respective takiwā, in that:
 - i. Te Hapū o Ngāti Wheke is the entity with responsibility pertaining to all resources and protection of Ngāi Tahu interests within the residential red zones centred on Rāpaki and including the catchment of Whakaraupō.
 - ii. Te Ngāi Tūāhuriri is the entity with responsibility pertaining to all the resources and protection of Ngāi Tahu interests within all other remaining residential red zone areas (as established through the Te Rūnanga o Ngāi Tahu Declaration of Membership Order 2001).
- p. The parties wish to transfer various assets to Council as part of its lead role in the regeneration process while acknowledging the roles still to be played by the Crown, LINZ and Ōtākaro.
- q. In recognition of all of the above, the parties now record their agreement.

Operative provisions

1. Definitions and Interpretation

- a. **Definitions:** In this Agreement (unless the context otherwise requires):
 - Agreement in Principle** means the agreement in principle between the Council and the Crown in respect of a settlement of issues relating to the recovery and regeneration of Christchurch, dated 10 May 2019;
 - Bus Interchange** means the Property as defined in the sale and purchase agreement in Schedule 1;
 - Business Day** means a day, which is not a Saturday or a Sunday, on which banks are open for general business in Christchurch;
 - CCRP** means the Christchurch Central Recovery Plan;
 - Central City Land** means the land described in Schedule 4;
 - Cost Sharing Agreement** means the cost sharing agreement between the Crown and the Council dated 26 June 2013, and as amended and clarified by two joint clarifications on 26 June 2013;
 - Council** has the meaning given in the Parties section;
 - Crown** has the meaning given in the Parties section;
 - GCRA** means the Greater Christchurch Regeneration Act 2016;

GST means goods and services tax levied under the Goods and Services Tax Act 1985 (**GST Act**), at the rate prevailing from time to time, including any tax levied in substitution for such tax, but excluding any penalties or interest payable in respect of such tax;

LINZ means Land Information New Zealand;

Memorandum of Understanding means the memorandum of understanding relating to the Process to Transfer Public Realm Assets and Land dated 11 April 2017 (between Ōtakaro and the Council) and the Agreement relating to Transfer and Vesting of Public Realm Assets and Land dated 6 March 2018 (between Ōtakaro and the Council;

Minister means the Minister of the Crown who, with the authority of the Prime Minister, is for the time being responsible for the administration of section 130 of the GCR Act;

Ōtakaro means Ōtakaro Limited;

PAP Encumbrance means the encumbrance to be registered over the Performing Arts Precinct in the form set out in Schedule 5;

Performing Arts Precinct means the Property as defined in the sale and purchase agreement in Schedule 2 being the land in the Performing Arts Precinct excluding the land owned by the vendor at 152-156 Armagh Street contained in record of title 687811 and the privately-owned land at 128-138 Armagh Street contained in record of title CB40C/246;

Proposed Outcomes has the meaning given to it in paragraph d of the Background section;

Regenerate Christchurch means the statutory entity established by section 121 of the GCRA and jointly operated by the Council and the Crown;

Residential Red Zone Land means the Property as defined in the sale and purchase agreement in Schedule 3; and

Schedule means any or all of schedules 1 to 5 of this Agreement.

b. **Interpretation:** In this Agreement:

i. a reference to:

- (1) this Agreement includes all schedules, exhibits, attachments, annexures and appendices to it;
- (2) a document or agreement (including this Agreement) is to that document or agreement as varied, novated, ratified or replaced from time to time;
- (3) a clause, schedule, exhibit, attachment, annexure or appendix is a reference to a clause, schedule exhibit, attachment, annexure or appendix of this Agreement unless specifically stated otherwise;
- (4) a *statute* is to a New Zealand statute and includes all regulations, orders, bylaws, codes and notices made under or pursuant to such a statute and includes references to all amendments to that statute whether by subsequent statute or statute passed in substitution for the statute; and

- (5) an agency or body if that agency or body ceases to exist or is reconstituted, renamed or replaced or has its powers or function removed (**obsolete body**), means the agency, agencies, body or bodies which performs most closely some or all of the functions of the obsolete body, or to whom any functions of the obsolete body are transferred;
- ii. headings are for ease of reference only and will not be deemed to form any part of the context or affect the interpretation of this Agreement;
- iii. expressions defined in the main body of this Agreement bear the defined meanings in the whole of this Agreement including the Background and the Schedules;
- iv. another grammatical form of a defined word or expression has a corresponding meaning;
- v. the singular includes the plural and vice versa;
- vi. a *party* includes a reference to that party's lawful executors, administrators, successors and permitted assigns, and parties means all parties to this Agreement;
- vii. *dollars* or \$ is a reference to New Zealand currency;
- viii. any reference to time and date is to a time and date in Christchurch, New Zealand unless a contrary intention is expressed;
- ix. if an event must occur on a stipulated day which is not a Business Day then the stipulated day will be taken to be the next succeeding Business Day;
- x. the meaning of general words is not limited by specific examples introduced by the words *including, for example* or similar expressions; and
- xi. the terms of this Agreement must not be construed adversely against a party if the reason for doing so is that the party prepared this Agreement or caused it to be prepared.

2. Bus Interchange

- a. The parties agree that the arrangements previously agreed between them in relation to the Bus Interchange are addressed in the form of agreement attached in Schedule 1.

3. Performing Arts Precinct

- a. The parties agree that the arrangements previously agreed between them in relation to the Performing Arts Precinct are addressed in the contents of this clause 3 and the form of agreement attached in Schedule 2.
- b. redacted under s9(2)(j) OIA and s7(2)(i) LGOIMA

c.

- d. The parties agree that the Council will be responsible at its sole cost for delivery of all facilities (including the car park) on Performing Arts Precinct land being transferred.
- e. By 30 November 2019, the Crown and the Council will identify whether the current designation should be lifted, or should transfer to the Council, and any relevant exceptions to that transfer.
- f. In recognition of the investment that has been made by the Crown in acquiring land within the Performing Arts Precinct, the parties have agreed that if the Council leases or transfers any of the Performing Arts Precinct to a third party that is not for a purpose associated with the Performing Arts Precinct the Council will split the net proceeds of transfer or lease (as the case may be) 50/50 with the Crown. To ensure that the Crown's position in relation to the above is sufficiently protected, the parties agree that the PAP Encumbrance will be registered on settlement of the acquisition of the Performing Arts Precinct by the Council.

4. Residential Red Zone Land

- a. The parties agree that the arrangements previously agreed between them in relation to the Residential Red Zone are addressed in the form of agreement attached in Schedule 3.

5. Central City Land

- a. The parties agree that the arrangements previously agreed between them in relation to the Central City Land are addressed in the Letter of Agreement regarding Central City Land attached in Schedule 4.

6. Margaret Mahy Playground

- a. The Council acknowledges that the land constituting the Margaret Mahy Playground being records of title 786163 and 734774 together with all improvements has previously been transferred to it by the Crown with deeds of novation entered between Ōtakaro, the Council and the various suppliers of improvements.
- b. On 30 September 2019, the Council will pay to the Crown the sum of \$6,600,000.00 plus GST (if any) but zero-rated pursuant to section 11(1)(mb) of the GST Act in consideration of the transfer referred to in clause 2a.

7. Avon River Precinct

- a. The parties acknowledge and agree as follows:
 - i. the land constituting parts of the Avon River Precinct being records of title 823649, 823651 and 791587 together with all improvements thereon, have previously been transferred to the Council by Ōtakaro; and
 - ii. Ōtakaro will continue to be responsible for carrying out all obligations and transferring to the Council all remaining assets relating to the Avon River Precinct, pursuant to the process set out in the Memorandum of Understanding.
- b. On 30 September 2019, the Council will pay to the Crown the sum of \$6,400,000.00 plus GST (if any) but zero-rated pursuant to section 11(1)(mb) of the GST Act as its contribution to the Avon River Precinct project funding.

8. Cathedral Square

- a. To facilitate the regeneration of Cathedral Square, on 30 September 2019 the Crown will pay to the Council the sum of \$4,600,000.00 plus GST (if any) upon receipt of a valid tax invoice.
- b. The Council agrees to apply the sum paid to it by the Crown under clause 8.a towards the regeneration of Cathedral Square. Additionally, the Council will also contribute the matching sum of \$4,600,000.00 plus GST (if any) towards such regeneration.

9. Port Hills

- a. On 30 September 2019, the Council will pay to LINZ the sum of \$ 40,530,380.00 plus GST (if any) but zero-rated pursuant to section 11(1)(mb) of the GST Act being the amount owing by it under the Cost Sharing Agreement for its share of costs associated with the purchase of certain properties in the Port Hills as at the date of this Agreement.

- b. For the avoidance of doubt, following payment of the amount set out in clause 9.a the Council shall have no further funding obligations to the Crown under the Cost Sharing Agreement in relation to sharing costs associated with the purchase of certain properties in the Port Hills.

10. Metro Sports Facility

- a. The purposes of this clause is to ensure the parties can collaboratively deliver the Metro Sports Facility as identified in the CCRP in a way that maintains momentum, and ensure a positive outcome for the people of Christchurch.
- b. The parties acknowledge and confirm that the Metro Sports Facility shall be delivered generally in accordance with Schedule 6 of the Cost Sharing Agreement with Ōtakaro continuing to deliver the Metro Sports Facility and retaining delivery risk.
- c. The Metro Sports Facility (and associated land, including land used for carparking) will transfer to the Council or another party agreed as part of further negotiations at practical completion, as defined in the design and construction contract entered into by Ōtakaro (as principal) for the delivery of the Metro Sports Facility.
- d. Both parties appreciate that the project has experienced cost pressures and want to see the project completed in the most pragmatic, successful and cost-effective way. Should any unforeseen cost pressure arise in the future, the parties will engage in good faith to consider pragmatic and cost-effective solutions.

11. Canterbury Multi-Use Arena

- a. The parties agree that the Canterbury Multi Use Arena as identified in the CCRP (as the Stadium) is subject to a separate process that involves an investment case assessment that is not fully addressed in this Agreement.
- b. Subject to modifications that flow from the process set out in clause 11.a, the Crown and the Council agree that the Canterbury Multi-Use Arena shall be delivered generally in accordance with Schedule 5 of the Cost Sharing Agreement.

12. Te Pae

- a. The parties acknowledge that Te Pae as identified in the CCRP (as the Convention Centre) shall be delivered and is currently owned by Ōtakaro.
- b. The parties may continue to engage on future ownership of Te Pae as appropriate.

13. Decontamination

- a. Subject to the approval of the Canterbury Multi-Use Arena investment case (and provided this requires that the Council is to be responsible for the costs of decontamination works in the Canterbury Multi-Use Arena) and following receipt of a valid tax invoice, the Crown will pay \$10,000,000 plus GST (if any) to the Council as a contribution towards decontamination works with the Crown to have no further obligation or responsibility in respect of any contamination works for the Canterbury Multi-Use Arena. The parties agree that the Council may apply such amount within the Performing Arts Precinct and / or the Canterbury Multi-Use Arena for decontamination works as the Council sees fit.
- b. The parties acknowledge that the Council is also receiving \$3,000,000 from Ōtākaro under the agreement contained in Schedule 2 with such amount having been appropriated to Ōtākaro for the purposes of decontamination and public realm works. The parties agree that the Council may apply such amount within the Performing Arts Precinct and / or the Canterbury Multi-Use Arena for decontamination and public realm works as the Council sees fit.

14. Further Obligations

- a. The parties agree they will:
 - i. work cooperatively and act in good faith in connection with this Agreement, taking into account the Proposed Outcomes;
 - ii. be open, frank, honest, prompt, fair and consistent in all dealings with each other;
 - iii. be non-adversarial and seek constructive steps to avoid difference and identify solutions; and
 - iv. be ready to discuss issues and negotiate with each other in a principled manner.
- b. The Crown will notify the Council before any decision is made on the winding up of Ōtākaro, seek the Council's view in relation to the same [and make any reasonable provision for any outstanding obligations owed by Ōtākaro to the Council].

15. Warranties

- a. The parties each warrant to the other as follows:
 - i. it has the right, power and authority, and has taken all action necessary, to execute, deliver and exercise its rights, and perform its obligations, under this Agreement;
 - ii. its obligations under this Agreement are enforceable in accordance with their respective terms; and

- iii. the execution, delivery and performance by it of this Agreement will not:
 - (6) breach any statutory, contractual or fiduciary obligation to which it is subject;
or
 - (7) breach any law, rule, directive or administrative order to which it is subject,where, in each case, the breach or conflict would be material in the context of its ability to perform its obligations under this Agreement.

16. Implementation Governance

- a. The parties agree that it is likely to be beneficial for them to have ongoing dialogue in relation to matters arising from and impacting on this Agreement. Accordingly, it is agreed that the parties will establish and operate a governance group (**the Group**) for this purpose.
- b. The Group will comprise the following:
 - i. A nominee for the time being of the Crown; and
 - ii. A nominee for the time being of the Council.
- c. The Group will meet quarterly or more frequently as agreed. The Group will invite representatives of Ōtakaro, LINZ and Development Christchurch Limited to attend such meetings as appropriate.
- d. For the avoidance of doubt, the Group has no mandate to bind the parties.

17. Dispute resolution

- a. If any dispute arises between the parties that cannot be resolved through direct dialogue or through the Group referred to in clause 16 in relation to this Agreement (a **Dispute**), they will negotiate in good faith to resolve such Dispute, such negotiation to commence upon either party giving the other written notice of the Dispute (**Dispute Notice**).
- b. If the parties fail to reach agreement in relation to the Dispute within 10 Business Days of the Dispute Notice, the Dispute will be referred to:
 - i. the Chief Executive of the Council (or his or her nominee); and
 - ii. on behalf of the Crown, the Chief Executive (or equivalent) (or his or her nominee) of the Department of the Prime Minister and Cabinet,

who will each use his or her reasonable endeavours to resolve the Dispute within 10 Business Days from the date the Dispute is referred to him or her.

- c. If the parties fail to reach agreement in relation to the Dispute within 20 Business Days of the referral of the Dispute to the senior executives described in clause 17.b, the following provisions will apply:
- i. either party may refer the Dispute to an appropriately qualified and reputable expert in the field to which the Dispute relates (by way of example, a lawyer, accountant or engineer), as is most appropriate, taking into account the Proposed Outcomes (**Expert**). The identity of the Expert will be:
 - (1) as agreed by the parties; or
 - (2) failing agreement within 5 Business Days of the date of either of the Crown or the Council (as applicable) serving on the other details of its suggested Expert, as appointed by the President (or equivalent) for the time being of the relevant institutional body governing the relevant discipline to which the subject matter of the Dispute relates, for example the New Zealand Institute of Chartered Accountants (in the case of a financial Dispute), the New Zealand Law Society (in the case of a legal Dispute) or Engineering New Zealand (in the case of a Dispute relating to construction matters);
 - ii. the referral to the Expert will require that the Expert acts in a timely and pragmatic manner and in particular that the Expert make a decision in respect of the Dispute within 20 Business Days from the date of the referral;
 - iii. each party shall provide all reasonable assistance to the Expert that may be required for the purposes of them making their determination;
 - iv. the parties will share equally the cost of the Expert;
 - v. the decision of the Expert will, in the absence of fraud or manifest error, be conclusive and binding on the parties, and
 - vi. in the event of a multi-disciplinary dispute, more than one Expert may be appointed
- d. This clause does not apply to the exercise of a statutory power or decision-making process by the parties.

18. Transition Planning in respect of Regenerate Christchurch

- a. The parties have agreed on arrangements for the transition back to local leadership for regeneration in Christchurch, including reducing the functions of Regenerate Christchurch. The parties further agree that the intention is for the majority of the functions of Regenerate Christchurch to have been transferred or delegated by 30 June 2020, with the transition of any remaining functions being completed by the time the GCRA is repealed.
- b. The parties acknowledge the valuable contribution Regenerate Christchurch has made to the regeneration of Christchurch and the strong working relationships that have been established as a result of the collaborative approach required by the GCRA. The parties

acknowledge and agree it is vital that this approach continues as the Council assumes leadership of regeneration in the city.

- c. It is intended that Regenerate Christchurch will prepare a Transition Plan, in partnership with the Council, as soon as possible after the signing of this Agreement.
- d. Under the Transition Plan (among other things):
 - i. Regenerate Christchurch's regeneration leadership responsibilities and strategic functions will be either concluded or progressively transitioned with the majority of its work to be either concluded or transitioned by 30 June 2020.
 - ii. Regenerate Christchurch retains and continues to undertake its mandatory legislative and administrative functions up to the repeal of the GCRA at which time Regenerate Christchurch will be formally disestablished and none of its functions will continue.
 - iii. The Minister and the Council will continue to provide guidance to the Regenerate Christchurch board from time to time on the strategic direction and specific priorities sought by them through letters of expectation to the board.
- e. The Council will work closely with Regenerate Christchurch to support the smooth transition of roles and responsibilities relating to regeneration in Christchurch.

19. Transition Planning for Governance Arrangements for RRZ

- a. The parties agree that a phased approach will be taken to increasing community involvement in land use governance that reflects the current and proposed future residential red zone land ownership as follows:
 - i. Phase 1: The Council and LINZ will establish a consultative group comprising stakeholders and community representatives to advise the Council and LINZ on transitional land use while land ownership remains with the Crown. The consultative group will have a strategic role in receiving and considering applications for transitional use of residential red zone land and make recommendations to LINZ as land owner and provide feedback, advice and suggestions. LINZ will retain ultimate responsibility for assessing and approving transitional use applications, for Crown-owned land, consistent with the obligations LINZ has as land owner under the GCRA and Health and Safety at Work Act, and considering the recommendations of the consultative group.
 - ii. Phase 2: A community governance group/entity, with delegated decision-making powers, could be established once the Council owns all or a sufficiently substantive amount of residential red zone land.
- b. Subject to the above provisions, the parties agree that transitional land use may (amongst other things):
 - i. Support any Regeneration Plans or planning or more permanent uses of residential red zone land;

- ii. Strengthen the connection between the residential red zone land and adjacent communities;
 - iii. Provide a range of recreational and other opportunities for Christchurch residents;
 - iv. Improve the environmental health of residential red zone land; and
 - v. Enable the testing of new and innovative ideas.
- c. The parties agree that the immediate next step is for Council and LINZ officials to work together to develop the role, functions and membership of a consultative group, including the parameters for a possible dedicated grants fund. Council and LINZ officials will also develop draft Terms of Reference and operating procedures for the consultative group and identify the grants fund quantum and criteria for funding applications. The parties expect this work to be completed by 31 December 2019.
- d. Council and LINZ officials will seek approval from the Council, the Crown and LINZ to establish the consultative group, including the funding and resourcing required.
- e. In Phase 2, the Council will assume decision-making powers in stages, as parcels of land are transferred from LINZ. The Council proposes establishing a community co-governance entity with the appropriate decision-making power to make decisions on the Council's behalf.
- f. The role of Te Rūnanga o Ngāi Tahu as Treaty partner is recognised, with the Council committing to include Ngāi Tahu representation alongside other community representatives within the consultative group and in longer-term governance arrangements.
- g. At the point that governance principles and/or processes are established, the Council agrees that it will take into account the principles of Te Tiriti o Waitangi/the Treaty of Waitangi. For example, principles of partnership, rangatiratanga, active participation in decision-making, and active protection may apply in the circumstances at the time.
- h. The parties agree the following in relation to funding:
- i. The Council agrees to provide sufficient resources to support the consultative group.
 - ii. The Crown agrees to meet all its own costs incurred in receiving and considering transitional use of Crown owned land and will not seek recovery of these costs from the consultative group.
 - iii. The Council will be responsible for all costs associated with the establishment and operation of the community governance entity (Phase 2).

20. General

- a. The parties acknowledge that they have statutory obligations, responsibilities, powers, functions and decision-making processes. Notwithstanding any other provision in this

Agreement, the parties acknowledge that they are each required to carry out their statutory functions in accordance with the provisions of the relevant acts.

- b. Unless otherwise stated in this Agreement, the parties will bear their own costs and expenses in connection with the negotiation, preparation and implementation of this Agreement.
- c. If any provision of this Agreement is held to be invalid, illegal or unenforceable, such provision is to be severed and the remainder of the Agreement will remain in full force and effect.
- d. If there is any inconsistency between the documents which are part of, or incorporated into, this Agreement, the order of precedence will be as follows:
 - i. first, the Schedules; and
 - ii. second, the terms set out in the main body of this Agreement.
- e. This Agreement records the entire understanding of the parties relating to the matters dealt with in this Agreement. Unless expressly stated otherwise, this Agreement supersedes all previous understandings or agreements (whether written, oral or both) relating to such matters. In particular, it is agreed that this Agreement is the entire agreement between the parties relating to Bus Interchange, Performing Arts Precinct, Residential Red Zone Land, Central City Land, Margaret Mahy Playground, Avon River Precinct, Cathedral Square, Port Hills cost sharing arrangement, Te Pae and Transitional Planning in respect of Regenerate Christchurch and for Governance Arrangements for Residential Red Zone Land. Further, this Agreement records the position in relation to the Metro Sports Facility and the Canterbury Multi-Use Arena. It is agreed that the Cost Sharing Agreement (except, for the avoidance of doubt, Schedules 5 and 6) and the Agreement in Principle are now void and of no effect. For the avoidance of doubt, the parties record that the Memorandum of Understanding is not affected by this Agreement and remains in full force and effect.
- f. Any waiver by a party of any of its rights or remedies under this Agreement will be effective only if it is recorded in writing and signed by that party. If the waiver relates to a breach of any provision of this Agreement, this will not (unless stated otherwise) operate as a waiver of any other breach of that provision. No waiver of any breach, or failure to enforce any provision, of this Agreement at any time by a party will in any way affect, limit or waive that party's right to subsequently require strict compliance with this Agreement.
- g. This Agreement may be signed in counterparts. All executed counterparts will together constitute one document.
- h. No amendment to this Agreement will be effective unless it is in writing and signed by both parties.
- i. This Agreement binds, and takes effect for the benefit of, the parties and their respective successors and permitted assigns.
- j. Save as expressly provided in this Agreement, neither party may assign, novate or otherwise transfer its interest in this Agreement without the prior written consent of the other parties.

- k. Covenants or other undertakings which are stated in this Agreement to be for the benefit of any person other than a party to this Agreement will be enforceable in accordance with Part 2, Subpart 1 of the Contract and Commercial Law Act 2017.
- l. This Agreement is governed by the laws of New Zealand. The parties submit to the exclusive jurisdiction of the New Zealand courts in respect of all matters relating to this Agreement.

WORKING DRAFT

Schedule 1
Bus Interchange

WORKING DRAFT

Schedule 1

BUS INTERCHANGE AGREEMENT

The Parties	Ōtākaro Limited (vendor); and Christchurch City Council (purchaser).
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It is agreed that the vendor sells and the purchaser purchases the property on the terms set out in this Schedule and otherwise in accordance with the standard terms of the Auckland District Law Society Agreement for Sale and Purchase of Real Estate Ninth Edition 2012 (8) (the "**ADLS Agreement**"). In the event of any conflict between this Schedule and the ADLS Agreement, this Schedule shall prevail.

EXECUTION

Executed as an agreement for and on behalf of the vendor, Ōtākaro Limited, by:

Authorised signatory

Executed as an agreement for and on behalf of the purchaser, Christchurch City Council, by:

Mary Richardson
Acting Chief Executive

The Property	Part of the block defined by Lichfield Street, Colombo Street, Tuam Street and Sol Square, Christchurch being an estate in fee simple as is more particularly described as: Lot 1 DP 495013 (record of title 850549 to issue) having an approximate area of 1.1582 hectares.
Purchase Price	\$22,933,000 plus GST (if any)
Settlement Date	30 September 2019
Amendments to General Terms of the ADLS Agreement	Clause 6.2 is deleted except for the following provision in clause 6.2(1): <i>"The purchaser is deemed to have accepted the vendor's title".</i> Clause 7.2(1) is amended to include the following words at the beginning of the subclause: <i>"except as disclosed by the vendor to the purchaser as part of the due diligence process,"</i>

Further Terms

19. SUBDIVISION

19.1 Prior to settlement and as soon as reasonably practicable after the date of this agreement the vendor will complete a subdivision of the Property from the balance of the vendor's land comprised in records of title CB5D/404 and 651880 (the "Subdivision") as set out in LT 495013 ("the LT Plan"). The vendor will, at the vendor's own cost, proceed with all speed to deposit the LT Plan with Land Information New Zealand to enable a new record of title for the Property to be issued with the title issuing subject to the easements in gross in favour of Orion New Zealand Limited as set out in the LT Plan.

20. TRANSFER OF ASSETS

20.1 In addition to transferring the Property, on the settlement date the vendor will transfer the assets owned by it and used for the purposes of the Bus Interchange ("the BI ") ("the Assets"), including (but not limited to) the following:

- (a) the BI plant, fixtures, fittings, furniture, equipment, and any other improvements, installations and additions;
- (b) subject to the agreement of Airtech NZ Limited, the contract for supply of mechanical HVAC maintenance services commencing 1 March 2019 and expiring 28 February 2020 between Ōtākaro and Airtech NZ Limited;
- (c) [the benefit of all warranties (or replacement warranties), where such warranties are capable of assignment, in relation to the construction of the BI which have not expired at the settlement date and that are in the possession of the vendor and noting that the vendor will use reasonable endeavours to provide the warranties to enable an assignment; and]

OR

[benefit of:

- (i) all warranties in relation to the construction of the BI which are in the possession of the vendor, have not expired at the settlement date and are capable of assignment; and
- (ii) all replacement warranties in relation to the construction of the BI which the purchaser has requested the vendor perfect prior to settlement, noting that the vendor will use its best endeavours to procure assignable, correctly executed replacement warranties (on the same terms as

	<p>were required by the BI construction contract) from the original warrantors.]</p> <p>(d) all other assets of the BI not specifically excluded below.</p> <p>20.2 As soon as reasonably practicable after the date of this agreement and up until the settlement date, the vendor agrees to provide all reasonable assistance (at no cost) to the purchaser to develop a facilities and asset management plan for the BI. Assistance will primarily be provided by Guy Baker, provided that the provision of such assistance does not unreasonably interfere with his day to day employment.</p> <p>20.3 For the avoidance of doubt, the Assets transferred under this agreement do not include the following:</p> <p>(a) all amounts owing by Ōtākaro to its creditors in respect of the BI for the period up until the settlement date;</p> <p>(b) any assets or liabilities of Ōtākaro not relating to the BI;</p> <p>(c) all other liabilities of the Crown or any of its related parties (including Ōtākaro) relating to the BI and the Assets, not expressly assumed in writing; and</p> <p>(d) all disputes and litigation relating to the BI and the Assets at the settlement date not expressly assumed in writing.</p> <p>21. PURCHASER CONFIRMATIONS</p> <p>21.1 The purchaser confirms that it has obtained all necessary consents and approvals from its Councillors and / or delegates to enter into and give effect to this agreement.</p> <p>22. REMEDIAL WORKS</p> <p>22.1 Prior to settlement the vendor will use reasonable endeavours to procure completion of (at no cost to the purchaser) the remedial work to the roof coating on the BI, the HVAC system and [door opening technology] (Remedial Works) to the reasonable satisfaction of the purchaser.</p> <p>22.2 The vendor will use all reasonable endeavours to obtain the provision of new warranties relating to the Remedial Works on terms acceptable to the purchaser (acting reasonably).</p> <p>22.3 The vendor will provide the purchaser reasonable rights of access to the Property to inspect the Remedial Works upon prior written notice of an intention to inspect.</p>
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23. RETENTION

23.1 In the event that the Remedial Works have not been completed by the settlement date, the vendor and the purchaser agree that a retention of the amount of \$2,293,300.00 being 10% of the Purchase Price (the "**Retention Amount**") will be held from the Purchase price on the following basis with the vendor to procure that an undertaking from the vendor's solicitor is given to the purchaser in relation to the same:

- (a) The Retention Amount is to be held in the vendor's solicitor's trust account on interest bearing deposit in the name of both the vendor and the purchaser pending completion of the Remedial Works by the vendor (at no cost to the purchaser) to the purchaser's reasonable satisfaction including within a reasonable period of time having regard to the particular circumstances.
- (b) Once the Remedial Works have been completed to the purchaser's reasonable satisfaction the Retention Amount (including all interest earned) will be released to the vendor's Solicitors for the vendor's account.

24. DISPUTE RESOLUTION

24.1 In the event of any disagreement between the parties in relation to whether or not the Remedial Works have been appropriately completed (including whether the Remedial Works have been completed within a reasonable period of time) then such disagreement shall be resolved as follows:

- (a) The disagreement will be referred to the Chief Executive of the purchaser (or his or her nominee) and the Chief Executive of the vendor (or his or her nominee) who will use their reasonable endeavours to resolve the disagreement within 10 working days of such referral;
- (b) In the event the Chief Executives (or their nominees) do not resolve the disagreement, then either party may refer the disagreement to an experienced engineer (the Expert) agreed upon by the purchaser and the vendor and if not so agreed, then nominated by the then President of Engineering New Zealand;
- (c) The referral to the Expert will require that the Expert acts in a timely and pragmatic manner and that in particular, the Expert make a determination in respect of the disagreement within 20

	<p>working days from the date of the referral;</p> <p>(d) The decision of the Expert could include requiring the release of part or all of the Retention to the purchaser to enable it to complete some or all of the Remedial Works;</p> <p>(e) Each party shall provide all reasonable assistance to the Expert that may be required for the purposes of him or her making their determination;</p> <p>(f) The purchaser and the vendor will share equally the cost of the Expert, and</p> <p>(g) The decision of the Expert will, in the absence of fraud or manifest error, be conclusive and binding on the parties.</p> <p>25. DOCUMENTATION</p> <p>25.1 The vendor will provide the following documents to the purchaser on the settlement date:</p> <p>(a) Confirmation from the vendor to the purchaser that it is not aware of any defects in relation to the BI (other than those previously disclosed to the purchaser).</p> <p>(b) All documentation required to be made available under the Construction Contract on Practical Completion and issue of the Final Completion Certificate that is in the possession of the vendor, including all warranties (as set out in clause 20.1(c)), relevant certificates, producer statements, final as-built drawings and operation and maintenance manuals.</p> <p>(c) The novation or assignment of the contract and warranties referred to in clauses 20.1(b) and 20.1(c).</p> <p>26. GENERAL</p> <p>26.1 Lowest price: For the purposes of the financial arrangements rules in the Income Tax Act 2007, the purchase price for the Property is the lowest price the parties would have agreed upon for the Property, on the date this agreement was entered into, if payment would have been required in full at the time the first right in the Property was transferred, and on that basis no income or expenditure arises in respect of the sale and purchase of the Property under those rules.</p> <p>26.2 Further assurance: Each party shall make all applications, execute all documents and do or procure all other acts and things reasonably required to implement and to carry out its obligations under, and the intention of, this agreement.</p>
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	<p>26.3 Default interest: the parties agree that the default interest payable under this agreement shall be 15% per annum.</p> <p>27. COSTS</p> <p>27.1 Each party will meet its own costs relating to this agreement.</p>
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WORKING DRAFT

Schedule 2
Performing Arts Precinct

WORKING DRAFT

Schedule 2

PERFORMING ARTS PRECINCT AGREEMENT

The Parties	Ōtākaro Limited (vendor); and Christchurch City Council (purchaser).
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It is agreed that the vendor sells and the purchaser purchases the property on the terms set out in this Schedule and otherwise in accordance with the standard terms of the Auckland District Law Society Agreement for Sale and Purchase of Real Estate Ninth Edition 2012 (8) (the "**ADLS Agreement**"). In the event of any conflict between this Schedule and the ADLS Agreement, this Schedule shall prevail.

EXECUTION

Executed as an agreement for and on behalf of the vendor, Ōtākaro Limited, by:

Authorised Signatory

Executed as an agreement for and on behalf of the purchaser, Christchurch City Council, by:

Mary Richardson
Acting Chief Executive

The Property	Part of the block defined by Colombo Street, Armagh Street, New Regent Street and Gloucester Street, Christchurch being an estate in fee simple as is more particularly described as the following records of title: CB27B/942, CB396/65, CB349/171, CB9A/221, CB366/35, CB21A/496, CB9B/720, CB11K/1202, CB23F/586, CB23F/587, CB347/227, CB23F/474, 687812 and CB20B/1490
Purchase Price	\$1.00 plus GST (if any)
Settlement Date	30 September 2019
Amendments to General Terms of the ADLS Agreement	Clause 6.2 is deleted except for the following provision in clause 6.2(1): <i>"The purchaser is deemed to have accepted the vendor's title".</i>

Further Terms	<p>19. LICENCE TO OCCUPY</p> <p>19.1 By a licence dated 29 October 2018 a copy of which is attached at Schedule A (Licence) the vendor agreed to grant a temporary licence of that part of the property shown edged red in Schedule A to MC Christchurch Holdings Limited T/A Crowne Plaza (Crowne Plaza).</p> <p>19.2 The purchaser acknowledges and agrees that the property is sold subject to the Licence and the purchaser covenants with the vendor to enter into the deed of novation attached at Schedule B in relation to the Licence (Deed of Novation) taking on the obligations of the vendor pursuant to the terms of the Licence. The vendor warrants to the purchaser that to the best of its knowledge the provisions of the Licence have been performed up to the settlement date.</p> <p>19.3 If on or before the settlement date Crowne Plaza has not executed the Deed of Novation, the parties agree that the vendor will give notice to Crowne Plaza pursuant to clause 12 of the Licence terminating the Licence on the date being three (3) months after the date of the notice and the purchaser will allow Crowne Plaza to continue to occupy the Land until expiry of the termination notice. The vendor will account to the purchaser for any Rental received during any period between the settlement date and expiry of the termination notice.</p> <p>19.4 For the avoidance of doubt, any definitions used in the above clause 19 that are not defined in this agreement shall have the meanings given to them in the Licence.</p> <p>20. ADDITIONAL LAND</p> <p>20.1 The vendor also owns the land at 154 to 156 Armagh Street, Christchurch (as is more particularly described as Lot 1 Deposited Plan 480674, record of title 687811). The parties agree to communicate in relation to the possible transfer of this land (subject to the terms of existing lease) from the vendor to the purchaser or to the existing tenant of this land (The Piano: Centre for Music and the Arts) and will endeavour to reach an agreed position by 1 December 2019.</p> <p>20.2 The purchaser is also interested in possibly acquiring the land at 128 to 138 Armagh Street, Christchurch (as is more particularly described as Lot 1 Deposited Plan 69579, record of title CB40C/246). In the event the vendor acquires ownership of this</p>
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	<p>land it will immediately transfer the same to the purchaser without cost.</p> <p>21. PUBLIC REALM LAND / DECONTAMINATION</p> <p>21.1 The vendor agrees to pay \$3,000,000 plus GST (if any) following receipt of a valid tax invoice to the purchaser on the Settlement date as a contribution in respect of public realm and decontamination works to be undertaken by the purchaser at its sole cost.</p> <p>21.2 For the avoidance of doubt, neither the vendor nor the Crown shall have any further responsibility in relation to any public realm or decontamination works in the Performing Arts Precinct.</p> <p>22. NO RELIANCE BY PURCHASER</p> <p>22.1 The purchaser acknowledges and agrees that it has entered into this agreement in reliance solely upon its own judgment and in making such judgment as it considers appropriate (including after taking such independent advice as they consider appropriate in the circumstances) and not in reliance upon any representations, warranties, undertakings or statements made by or on behalf of the vendor or any of its officers, employees, agents or advisors. The purchaser acknowledges that the vendor gives not representations, warranties or undertakings in respect of the condition of the Property.</p> <p>23. GENERAL</p> <p>23.1 Lowest price: For the purposes of the financial arrangements rules in the Income Tax Act 2007, the purchase price for the Property is the lowest price the parties would have agreed upon for the Property, on the date this agreement was entered into, if payment would have been required in full at the time the first right in the Property was transferred, and on that basis no income or expenditure arises in respect of the sale and purchase of the Property under those rules.</p> <p>23.2 Further assurance: Each party shall make all applications, execute all documents and do or procure all other acts and things reasonably required to implement and to carry out its obligations under, and the intention of, this agreement.</p> <p>23.3 Default interest: The parties agree that the default interest payable under this agreement shall be 15% per annum.</p> <p>23.4 Costs: Each party will meet its own costs relating to this agreement.</p>
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Schedule A – Licence

WORKING DRAFT

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Schedule B – Deed of Novation

WORKING DRAFT

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Deed of Novation

Car Park Licence – 738-750 Colombo
Street

Ōtākaro Limited (**Ōtākaro**)

MC Christchurch Holdings Limited T/A Crowne Plaza (**Crowne Plaza**)

Christchurch City Council (**Council**)

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Details

Date

Parties

Name	Ōtākaro Limited
Short name	Ōtākaro

Name	MC Christchurch Holdings Limited T/A Crowne Plaza
Short name	Crowne Plaza

Name	Christchurch City Council
Short name	Council

Background

- A. Pursuant to a licence dated 29 October 2018 (**Licence**) Ōtākaro has granted Crowne Plaza a licence to occupy the area shown edged red on the plan attached at Schedule 1 (**Land**).
- B. Ōtākaro and Council have entered into an agreement for sale and purchase of property including the Land (**Agreement**) with the result that:
- (i) Ōtākaro wishes to be discharged and released as licensor from the Licence;
 - (ii) Council wishes to be bound as licensor by the terms of the Licence; and
 - (iii) Crowne Plaza has agreed to discharge and release Ōtākaro with effect from and including the settlement date under the Agreement (**Settlement Date**) upon the undertakings of Council contained in this Deed to perform the obligations of Ōtākaro under the Licence.
- C. The parties agree to the novation of the Licence on the terms of this Deed.

Agreed terms

1. Novation, Acceptance, Consent and Release

- 1.1 Subject to the terms and conditions of this Deed, with effect on and from the Settlement Date Ōtākaro, Crowne Plaza and Council agree and acknowledge that:
- a. Ōtākaro novates to Council all obligations, liabilities, rights, title and interest of Ōtākaro in the Licence and Council accepts such novation;
 - b. Crowne Plaza consents to the novation of all obligations, liabilities, rights, title and interest of Ōtākaro in the Licence;
 - c. All the property, rights, powers and privileges of Ōtākaro together with all obligations and liabilities arising under or in respect of the Licence are vested absolutely in Council;
 - d. Ōtākaro ceases to be entitled to any of the rights, powers or privileges in respect of the Licence and is released and discharged from all obligations and liabilities under the Licence save in relation to any breaches of such obligations and liabilities which have been notified to it prior to the Settlement Date; and
 - e. Crowne Plaza and Ōtākaro are parties to a new agreement on the same terms as the Licence.
- 1.2 Notwithstanding anything in clause 1.1, Council shall have no obligations or liabilities for any matter in relation to the Licence arising prior to the Settlement Date.

2. General

- 2.1 Costs
Each party will meet its own costs relating to this Deed.
- 2.2 Further assurance
Each party is to promptly execute all documents and do all things that any other party from time to time reasonably requires of it to effect, perfect or complete the provisions of this Deed and any transaction contemplated by it.
- 2.3 Counterparts
This Deed may consist of a number of counterparts and if so the counterparts taken together constitute one and the same instrument.
- 2.4 Effect of execution
This Deed is binding on a party to it even if it is not executed by any other person named as a party.

Signing Page

EXECUTED as a deed

EXECUTED by
Ōtākaro Limited

Signature of witness

Name of witness

Occupation of witness

City/town of residence

EXECUTED by
Christchurch City Council

Signature of witness

Name of witness

Occupation of witness

City/town of residence

EXECUTED by
MC Christchurch Holdings Limited T/A Crowne PPlaza

Signature of witness

Name of witness

Occupation of witness

City/town of residence

Signature of director/authorised person

Name of director/authorised person

Signature of director/authorised person

Name of director/authorised person

Signature of councillor

Name of councillor

Signature of councillor

Name of councillor

Signature of director/authorised person

Name of director/authorised person

Signature of director/authorised person

Name of director/authorised person

Schedule 3
Residential Red Zone Land

WORKING DRAFT

Schedule 3

RESIDENTIAL RED ZONE AGREEMENT

The Parties	Her Majesty the Queen acting by and through the Chief Executive of Land Information New Zealand (vendor); and Christchurch City Council (purchaser).
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It is agreed that the vendor sells and the purchaser purchases the property on the terms set out in this Schedule and otherwise in accordance with the standard terms of the Auckland District Law Society Agreement for Sale and Purchase of Real Estate Ninth Edition 2012 (8) (the "**ADLS Agreement**"). In the event of any conflict between this Schedule and the ADLS Agreement, this Schedule shall prevail.

EXECUTION

Executed as an agreement for and on behalf of the vendor, Her Majesty the Queen acting by and through the Chief Executive of Land Information New Zealand, by:

Lisa Barrett
Chief Executive

Executed as an agreement for and on behalf of the purchaser, Christchurch City Council, by:

Mary Richardson
Acting Chief Executive

The Property	As described in the letter dated 26 July 2019 from the vendor to the purchaser.
Purchase Price	\$1.00 plus GST (if any) if demanded
Settlement Date	As set out in further term 25
Amendments to General Terms of the ADLS Agreement	Clauses 5.2 and 5.3 are deleted. Clauses 6.1 and 6.3 are deleted. Clause 6.2 is deleted except for the following provision in clause 6.2(1):

	<p><i>"The purchaser is deemed to have accepted the vendor's title".</i></p> <p>Clauses 7.1 is amended in the first line to read <i>"The vendor warrants and undertakes that at the date of the agreement the vendor, to the best of its knowledge, has not:"</i></p> <p>Clause 7.1(2) is deleted.</p>
Further Terms	<p>19. INTERPRETATION</p> <p>19.1 "Balance Land" means those parcels of land outside the OARC that form part of the Property as set out in the letter dated 26 July 2019 from the vendor to the purchaser. and described as Southshore, Port Hills and Brooklands;</p> <p>19.2 "Balance Land (Port Hills)" means those parcels of land within the Balance Land that are described as Port Hills in the letter dated 26 July 2019 from the vendor to the purchaser;</p> <p>19.3 "Council OARC Land" means the stopped roads and other land owned by the purchaser required to give effect to the Ōtakaro Avon River Corridor reconfiguration and as agreed as per clause 22.2(a);</p> <p>19.4 "GCR Act" means the Greater Christchurch Regeneration Act 2016;</p> <p>19.5 "Minister" means the Minister for Greater Christchurch Regeneration; and</p> <p>19.6 "OARC" means those parcels of land forming part of the Property located within the Ōtakaro Avon River Corridor as set out in the letter dated 26 July 2019 from the vendor to the purchaser..</p> <p>19.7 "Reduced Survey Standard" means a survey prescription varying some of the requirements of the Rules for Cadastral Survey 2010, pursuant to section 47(5) of the Cadastral Survey Act 2002, to allow a reduced standard of accuracy, as considered appropriate by the Surveyor-General, for the definition of existing parcel boundaries where those boundaries are used as boundaries of the new lots being created to reconfigure the OARC.</p> <p>20. STATUTORY CLEARANCE</p> <p>20.1 The records of title set out in Schedule A are believed to be the subject of a right of first refusal under the Ngāi Tahu Claims Settlement Act 1998 and / or subject to a right of offer back</p>

	<p>under the Public Works Act 1981 (PWA). The vendor will undertake all required actions to meet its statutory requirements in respect of these Acts. In the event Te Rūnanga o Ngāi Tahu or any PWA offeree accepts any offer made to them and purchases the record of title in question, then such record of title will be excluded from this Agreement. Except for the exclusion of any records of title pursuant to this clause, this Agreement shall continue with full force and effect.</p>
	<p>21. REDUCED SURVEY STANDARD</p>
	<p>21.1 As soon as reasonably practicable after the date of this agreement, the vendor will apply to the Surveyor-General to obtain the Reduced Survey Standard.</p>
	<p>22. ŌTĀKARO AVON RIVER CORRIDOR RECONFIGURATION</p>
	<p>22.1 Prior to settlement and subject to clauses 23.1 to 23.4, the vendor will (as set out in clauses 22.1 to 22.10 reconfigure the OARC and the Council OARC Land with such reconfiguration to be based on, with the exception of the creation any new roads, the high-level concept plans provided by the purchaser to the vendor on 3 May 2019 (Concept Plans) with individual records of title to issue. For the avoidance of doubt, no new roads will be created as part of the reconfiguration.</p>
	<p>22.2 As soon as reasonably practicable after the date of this agreement, representatives of the vendor and the purchaser will establish a working group (Working Group) to provide further detail to the Concept Plans and, in particular, to determine:</p>
	<p>(a) Those parts (if any) of the Council-owned land (including any roads to be stopped) as shown in the Concept Plans that will be taken or set apart under section 92(4) of the GCR Act and included in the reconfiguration contemplated by clause 22.1;</p>
	<p>(b) The easements in gross in favour of the purchaser recorded on the existing records of title to the OARC, any consent notices, covenants and other interests, notices or memorials in favour of the purchaser to be cancelled or retained;</p>
	<p>(c) The mutual easements, covenants or other instruments between records of title in the OARC to be cancelled or retained together with cancellation of any cross lease titles included in those areas;</p>

	<p>(d) Any easements to be created in favour of utility providers for existing infrastructure within the roads to stop;</p> <p>(e) The approximate areas and dimensions of land to be included in each new individual record of title;</p> <p>(f) The priority of work to be undertaken; and</p> <p>(g) Any other matters considered relevant by the Working Group.</p>
	<p>22.3 The parties will use all reasonable endeavours to ensure the Working Group completes the work set out in clause 22.2 by 31 December 2019.</p>
	<p>22.4 In the event the Working Group fails to reach agreement on any matter under its consideration on a timely basis then either party may refer such matter for determination in accordance with clause 31.</p>
	<p>22.5 The vendor will provide the purchaser with scheme plan/s based on the Concept Plans and the determinations of the Working Group process. For the avoidance of doubt, scheme plans may be provided to the purchaser at different times.</p>
	<p>22.6 Except as provided for as part of the Working Group process, the scheme plan/s will be prepared on the basis that any existing easements recorded on the existing records of title to the OARC for the benefit of the third parties or over or for the benefit of land owned by third parties will be retained.</p>
	<p>22.7 The purchaser will advise the vendor in writing within twenty (20) working days of the date of receipt of any scheme plan (time being of the essence) whether it approves the scheme plan in the form provided to it (such approval not to be unreasonably withheld) or whether it requests for changes to be made to the scheme plan. If the purchaser does not respond to the vendor within twenty (20) working days such timeframe it shall be deemed to have approved the scheme plan. Any purchaser's notice requesting changes must specify how the scheme plan does not materially reflect the outcome of the Working Group process and the Working Group shall then proceed to determine whether or not the scheme plan should be amended. If the Working Group has not resolved whether or not the scheme plan should be amended within twenty (20) working days of the purchaser's notice, then the dispute will be referred for determination in accordance with clause 31.</p>

	<p>22.8 As soon as reasonably practicable following the approval or determination of any scheme plan and provided the Surveyor-General has agreed to apply a Reduced Survey Standard in a timely manner, the vendor will procure the necessary survey work and the preparation of a subdivision plan (to become a Survey Office Plan or a Deposited Plan as the vendor may see fit) in accordance with such scheme plan (noting that such subdivision plan will capture the matters addressed in the Working Group process including the granting of any easements to utility providers). The vendor will use all reasonable endeavours to:</p> <ul style="list-style-type: none"> (a) stop the roads as shown in the subdivision plan. The purchaser acknowledges that any road stopping will only take effect in the event the appropriate statutory decisions are made by the Chief Executive of Land Information New Zealand following consultation with the purchaser in its regulatory capacity. (b) utilise the amalgamation powers pursuant to sections 94 to 100 of the GCR Act to enable the amalgamation of the OARC (including any Council OARC Land) into individual surveyed records of title as shown in the subdivision plan together with the cancellation of all mutual interests (as set out in clause 22.2(c)). The purchaser acknowledges that the exercise of the above powers will only take effect in the event the appropriate statutory decisions are made by the Minister. <p>22.9 As soon as reasonably practicable following the approval or determination of any scheme plan in circumstances where the Surveyor-General has not agreed to apply a Reduced Survey Standard in a timely manner, the vendor without procuring any survey work and the preparation of any subdivision plan (other than in relation to any road stopping with a road stopping plan to be prepared and noting that any easements agreed to be granted to utility providers over stopped road as part of the Working Group process will be granted over the relevant whole section/s surveyed in the road stopping plan) will use reasonable endeavours to:</p> <ul style="list-style-type: none"> (a) stop the roads as shown in the road stopping plan. The purchaser acknowledges that any road stopping will only take effect in the event the appropriate statutory decisions are made by the Chief Executive of Land Information New
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	<p>Zealand following consultation with the purchaser in its regulatory capacity.</p> <p>(b) utilise the amalgamation powers pursuant to sections 94 to 100 of the GCR Act to enable the amalgamation of the OARC (including any Council OARC Land) into individual records of title as shown in the scheme plan but utilising existing legal descriptions of the relevant parcels together with the cancellation of all mutual interests (as set out in clause 22.2(c)). The purchaser acknowledges that the exercise of the above powers will only take effect in the event the appropriate statutory decisions are made by the Minister.</p> <p>22.10 [If so required by the vendor and subject to the making of any required statutory decision, the purchaser will provide, at no cost to the vendor, all approvals under section 243 Resource Management Act 1991 necessary to surrender any easements and will also provide, at no cost to the vendor, all releases of any consent notices, covenants and other interests, notices or memorials in favour of the purchaser where the same are to be cancelled.]</p> <p>22.11 It is acknowledged that the Council OARC Land will remain beneficially owned by the purchaser at all times and that during any period of legal ownership by the vendor it is holding the Council OARC Land on trust for the purchaser.</p> <p>23. ALTERNATIVE ŌTĀKARO AVON RIVER CORRIDOR RECONFIGURATION</p> <p>23.1 In the event that the necessary statutory decisions required to undertake the reconfiguration contemplated in clauses 22.1 to 22.10 are not made, or for any other reason the reconfiguration contemplated in clauses 22.1 to 22.10 is not completed (in whole or in part), by 30 April 2021, then the provisions of clause 23.2 shall apply.</p> <p>23.2 If the necessary statutory powers in the GCR Act (the Powers) are extended by Parliament for a period of time, then the vendor's obligations under clauses 22.1 to 22.10 shall continue to apply for that period of time. If the Powers are not extended by Parliament or, if at the end of any period of extension described in 23.1 above, the reconfiguration contemplated in clauses 22.1 to 22.10 is not completed (in whole or in part), then the vendor may either:</p>
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	<p>(a) use all reasonable endeavours to reconfigure the land generally in accordance with clauses 22.1 to 22.10 (noting that the Powers will be replaced with the closest legislative alternative) in so far as is reasonably practicable; or</p> <p>(b) transfer the OARC to the purchaser in its then current configuration and the provisions of clause 23.3 shall apply.</p> <p>23.3 If the OARC is transferred to the purchaser in the circumstances contemplated by clause 23.2(b) then prior to 30 June 2025, the purchaser may carry out the outstanding reconfiguration as contemplated by the Concept Plans and Working Group process, and/or the scheme plans, to the extent such scheme plans have been produced / agreed, and on an open book basis with no charge for the purchaser's staff time, but with all third party costs incurred by the purchaser associated with the reconfiguration to be reimbursed to it by the vendor. The purchaser will submit its tax invoices for such costs on a quarterly basis supported by copies of the third parties' invoices and payment will then be made by the vendor. Should this clause 23.3 apply the vendor will have no further responsibility for any reconfiguration in the OARC other than, for the avoidance of doubt, the obligation to reimburse the purchaser as set out in this clause 23.3.</p> <p>23.4 [For the avoidance of doubt the provisions of clause 22.10 shall apply to any reconfiguration undertaken by the purchaser under clause 23.3 such that no cost shall be recovered by the purchaser from the vendor in relation to the provision of any required approvals under section 243 Resource Management Act 1991; nor any releases of any consent notices, covenants or other interests, notices or memorials by the purchaser in its regulatory capacity.]</p> <p>24. BALANCE OF LAND RECONFIGURATION</p> <p>24.1 The parties agree that the Working Group will determine the extent of the road stopping in Brooklands and Southshore (such road stopping to be based on the Concept Plans) and the priority to be adopted in relation to such road stopping. Prior to settlement and following the Working Group process as set out in clause 22.2 in relation to any roads to stop in Brooklands and Southshore, the vendor will stop any such roads. The purchaser acknowledges that the road stopping will only take</p>
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	<p>effect in the event the appropriate statutory decisions are made by the Chief Executive of Land Information New Zealand following consultation with the purchaser in its regulatory capacity.</p>
	<p>24.2 In the event the Working Group fails to reach agreement on which roads in Brooklands and Southshore will be stopped and / or the priority to be adopted in relation to the same then either party may refer such matter for determination in accordance with clause 31.</p>
	<p>24.3 The parties have agreed that the vendor shall pay \$1,000,000 plus GST if any to the purchaser for the purposes of the purchaser carrying out reconfiguration work on the Balance Land (the Reconfiguration Amount). Accordingly, on the earlier of the settlement date in clause 25.1(c) and the settlement date in clause 25.1(d) the vendor will pay the Reconfiguration Amount to the purchaser provided the purchaser has provided the vendor (or the vendor's solicitor) with a valid tax invoice in relation to the same.</p>
	<p>25. SETTLEMENT DATE</p>
	<p>25.1 The parties acknowledge and agree that settlement under this agreement shall be completed as follows:</p>
	<p>(a) OARC – Settlement date shall be 1 July 2020 or twenty (20) working days after the vendor has notified the purchaser that the vendor's obligations in relation to the required reconfiguration work have been met, whichever is later (in the event the parties fail to reach agreement on whether the vendor's obligations have been met then either party may refer such matter for determination in accordance with clause 31). The land that has been reconfigured as contemplated by clauses 22 and / or 23.2(a) may be transferred to the purchaser in tranches as agreed;</p>
	<p>(b) Balance Land (Port Hills) – Settlement date shall be 31 May 2021;</p>
	<p>(c) Balance Land (Southshore) – Settlement date shall be 1 July 2020 or twenty (20) working days after the road stopping is completed or the decision is made by the Chief Executive of Land Information New Zealand not to stop the roads, whichever is later; and</p>

	<p>(d) Balance Land (Brooklands) - Settlement date shall be 1 July 2020 or twenty (20) working days after the road stopping is completed or the decision is made by the Chief Executive of Land Information New Zealand not to stop the roads, whichever is later,</p> <p>or on such other date/s as the parties may agree.</p> <p>25.2 The parties agree that if the logistics of the settlement transfers are such that they cannot be reasonably completed in the single day contemplated in clause 25.1 then such transfers will be given effect to as soon as practicable with transfers taking place over successive working days.</p> <p>25.3 The parties acknowledge that rates will continue to be payable by the vendor until transfer of the relevant parcel of land.</p> <p>26. redacted under s9(2)(k) OIA and s7(2)(j) LGOIMA</p> <p>26.1</p> <p>26.2</p> <p>26.3</p> <p>26.4</p> <p>27.</p> <p>28. TERMS OF TRANSFER</p> <p>28.1 The purchaser acknowledges that the vendor is transferring the Property to it subject to the following terms and accepts the transfer of the Property on this basis:</p>
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	<p>(a) From settlement the purchaser will be responsible for all costs associated with the Property, including on-going management costs.</p> <p>(b) From settlement the purchaser will be responsible for, at its sole cost and determination, removal of any unnecessary horizontal infrastructure (including roads) or any reinstating of horizontal infrastructure (including roads).</p> <p>(c) [In recognition of the investment that has been made by the vendor (and the Crown) in acquiring the property, the purchaser and vendor agree that if the purchaser leases or transfers any of the property the purchaser will split the net proceeds of transfer or lease (as the case may be) 50/50 with the vendor / Crown. The parties will discuss the appropriate mechanism (if any) to ensure that the vendor's / Crown's position in relation to the above is sufficiently protected.]</p> <p>29. MAINTENANCE COSTS</p> <p>29.1 In respect of any part of the Property (but excluding the Balance Land (Port Hills), The purchaser agrees that from 1 July 2020 it will be responsible for maintenance and operations associated with the land (including all associated cost).</p> <p>29.2 In respect of the Balance Land (Port Hills), the purchaser agrees that it will be responsible for maintenance and operations associated with the land (including all associated costs) from 31 May 2021.</p> <p>30. RISK AND INSURANCE</p> <p>30.1 The purchaser acknowledges and accepts that the vendor does not hold insurance for the Property.</p> <p>30.2 For the avoidance of doubt, the vendor will not be assigning to the purchaser the benefit of any Earthquake Commission or private insurance claims it may hold in respect of the Property.</p> <p>31. DISPUTE RESOLUTION</p> <p>31.1 In the event of any disagreement between the vendor and the purchaser as contemplated by clauses 22.4, 22.7, 24.2, 25.1(a) and 27 then such disagreement shall be resolved as follows:</p>
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	<p>(a) The disagreement will be referred to the Chief Executive of the purchaser (or his or her nominee) and the Chief Executive of the vendor (or his or her nominee) who will use their reasonable endeavours to resolve the disagreement within 10 working days of such referral;</p> <p>(b) In the event the Chief Executives (or their nominees) do not resolve the disagreement, then either party may refer the disagreement to an experienced property lawyer (the Expert) agreed upon by the vendor and the purchaser and if not so agreed, then nominated by the then President of the New Zealand Law Society;</p> <p>(c) The referral to the Expert will require that the Expert acts in a timely and pragmatic manner and that in particular, the Expert make a determination in respect of the disagreement within 20 working days from the date of the referral;</p> <p>(d) Each party shall provide all reasonable assistance to the Expert that may be required for the purposes of him or her making their determination;</p> <p>(e) The vendor and the purchaser will share equally the cost of the Expert, and</p> <p>(f) The decision of the Expert will, in the absence of fraud or manifest error, be conclusive and binding on the parties.</p> <p>32. EXERCISE OF STATUTORY RIGHTS, POWERS AND DUTIES</p> <p>32.1 The vendor and purchaser acknowledge and agree that they respectively have statutory rights, powers and duties.</p> <p>32.2 Nothing in this agreement prevents, restricts or derogates the vendor (or any other arm of the Crown) or the purchaser exercising any statutory rights, powers or duties.</p> <p>32.3 If anything in this agreement is inconsistent with any of the parties' statutory rights, powers or duties then those statutory rights, powers or duties shall prevail and this agreement shall be construed accordingly.</p> <p>33. NO RELIANCE BY PURCHASER</p> <p>33.1 The purchaser acknowledges and agrees that it has entered into this agreement in reliance solely upon its own judgment and in making such judgment as it considers appropriate (including</p>
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	<p>after taking such independent advice as they consider appropriate in the circumstances) and not in reliance upon any representations, warranties, undertakings or statements made by or on behalf of the vendor or any of its officers, employees, agents or advisors. The purchaser acknowledges that the vendor gives not representations, warranties or undertakings in respect of the condition of the Property.</p>
	<p>34. MINERALS</p>
	<p>34.1 For the avoidance of doubt, on settlement the Property will be subject to Part IVA of the Conservation Act 1987 and section 11 of the Crown Minerals Act 1991 with the effect that every mineral existing in its natural condition in the Property is reserved to the Crown.</p>
	<p>34.2 Prior to, or as part of the e-dealing giving effect to the transfer of the Property, the Crown shall register notations against the records of title for the Property reserving such interests.</p>
	<p>35. GENERAL</p>
	<p>35.1 Lowest price: For the purposes of the financial arrangements rules in the Income Tax Act 2007, the Purchase price for the Property is the lowest price the parties would have agreed upon for the Property, on the date this agreement was entered into, if payment would have been required in full at the time the first right in the Property was transferred, and on that basis no income or expenditure arises in respect of the sale and purchase of the Property under those rules.</p>
	<p>35.2 Further assurance: Each party shall make all applications, execute all documents and do or procure all other acts and things reasonably required to implement and to carry out its obligations under, and the intention of, this agreement.</p>
	<p>35.3 Default interest: The parties agree that the default interest payable under this agreement shall be 15% per annum.</p>
	<p>35.4 Costs: except as otherwise stated in this agreement, each party shall be responsible for their own costs of and incidental to entering and transacting this agreement.</p>
	<p>35.5 Notices: Any notice permitted or required to be given under this agreement must be in writing.</p>
	<p>35.6 Non-Merger: Notwithstanding any rule of law to the contrary, the agreements, obligations and warranties of the parties in this</p>

	<p>agreement it will not merge with the transfer of title to the Property or with the delivery of the title to the Property. Further, all other operational agreements between the parties (including but not limited to the agreements relating to Lucas Lane, Deans Head and the Mass Land Movement Remediation Project) will continue to have full force and effect until terminated in accordance with their respective provisions.</p>
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redacted under s9(2)(a) OIA and s7(2)(a) LGOIMA

Schedule 4
Central City Land

WORKING DRAFT

SCHEDULE 4

[TO BE REPRODUCED ON ŌTĀKARO LIMITED LETTERHEAD]

1 July 2019

Mary Richardson
Acting Chief Executive
Christchurch City Council
Christchurch

By Email

Dear Mary

Central City Land

1. This letter records the agreement between Ōtākaro Limited (Ōtākaro) and Christchurch City Council (the Council) in relation to certain land owned by Ōtākaro in the Christchurch Central City.
2. If the Council within 20 Business Days of the date of the Global Settlement Agreement entered into between the Crown and the Council, notifies Ōtākaro that it is interested in purchasing any of the Central City Land as set out in the Schedule attached, then without creating any obligation on Ōtākaro or the Council to necessarily reach agreement, the Council and Ōtākaro will engage in discussions to ascertain if an Agreement for Sale and Purchase can be entered on such terms as may be agreed.
3. From time to time, Ōtākaro will advise the Council of any other land that it owns and which Ōtākaro (acting reasonably) considers can be made available for sale to the Council. If the Council within 20 Business Days of the date of such advice notifies Ōtākaro that it is interested in purchasing such land, then without creating any obligation on Ōtākaro or the Council to necessarily reach agreement, the Council and Ōtākaro will engage in discussions to ascertain if an Agreement for Sale and Purchase can be entered on such terms as may be agreed.
4. For the avoidance of doubt, if the Council does not issue a notice under either Paragraph 2 or Paragraph 3 above, or if the Council issues such a notice and an Agreement for Sale and Purchase is not agreed between the Council and Ōtākaro in respect of the land in question within 20 Business Days after the issue of that notice, then Ōtākaro may thereafter deal with the land in question as it sees fit. Further, please note that no land can be considered as being available for sale to the Council if it is the subject of a pre-existing disposal process.

5. Can you please countersign and return this letter to confirm the Council's agreement to its contents.

Yours faithfully

John Bridgman
Chief Executive

Mary Richardson - Chief Executive

WORKING DRAFT

Schedule of Central City Land

Description of Assets (Assets)	
	<ul style="list-style-type: none">• RT CB449/106 (911m²) and RT 731614 (118m²) being 142-144 Tuam St)• RT 703793 (278m² being 210 Tuam St)• RTs CB638/66, CB638/65 & CB638/70 (764m² being 117-125 Manchester St)• Part RT CB11K/109 (300m² being 614 Colombo St)• RT 703794 (562m² being 214 Tuam St)

Schedule 5
PAP Encumbrance

WORKING DRAFT

SCHEDULE 5

Form 18

Encumbrance instrument

(Section 100 Land Transfer Act 2017)

Land registration district

CANTERBURY

BARCODE

Record of Title (unique identifier)

All/part

Area/description of part

[TBC]

ALL

Encumbrancer

Surname(s) must be underlined.

CHRISTCHURCH CITY COUNCIL (the "Council")

Encumbrancee

Surname(s) must be underlined.

HER MAJESTY THE QUEEN (the "Crown")

Estate or interest to be encumbered

Insert, eg, fee simple, leasehold in lease number, etc.

Fee Simple

Encumbrance memorandum number

N/A

Nature of security

State whether sum of money, annuity, or rentcharge, and amount.

Annual Rent Charge of \$1.00 (inclusive of goods and services tax, if any)

Operative clause

Delete words in [], as appropriate.

The Encumbrancer encumbers for the benefit of the Encumbrancee the land in the above record of title(s) **with** the above sum of money, annuity, or rent charge to be raised and paid in accordance with the terms set out in the [above-encumbrance-memorandum]-[Annexure Schedule(s)] **and** so as to incorporate in this encumbrance the terms and other provisions set out in the [above-encumbrance-memorandum]-[and]-[Annexure Schedule(s)] for the better securing to the Encumbrancee the payment(s) secured by this encumbrance, and compliance by the Encumbrancer with the terms of this encumbrance.

SCHEDULE 5

Terms

- 1 Length of term **999 years commencing on the date of this encumbrance**
- 2 Payment date(s) **1st day of January in each year, if demanded**
- 3 Rate(s) of interest: **0%**
- 4 Event(s) in which the sum, annuity or rentcharge becomes payable: **If demanded by the Encumbrancee by the Payment Dates**
- 5 Event(s) in which the sum, annuity or rentcharge ceases to be payable: **In accordance with Annexure Schedule 1**

Covenants and conditions

Continue in Annexure Schedule(s), if required

In accordance with Annexure Schedule 1

Modification of statutory provisions

Continue in Annexure Schedule(s), if required

Sections 23, 289, 301 and 302 of the Property Law Act 2007 and all other provisions of that Act and the Land Transfer Act 2017 relating to encumbrances shall apply to this encumbrance, except that the Council shall have no power of sale.

The Council hereby consents pursuant to the Land Transfer Act 2017 to the registration of the following instruments in respect of the land subject to this encumbrance:

- (a) the creation, variation or surrender of an easement;
 - (b) the registration of mortgage, variation of a mortgage instrument or priority of mortgages,
- and this consent shall be deemed to be the consent of the Crown to the registration of a particular instrument specified.

Insert instrument type

Encumbrance

Continue in additional Annexure Schedule, if required

ANNEXURE SCHEDULE 1

CIRCUMSTANCES

The land subject to this encumbrance (the "**Property**") is part of the land being regenerated as the Performing Arts Precinct under the Christchurch Central Recovery Plan.

The Property has been transferred to the Council subject to the requirement that the Council comply with the covenants set out in this encumbrance.

COVENANTS

1. **Transfer or Lease of the Property:** In circumstances where the Council transfers or grants a Lease of the Property (or any part thereof) for a purpose not associated with the Performing Arts Precinct, the Council covenants with the Crown:
 - (a) to seek to maximise net financial return received from such transfer or Lease transaction (where possible and appropriate);
 - (b) to advise the Crown of any such transfer or Lease; and
 - (c) to pay to the Crown (within 20 working days of demand being made by the Crown) 50% of the Net Proceeds of Divestment actually received by the Council on such transfer or Lease.
2. For the avoidance of doubt:
 - (a) the transfer or Lease of the Property (or any part of it) by the Council for the purposes of the Performing Arts Precinct (including a transfer or Lease related to the use or development of the Property or any part of it for car-parking) shall not be subject to the obligations in clause 1.
 - (b) The use or development of the Property (or any part of it) for car-parking shall be deemed to be a use for the purposes of the Performing Arts Precinct and shall not be subject to the obligations in clause 1.
3. **Partial discharge of this encumbrance:** Provided the Council has complied with its covenants in clause 1, on the transfer of part of the Property (the "**Relevant Part**") the Crown shall execute and provide a partial discharge of this encumbrance instrument to the Council in respect of the Relevant Part.
4. **Discharge of this encumbrance:** Upon application in writing by the Council, the Crown will execute

Insert instrument type

Encumbrance

Continue in additional Annexure Schedule, if required

- and provide to the Council a discharge of this encumbrance where the Crown is satisfied (in its sole and absolute discretion) that the covenants of this encumbrance have become obsolete. For the avoidance of doubt, under no circumstances shall payment of the rent charge be sufficient to obtain a discharge of this encumbrance.
5. **Injunctive relief:** The Council acknowledges that the Crown shall be entitled to an injunction or other equitable relief for any threatened or actual breach of clause 1 as (without prejudice to any rights or remedies of the Crown) damages alone would not be an adequate remedy.
6. **Non-waiver:** No failure or delay by the Crown to enforce this encumbrance shall constitute a waiver or restrict any further enforcement. Nothing in this encumbrance shall compel the Crown to enforce or maintain this encumbrance.
7. **Costs:** The Council shall pay all the Crown's legal costs (on a solicitor/client basis) directly attributable to the enforcement of this encumbrance.
8. **Exercise of powers:** Nothing in this encumbrance shall be construed so as to remove or limit any rights, powers or remedies vested in the Crown by law, or to compel the Crown to exercise all or any rights, powers or remedies granted by this encumbrance.
9. **Disputes:** The Parties agree that any disputes about the meaning or application of this Encumbrance will be resolved through cooperation, but any dispute that cannot be resolved by staff from the Crown and the Council shall be:
- (a) First escalated to the Chief Executive of the Council and the Deputy Chief Executive of the department responsible at that time for managing the obligations set out in this Encumbrance, whose joint decision shall be complied with; but
- (b) If they cannot agree, the dispute will be escalated to the Mayor of the Council and the Minister responsible at that time for managing the obligations set out in this Encumbrance, who shall jointly direct how this Encumbrance is to be interpreted and applied.
10. **Definitions:** For the purposes of this encumbrance:
- (a) **"Lease"** means a lease of land that is for a period of five (5) years or more (including any rights of renewal) and for which more than a nominal rental is received by the Council (as landlord); and
- (b) **"Net Proceeds of Divestment "** means the amount received from the transfer or Lease together with any holding income that may have been accrued to the Council less the following costs (if appropriate) incurred by the Council in respect of the land being transferred

Annexure Schedule

Page 5 of Pages

Insert instrument type

Encumbrance

Continue in additional Annexure Schedule, if required

or leased, namely:

- professional fees and disbursements in respect of the transfer or Lease;
- real estate commission and associated disbursements;
- GST (if any) or any other applicable tax liability;
- management costs;
- maintenance costs;
- holding costs (which for the avoidance of doubt shall include annual rates payable to any local authority); and
- land remediation costs (excluding any amounts contributed by the Crown and/or Ōtākaro Limited to the Council for the same).

Executed on behalf of Christchurch City Council:

Her Worship Lianne Dalziel, Mayor of Christchurch City

Executed on behalf of the Her Majesty the Queen in Right of New Zealand acting by and through the Minister of Finance and the Minister for Greater Christchurch Regeneration:

Hon Grant Robertson, Minister of Finance

Hon Dr Megan Woods, Minister for Greater Christchurch
Regeneration

WORKING DRAFT

6. Waihoru/Spreydon-Cashmere Community Board Report to Council

Reference: 19/831055
Presenter(s): Karolin Potter, Chairperson
Melanie Coker, Deputy Chairperson

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. [Receive the Waihoru/Spreydon-Cashmere Community Board report for July 2019.](#)

3. Community Board Decisions Under Delegation

The Spreydon Cashmere Community Board held meetings on 2 and 19 July 2019. Decisions made under delegation were:

- Approving no stopping of vehicles on a part of Poulson Street.
- Deciding applications for the Board's 2019/20 Strengthening Communities Fund grants.
- Approving the transfer of \$88,000 from the Board's 2019/20 Strengthening Communities Fund to establish the 2019/20 Waihoru Spreydon-Cashmere Discretionary Response Fund.
- Approving an allocation of \$4,000 from the Board's 2019/20 Discretionary Response Fund towards the Summer with your Neighbours project.
- Approving an allocation of \$10,000 from the Board's 2019/20 Discretionary Response Fund towards the Community Board Awards.
- Approving an allocation of \$2,000 from the Board's 2019/20 Discretionary Response Fund towards the 2019/20 to establish the Off the Ground Fund.
- Approving an allocation of \$7,000 from the Board's 2019/20 Discretionary Response Fund towards the 2019/20 Youth Achievement and Development Scheme fund and establish the fund.
- Approving an allocation of \$1,500 from the Board's 2019/20 Discretionary Response Fund towards the Communicating with the Community project.
- Approving an allocation of \$8,500 from the Board's 2019/20 Discretionary Response Fund towards the Community Events fund.
- Approving an allocation of \$8,000 from its 2019/20 Discretionary Response Fund towards the Community Events Fund Project.
- Approving a grant of \$500 from its 2019/20 Youth Achievement and Development Scheme to Ella Clearwater towards participation in the United World College Umoja:Coming Together to Build Community in Moshi, Tanzania, from 10 July to 19 July.

- Approving a grant of \$300 from its 2019/20 Youth Achievement and Development Scheme to Ethan Jackson towards participation in the World Scholar's Cup academic competition in Sydney from 15 August to 19 August.
- Approving a grant of \$300 from its 2019/20 Youth Achievement and Development Scheme to Benjamin Ellis towards participation in the World Scholar's Cup academic competition in Sydney from 15 August to 19 August.
- Endorsing the proposed partnership approach to governance between the Council and Community Boards and approving the Council-Community Board Governance Partnership Agreement.

4. Part A Recommendations to Council

The following reports presenting Part A recommendations from the Board are included in this agenda for Council consideration:

- 4.1 Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements. As no decision or recommendation was made when it was presented to the Board meeting on 2 July 2019, it will be considered by the Council for a decision.

5. Significant Council Projects in the Board Area

- 5.1 Summer with your neighbours.

Applications for a small funding subsidy from the Board for 'Summer with your Neighbours' can be made from 8 July to 16 August 2019 for neighbourhood gatherings held between 25 October 2019 and 29 March 2020. The Board is looking forward to receipt of applications for many and varied activities that represent neighbours coming together. Historically the Spreydon-Cashmere Community Board has subsidised more gatherings than other areas of the city and is hopeful that that trend will continue as a stepping stone to building stronger communities in the area.

- 5.2 The Old Stone House

The Old Stone House won a gold award in the Heritage and Restoration category of the New Zealand Commercial Projects Awards. This building was badly damaged in the earthquake, and needed extensive repairs to restore it to its former glory. The Board was thrilled with the standard of repair to this iconic heritage building.



5.3 Community Service Awards.

The annual Spreydon-Cashmere Community Service Awards were this year presented at a ceremony held on 1 July 2019 at the Cashmere Club and attended by approximately sixty people. Sixteen awards were presented in total; nine of these were community service awards and seven were youth service awards. Awards were given for a range of community service activities.



5.4 Upcoming work on the Lyttelton Street wells.

The work to upgrade the well heads on Lyttelton Street so that the local Spreydon pump station can supply un-chlorinated drinking water will start in July 2019 and take approximately 3 months.

6. Significant Community Issues, Events and Projects in the Board Area

6.1 Cross Over Trust thirty year anniversary.

Cross Over Trust hosted its 30th Birthday event on Sunday 7 July 2019 at South West Baptist Church. Cross Over Trust was a key local project and is now multi-year funded by the Spreydon-Cashmere Community Board and has been for a number of years. Cross Over Trust held three faith services throughout the day with a hangi provided for lunch followed by speeches from all three Managers who have looked after the Trust for the past 30 years. Board members were invited to attend.

7. Progress Report Against the Community Board Plan

7.1 Community Board Monitoring Report.

A Board workshop was held on 12 July 2019 to consider the latest monitoring report on the Community Board Plan. A copy of a summary of the report is attached.

8. Community Board Matters of Interest

8.1 Completion of Wastewater repair works in Colombo Street.

The wastewater upgrade works on Colombo Street by the South Library have been completed. While the road looks a little barren without the orange cones, the completion of the works is a relief to most road users.

Attachments

No.	Title	Page
A ↓	Waihoru/Spreydon-Cashmere Community Board Plan Highlights	79

Signatories

Author	Faye Collins - Community Board Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Spreydon-Cashmere Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

Waihoru / Spreydon-Cashmere Community Board

2017-19 Community Board Plan

Highlights and Achievements

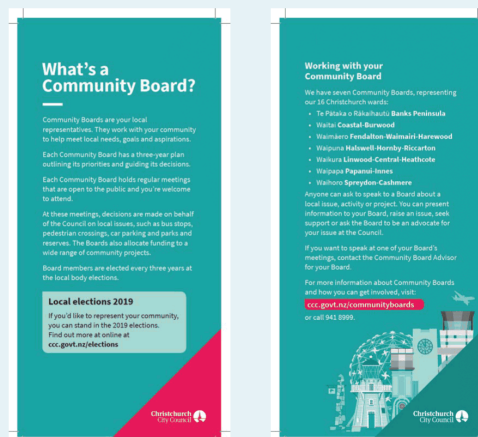
Community Outcome: Strong Communities

What we said we would do:

Residents and Groups are able to Communicate with the Community Board Members Through a Range of Media, Including Face to Face Engagements.

Achievements:

- ◇ The Spreydon-Cashmere Community Board developed the “Working with your Community Board” flyer after the suggestion was raised by the Community Board during the Annual Plan. This has been distributed city wide with the latest Rates Demand notices.
- ◇ The Community Board regularly attend the Network meetings such as Older Adults, Hoon Hay and Addington Wellbeing.



Support and Promote Community Events and Gatherings.

Achievements:

- ◇ The Community Board funded a new project called the Community Events Fund Project through the Discretionary Response Fund, where local organisations can put forward an idea for a local event and receive training and support to deliver the event. This has included the Huntsbury Outdoor Movie Night held in February 2019, the movie was projected onto a Council reservoir tank.
- ◇ The Board reviewed and continued the Off The Ground Fund to support community-run gatherings and events such as Predator Free Ernle Clark, Winsor Crescent Native Garden Paver Laying and Beckenham School Mural Project was painted on the park toilet block in bright colours.
- ◇ The Community Board supports many events such as the Hoon Hay Hoops, Hoon Hay Fiesta, Pacific Series and the Addington Fair.
- ◇ Community Board projects that enable community connection with gatherings approved for Discretionary Response Funding support include:
 - ◇ The Spreydon-Cashmere Community Service and Youth Awards
 - ◇ The Community Garden Pride Awards
 - ◇ The Edible Garden Awards
 - ◇ Let's Get Together This Summer



Community Outcome: Strong Communities

What we said we would do:

Support Key Local Resilience Building Community Organisations and Projects

Achievements:

- ◇ The Give Gear Get Great sports recycling initiative has been running in the Spreydon-Cashmere area for over two years. The project consists of branded recycling bins being located in libraries, schools and sports stadiums where people can drop off any unwanted or outgrown sports items for recycling into the community. The bins are regularly emptied and the equipment stored to be given out at local community events. The initiative also helps schools that identify students who may need equipment throughout the year.
- ◇ There are currently 15 local Community Groups delivering projects supported by the Community Board's 2018/19 contestable Strengthening Communities Fund of \$361,143. Funding is prioritised towards Community Board Plan objectives and Council Community Outcomes.



Improve Access to Recreation, Sport and Cultural Activities

Achievements:

- ◇ The Installation of the lights on Hoon Hay Basketball Court has been completed. The project has taken over three years to fully fund and complete and has included the light installation, a new Barbecue, a Barbecue shelter, tiered seating, picnic tables, bins and the painting of the court. The local community came together to celebrate the young people whose initiative the project was. After a blessing and some speeches the young people cut the ribbon and performed before many games of basketball were played.
- ◇ The Community Board supported the establishment of the Tongan Petani Craft Group to build sewing and traditional quilting skills.



Promote Community Discussion and Understanding of the Effects of Climate Change and Natural Hazard Risks

Achievements:

- ◇ The Somerfield Community Emergency Response Team which includes Lower Cashmere, hosted a public seminar about the Alpine Fault Line Earthquake predictions and likely effects. Over 60 people attended and local emergency preparedness groups exhibited information and provided networking opportunities.
- ◇ CREST is the Cashmere Resident Emergency Response Team. They continue to meet regularly at the Cashmere Presbyterian Church. CREST has received a Discretionary Response Fund grant for an emergency generator. They are working with Civil Defence Emergency Management CDEM to develop their Community Plan.
- ◇ The Community Board has supported the Land Drainage Recovery Programme initiatives and engagements and facilitated local meetings on flooding issues.

Community Outcome: Liveable City

What we said we would do:

Identify Local Needs and Support and Advocate for a Range Of Accessible Transport Options.

Achievements:

- ◇ The Board has supported local initiatives such as one from the Spreydon Neighbourhood Network regarding the Barrington Mall Exit improvements. The Board has ensured that the residents have been involved in the development and consultation on the plan for improvements.
- ◇ The Board participated in a workshop to prioritise aspirational community traffic projects in the Board area.
- ◇ The Community Board successfully advocated for a change to the report template that all staff reports utilise. This now includes a section on Accessibility considerations to ensure residents of all abilities can fully participate in community life .



Review the Provision of Playgrounds and Sport and Recreation Facilities and Identify New Opportunities to Meet the Needs of Local Communities.

Achievements:

- ◇ An opening of Barrington Playground was held on 8 September 2018 with a Super Heroes Picnic. Approximately 300 people attended the event which was supported by the Project Team and Spreydon Library.
- ◇ Women's only swimming has been introduced and is held on Sunday afternoons at Pioneer Recreation Centre.



Actively Promote Collaborative Partnerships between Council Units and Communities to Ensure Programmes and Services are Joined up and Affected Communities are Empowered to Participate.

Achievements:

- ◇ Rugby League Pacific Series held in Hoon Hay Park in November 2017.
- ◇ The Urban Narratives Project shows the collaborative working partnership between Heritage, Libraries and local community organisations.
- ◇ The Community Board has established an Age-Friendly Steering Group comprised of Community Groups, the Community Governance Team, Libraries and Pioneer to address Older Adult Issues.



Community Outcome: Healthy Environment

What we said we would do:

Actively Promote Collaborative Partnerships Between Residents, the Council and other Agencies to Create a Joined-Up Approach of Environmental Programmes and Initiatives.

Achievements:

- ◇ The Ōpāwaho /Heathcote Mother of all Clean Ups was supported by Council in May 2019, with hundreds of local volunteers working in site teams. Christchurch media heralded the success of the day. A founding member of the Ōpāwaho /Heathcote River Network received a 2019 Community Service Award.
- ◇ In Addington, the Board has supported the annual heritage Addington Cemetery clean up by residents and one resident has received a 2019 Community Service Award for clearing streets of leaves and debris.



Community Outcome: Prosperous Economy

What we said we would do:

Research the Current Situation Regarding Local Services and Commerce.

Achievements:

- ◇ Local business association invited to the Community Board hosted "Meet and Greet" workshop for Local Groups held on 20 March 2019.

Continue to Endorse the Food Resilience Charter by Supporting and Promoting Action Which Builds Local Economies Including Supporting Local Producers, Markets, Services and Co-Operatives.

Achievements:

- ◇ The Community Board is a signatory to the Edible Canterbury Charter, and is aware of the work of the Food Resilience Network.
- ◇ A total of 29 Award Recipients were invited to the 2019 Edible Garden Awards Event which was held on 6 May 2019 at the Cashmere Club.
- ◇ The Addington Farm project that combines community connection and food production with social enterprise to Spin Farm underutilised residential gardens has received Council funding for 2 years.



7. Waitai/Coastal-Burwood Community Board Report to Council

Reference: 19/832726

Presenter(s): Kim Money, Chairperson

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. Receive the Waitai/Coastal-Burwood Community Board report for July 2019

3. Community Board Decisions Under Delegation

The Waitai/ Coastal-Burwood Community Board held meetings on 1 and 22 July. Decisions made under delegation were, the Board:

- Approved the establishment of the Waitai/Coastal-Burwood 2019-20 Discretionary Response Fund, and to make an allocation of \$5,000 from its Waitai/Coastal-Burwood 2019-20 Strengthening Communities Fund to the Waitai/Coastal-Burwood 2019-20 Discretionary Response Fund.
- Approved the provision of school bus stops for students attending the new high schools at QEII - Avonside Girls' and Shirley Boys' High Schools.
- Authorised easements to Orion on a retrospectively basis to formalise electrical infrastructure within Rawhiti Domain.
- Endorsed the proposed partnership approach to governance between the Council and Community Boards and confirmed the Board's approval of the Council-Community Board Governance Partnership Agreement.

4. Part A Recommendations to Council

The following reports presenting Part A recommendations from the Board are included in this agenda for Council consideration:

4.1 553F Pages Road - Revocation of Reserve Status and Creation of a Fee Simple Title

The Board's consideration and recommendation of the above report will be considered by the Council at its meeting on 8 August 2019.

The Board's consideration and recommendation of the **Lease Assignment - Christchurch School of Gymnastics** report was considered and approved by the Council at its meeting on 25 July 2019.

5. Significant Council Projects in the Board Area

5.1 Strengthening Community Fund Projects

The Waitai/Coastal-Burwood Community Board will consider and make decisions on the applications made to its 2019-20 Strengthening Communities Fund on 19 August 2019.

5.2 Donnell Park

This project is to remediate the earthquake damage to the tennis and basketball courts and provide a new toilet. Construction is underway with a revised completion date of October 2019, subject to suitable weather and work site conditions.

6. Significant Community Issues, Events and Projects in the Board Area

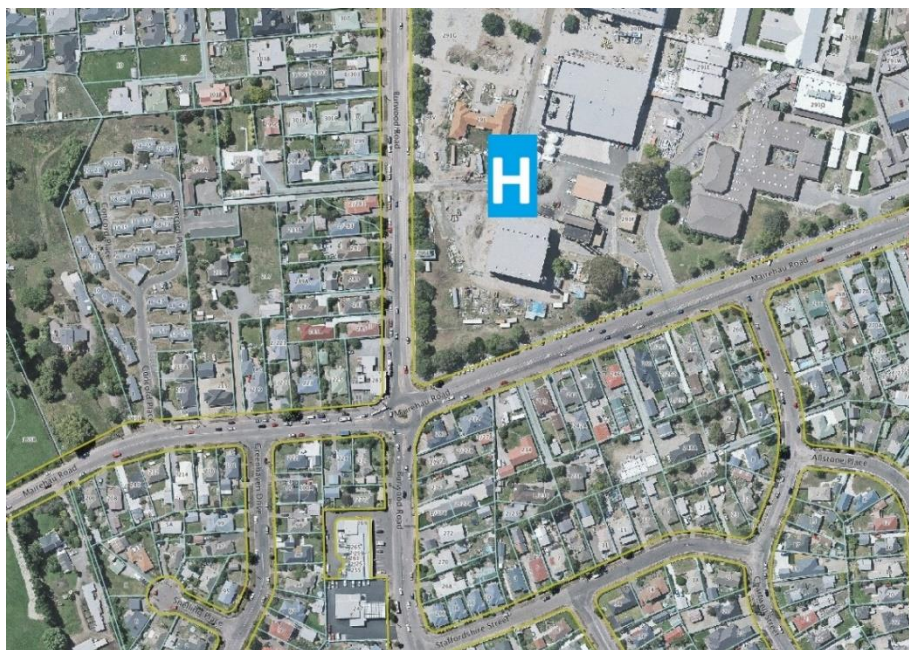
6.1 Burwood/Mairehau Roads Intersection safety

On 4 June 2019, as the result of a request from the New Zealand Spinal Trust, the Board requested a site visit to the Burwood/Mairehau Roads intersection with staff and the Trust to discuss wheelchair user safety.

The site visit took place on 9 July 2019 and was attended by Board members, Council Transport staff, wheelchair users and well as representatives from the New Zealand Spinal Trust, Disabled Persons' Assembly and Canterbury District Health Board.

The safety of wheelchair users was discussed and the busyness of the intersection noted.

The site visit concluded with staff noting that the improvement project for the intersection is programmed for completion in April 2023 with a budget of \$1,271,731, but that discussion during the visit may provide the basis for some interim improvements which would be investigated.



Burwood/Mairehau Road Intersection

7. Progress Report Against the Community Board Plan

- 7.1 The Board approved the Coastal-Burwood Community Board Plan for 2017-19 on 16 October 2017. The Plan can be found at the following link:
<https://www.ccc.govt.nz/assets/Documents/The-Council/Community-Boards/Coastal-Burwood-Community-Board-Plan-2017-19.pdf>
- 7.2 The Board's ongoing decisions are being included as measures against the Outcomes and Priorities contained in the 2017 – 2019 Community Board Plan.

8. Community Board Matters of Interest

8.1 Southshore and South New Brighton Regeneration Strategy Update

The Board has been receiving regular updates on the Regeneration Strategy for Southshore and South New Brighton.

8.2 Bottle Lake Plantation Gate Closing Time

The Bottle Lake gate is currently on a trial closing time for the winter daylight saving times set at 9pm. In the summer daylight saving months the gate will be closed at 10pm with the same window of two-hours. The later closing time in summer is for people using the park more at night e.g. mountain biking, running etc.

8.3 Presentation of Certificates and Awards

8.3.1 Spencer Park Surf Life Saving Club

Spencer Park Surf Life Saving Club member and volunteer building project manager Richard Newbold, presented the Board with an update on the Club's new facility at Spencerville. Mr Newbold also presented the Board with a framed picture as a token of thanks for the Board's support with developing the facility.



Spencer Park Surf Life Saving Club member, Richard Newbold, with Chairperson Kim Money

8.3.2 Taiora QEII Awards

The Head of Recreation, Sports and Events presented the Board with copies of two framed awards:

- New Zealand Commercial Projects Awards 2019: Silver Award Winner in recognition of excellence in workmanship, construction practices and innovation for the Taiora QEII project, awarded to Apollo Projects Limited.
- Property Council New Zealand Rider Levett Bucknall Property Industry Awards 2019, Tourism and Leisure Property Awards - award of Excellence Best in category to Taiora QEII Recreation and Sport Centre, submitted by RDT Pacific, Christchurch City Council and Apollo Projects.



Acting Board Chairperson, Linda Stewart and
the Head of Recreation, Sports and Events, Nigel Cox

8.3.3 Community Facilities Network Plan

As requested by the Social, Community Development and Housing Committee, the project team has shared the principles and key findings with the Board for feedback to input into the draft document.

The Board appreciated the opportunity to have input into the Plan.

8.3.4 Te Wai Ora o Tāne Draft Integrated Water Strategy

For information, the submission on this draft strategy from the 15 July 2019 meeting of the Coastal-Burwood Community Board Submissions Committee meeting is as in **Attachment A**.

8.3.5 Update from Fire and Emergency New Zealand

The Board received a briefing from the Welfare Officer, Fire and Emergency New Zealand (FENZ). This covered the work and plans of FENZ within the Board area and opportunities of working together in the future.

Attachments

No.	Title	Page
A ↓	Coastal-Burwood Community Board - Submission Te Wai Ora o Tane Draft Integrated water Strategy	88

Signatories

Authors	Peter Croucher - Community Board Advisor Katie MacDonald - Community Support Officer Jo Wells - Manager Community Governance, Coastal-Burwood Anna Langley - Community Development Advisor Jacqui Miller - Community Recreation Advisor Heather Davies - Community Development Advisor Ann Furlong - Support Officer
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

SUBMISSION TO: Christchurch City Council

ON: Te Wai Ora o Tāne Draft Integrated Water Strategy

BY: Coastal-Burwood Community Board

CONTACT: Linda Stewart
Chairperson Coastal-Burwood Community Board Submissions
Committee
C/- PO Box 730D23
CHRISTCHURCH 8154

Phone (027) 405 3257
Linda.stewart@ccc.govt.nz

1. INTRODUCTION

The Coastal-Burwood Community Board (the “Board”) appreciates the opportunity to provide a submission on the Te Wai Ora o Tāne Draft Integrated Water Strategy.

The Board wishes to take the opportunity to speak to the hearings panel about this submission.

2. SUBMISSION

By way of an opening statement, the Board’s overarching lenses is that repair of earthquake damage is of prime importance when dealing with surface flooding and coastal inundation. The reason for this is recognition of the effects on community well-being and equity.

Repair/remediation of Earthquake damage is fundamental before looking at adaptation to, for example, flooding inundation. Differentiation between sea level rise, climate change and earthquake damaged areas requires statements of clarification. Earthquake damaged areas that have become vulnerable to what is being described as “premature sea level rise” due to the Ōtākaro Avon River floor rising 1 metre in many places and estuary floor rising due to sand boils and earthquake- post-February 2011 earthquake event and consequential land slumping in residential areas of Coastal and Burwood Wards resulted. Further man-made exacerbation caused by the demolition process of properties scouring the land level created new flood areas for residential areas in close proximity. (Examples in South Shore river fringe suburbs of Burwood, Avondale and Dallington) These are all earthquake-damaged consequences that fast track the predicted potential sea level rise and need remediation processes before potential sea level rise affects in eastern areas.

The Board believes there has not been sufficient consideration given in this draft document to the psycho-social, well-being and health as related to these issues.

The Submissions Committee on behalf of the Board provides the following answer to the specific questions posed in the consultation.

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1.	Do you agree or disagree with the vision and guiding principles for managing the 'three waters' (water supply, wastewater, and stormwater) in Christchurch? (See sections 3 and 4 of the draft strategy)
	<p>The Board is in general agreement with the vision and guiding principles provided the above explanation on earthquake related consequences are understood and accepted as a separate issue needing remediation to protect our communities.</p> <p>Terms such as "Touchstone" and "Place-making", while defined in the strategy, are considered to be confusing for the community. The definition of "Place-making" needs to include, as per the dictionary definition – Place-making capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness and well-being.</p> <p>Tiakina Mō Apōpō - mentions "improving community resilience" and the Board would like an explanation of what that improving would entail.</p> <p>The explanation of the Vision notes that achieving the vision means that Christchurch's water resources are managed in a sustainable, adaptive and Integrated way. The Board suggests that as well as managing the resources, community understanding also requires managing.</p> <p>The Board notes that the Local Government (Community Well-being) Amendment Act 2019 implies that community well-being needs to be part of the vision.</p>
2.	Do you agree or disagree with the key issues facing management of the 'three waters' in Christchurch? (See section 5 of the draft strategy)
	<p>5.3 Vulnerability of Christchurch's groundwater source to contamination -the Board agree with concerns about nitrate pollution.</p> <p>5.8 Flooding and flood management - the key issues section note that flood management are also "clearly linked" to the issue of the effects of sea level rise and other factors. The Board would appreciate examples of that clear linking and suggests a rewording that "potentially" sea level rise will pose a risk. This is consistent with the use of potential in the Introduction section (page 2)</p> <p>With flood management, effective and fit for purpose existing drainage must be prioritised so an accurate assessment of flood management can be considered</p> <p>The statement that sea level rise "may be greater than currently forecast" needs to have the wording "or less" added after greater.</p> <p>5.8 climate change and sea level rise adaptation. With regards to the comment on the prevention of floodwaters soaking into the soil, the Board notes that non-removal of the fine silts generated from liquefaction contribute to the impermeable nature of some soils.</p> <p>In item 3 mention is made of river weed control to improve flows. Relating to this, the Board notes that some land drainage infrastructure is not working to remove flooding from the residential areas. Examples can be found in Avondale where residents report vulnerability to flooding is coming from the river and not draining</p>

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	<p>back to the river. The same is true for parts of Burwood. Part of these issues is the land including the Residential Red Zone has slumped due to the high level of liquefaction that discharged in the four main Canterbury earthquakes.</p> <p>Other non-coastal areas are also suffering flooding - Halswell Basin, Cranford Basin Flockton Basin etc. This includes the Residential Red Zone either side of Pages Road between Anzac Drive and the Pages Road bridge. These areas lie flooded for long periods of time, potentially creating community health issues.</p> <p>The Board's view is that these drains need to be functioning to discharge water into the river - not high tide flooding the residential and Residential Re Zones.</p> <p>In relation to climate change, the Board notes a recent remit by Local Government New Zealand (LGNZ) that called on the Government to include local government representation (as determined by local government) at all levels of policy development, technical risk and resilience assessment, and data acquisition on climate change response policies – with an emphasis on climate adaptation: policy; legal; planning; and financial compensation regimes.</p> <p>5.9 The Board has concerns on the long term availability of water for water supply</p> <p>5.10 Long term sustainable wastewater treatment and disposal. The Board suggests that the Council investigate ultra-violet treatment systems as a long term goal, which would enable a treatment station to be positioned away for the coast and assessed for waste for horticultural purposes.</p>
3.	<p>Do you agree or disagree with the goals and objectives of the Draft Integrated Water Strategy? (See sections 6 and 7 of the draft strategy)</p> <p>The Board agrees with the stated goals however, Please reference back to our opening statement. Also, there needs to be an understanding of how the social, wellbeing and health of communities are impacted so this needs to be an umbrella overarching all the goals or a goal in itself. As this then relates to the Place-making meaning mentioned in our item1.</p> <p>With Objective 7.1, the Board suggests that more frequent weed control of the Ōtākaro Avon River would benefit water flow, given that one of the earthquake effects was a rising of the river bed.</p>
4.	<p>Do you agree or disagree with the recommendations for achieving the aim and vision for managing the 'three waters' in Christchurch? (See section 7 of the draft strategy)</p> <p>The Board is supportive of the section 7 objectives.</p>
5.	<p>Overall, do you support the direction of the Draft Integrated Water Strategy?</p> <p>Overall, the Board is supportive of the direction of the strategy.</p>

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6.	Other Comments
	<p>The Board supports investigation into the use of water tanks on residential properties and reuse of two waters for recycling. Support is also given to a “back to land” philosophy where water recycling for horticulture and other uses becomes the norm.</p> <p>The Board notes that potential sea level rise is not only a threat to the coast, but also to inland areas via waterways.</p>

Linda Stewart
Chairperson, Coastal-Burwood Community Board Submissions Committee
COASTAL-BURWOOD COMMUNITY BOARD

19 July 2019

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8. Waimāero/Fendalton-Waimairi-Harewood Community Board Report to Council

Reference: 19/820460

Presenter(s): Sam MacDonald, Chairperson

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. Receive the Waimāero/Fendalton-Waimairi-Harewood Community Board report for July 2019.

3. Community Board Decisions Under Delegation

The Waimāero/Fendalton-Waimairi-Harewood Community Board held meetings on 1 July and 15 July 2019. Decisions made under delegation were:

- Merivale Lane and Holmwood Road - Residents' Parking Restriction Exemption Scheme Pilot: The Board approved the implementation of a P120 Residents Exemption Area Pilot in sections of Merivale Lane and Holmwood Road for persons who reside on the street and hold the associated permit.
- Council-Community Board Governance Partnership Agreement and Delegations: The Board endorsed the proposed partnership approach to governance between the Council and Community Board and approved the
- Fendalton-Waimairi-Harewood 2019-20 Youth Development Fund Applications: The Board has approved funding totalling \$ \$1,900 toward five young people attending various events including the World Futsal Championships in Orlando, the Junior International Canoe Polo Championships in Ireland, Boys Brigade National Leadership Development Course at Lake Rotoiti and the International Korfball Federation World Cup in South Africa.

4. Part A Recommendations to Council

There are no Part A Board recommendations for the Council's consideration in this agenda

5. Council Projects in the Board Area

5.1 2019-20 Strengthening Communities Fund

The Board will be allocating its 2019-20 Strengthening Communities Fund at its meeting on 12 August 2019.

5.2 **Fendalton Library and Service Centre**

On Monday, 29 July 2019, the Fendalton Library and Service Centre re-opened to the public. From the comments overheard, members of the public are very pleased to have their local facility open again.



6. Community Issues, Events and Projects in the Board Area

6.1 **Harewood Road/Breens Road/Gardiners Road Intersection**

The Board will consider the Harewood Road/Breens Road/Gardiners Road Intersection Traffic Improvement options and make a recommendation to the Infrastructure, Transport and Environment Committee at an Extraordinary meeting on Saturday, 17 August 2019 in the Boardroom, Fendalton Service Centre, Corner Clyde Road and Jeffreys Road.

The Board has invited members of the Infrastructure, Transport and Environment Committee to join the meeting to hear those deputations presenting to the Board.

6.2 **Bishopdale Village Mall Beautification Project**

The Bishopdale Community Trust, Enliven Bishopdale Group, Bishopdale Centre Association and Fendalton-Waimairi-Harewood Community Development Advisor make up the core project group progressing Bishopdale Beautification projects with other Council staff support and Community Board funding.

Stage one of the “Village Green” (the site of the old Bishopdale Library) will be a path and cherry trees. Work on this is expected to begin in mid-August predominantly by community volunteers with sponsorship from Allied concrete for the path and support from Parks. There will be a stage two that will be developed in consultation with the community.

The team are aiming for repainting the mall seats at the beginning of September with water blasting courtesy of City care. September is a bit warmer, which is better weather for the paint and painters who will come mainly from the local Menzshed.

The artists brief for the mural project for the wall that faces onto the Village Green, will go out for submissions in August. Schools have been invited to do art panels as part of the project as well. To date five schools have shown an interest in participating in the project, Isleworth, Breen's, Emmanuel, Casebrook, and Papanui High. They will look at completing their panels as part of term three or four projects. The artist engaged for the work will undertake a specific interactive piece of art for the wall and a design that will bring all of the art together. Resene is sponsoring some of the paint and the Council Graffiti team are helping out with this project.

Most of this work will be completed by the end of the year and may even be in time to feature in the Celebrate Bishopdale event at the end of November.

6.3 **Ilam Stream, Planting and Clean-up Day**

Members of the Network of The Ilam Stream, the Girl Guides and Council Staff have met to look at the practicalities of a joint planting and clean-up day of the Ilam Stream. Crosbie Park has been identified as the preferred site for this community activity with the group looking at dates in September for this. A site visit has been arranged to consider the logistics and further discussions with Council staff will be held around support and details of the day which will be released once confirmed.

6.4 **Youth Development Fund Recipient – Report Back**

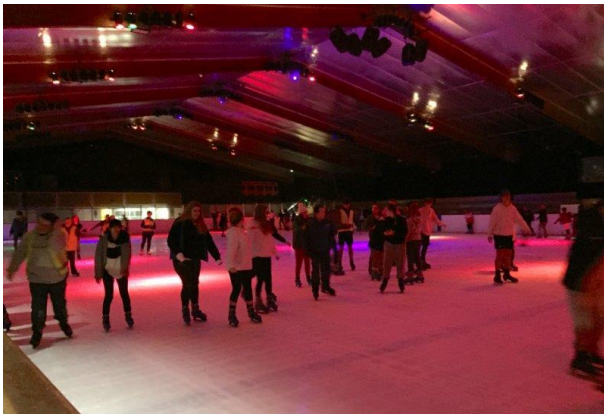
A number of the Board's Youth Development Fund recipients have attended recent Board meetings to thank the Board for its support and to talk about their experiences at their respective events.

6.3 **Dusk till Dawn – All Night Party**

On Friday 5 July/6 July 2019 150 excited youth attended the Dust to Dawn – All Night Party Event that was held from 8pm to 8am that started off from the Papanui Youth Development Trust.

A great night was had not only by the youth, but also the 40+ Youth leaders and Council staff members. From the excitement of bouncing on trampolines at Mega Air, swimming at Graham Condon to ice skating at Alpine Ice, rock climbing and a few zombies thrown into the mix, there certainly were some exhausted youngsters and staff at the end of the night!

The Dust till Dawn event is a wonderful partnership initiative supported by the Papanui-Innes and Fendalton-Waimairi-Harewood Community Boards.



7. Progress Report Against the Community Board Plan

- 7.1 The Board received its final report on their 2017-19 at their meeting on 1 July 2019. New Board Plans will be developed with each Board following the elections.

Attachments

There are no attachments to this report.

Signatories

Authors	<p>Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood</p> <p>Bronwyn Frost - Support Officer</p> <p>Natalie Dally - Community Development Advisor</p> <p>Margaret Henderson - Community Board Advisor</p>
Approved By	<p>Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood</p> <p>Matthew McLintock - Manager Community Governance Team</p> <p>John Filsell - Head of Community Support, Governance and Partnerships</p>

9. Waipuna/Halswell-Hornby-Riccarton Community Board Report to Council

Reference: 19/637704

Presenter(s): Mike Mora, Chairperson
Matthew Pratt, Community Governance Manager

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. Receive the Waipuna/Halswell-Hornby-Riccarton Community Board report for July 2019.

3. Community Board Decisions Under Delegation

The Waipuna/Halswell-Hornby-Riccarton Community Board held meetings on 9 July 2019 and 23 July 2019. Decisions made under delegation were:

- The approval of the Part Reserve Classification and Management Plan Changes for Kyle Park.
- The approval of new rights-of way names in local subdivisions.
- The approval of an Athol Terrace (part) and Rutherglen Avenue Residents' Parking Restriction Exemption Scheme Pilot.
- Approval of the Council-Community Board Governance Partnership Agreement and Delegations.
- An allocation of \$65,000 from the Board's 2019-20 Strengthening Communities Fund to its 2019-20 Discretionary Response Fund.
- The establishment of the Board's 2019-20 Youth Development Fund, 2019-20 Local Response Fund and 2019-20 Off the Ground Fund.
- Allocations from the Board's 2019-20 Discretionary Response Fund of \$12,000 to its 2019-20 Youth Development Fund, \$5,000 to its 2019-20 Local Response Fund and \$1,000 to its 2019-20 Off the Ground Fund.
- Allocations were made to three local recipients and a local high school on behalf of fourteen students from the Board's 2019-20 Youth Development Fund.
- An allocation was made to a local organisation from the Board's 2019-20 Local Response Fund.

The Board made a submission to the Council on its Draft Integrated Water Strategy.

4. Part A Recommendations to Council

There are no Part A Board recommendations in this agenda for the Council to consider.

5. Significant Council Projects in the Board Area

5.1 Strengthening Community Fund Projects

- 5.1.1 The Waipuna/Halswell-Hornby-Riccarton Community Board will consider and make decisions on the applications made to its 2019-20 Strengthening Communities Fund on 13 August 2019.

5.2 Other partnerships with the community and organisations

- 5.2.1 The City Mission partnered with the Halswell-Hornby-Riccarton Community Governance Team and the Hornby Community Activator to deliver free LED light bulbs to residents in Broomfield. This was a trial to see how this initiative could run in other areas of the city. A pair of volunteers visited homes with the light bulbs as well as information about local services and how to keep warm over winter. The volunteers ensured the lightbulbs were installed.
- 5.2.2 299 homes were door-knocked, with 131 homes receiving up to four free energy efficient bulbs. A drop-in session was held on the Friday night in the Broomfield Kindergarten where an additional 25 families received four lightbulbs each.
- 5.2.3 The lightbulbs given out will equate to \$6,625 in savings for the year for families in the area.
- 5.2.4 30 per cent of the houses called at require a follow up, such as going over their power bill, assisting with firewood or a referral to the curtain bank.



6. Significant Community Issues, Events and Projects in the Board Area

6.1 Summer With Your Neighbours Funding

- 6.1.1 Applications for funding assistance to hold Summer With Your Neighbours events is open until 16 August 2019. Summer With Your Neighbours has evolved from Neighbourhood Week to events or projects that can take place between 25 October 2019 and 29 March 2020.
- 6.1.2 The purpose of Summer With Your Neighbours is to connect communities, celebrating the unique and diverse mix of each neighbourhood.
- 6.1.3 The Waipuna/Halswell-Hornby-Riccarton Community Board has traditionally set aside funding to provide a small contribution to events and projects in the area. The Board will consider its allocation of this fund for 2019-20 on 13 August 2019.

6.2 Events

6.2.1 Community Service and Youth Service Awards

The presentation of the Board's Community Service and Youth Service Awards for 2019 were successfully hosted at a function on 8 July 2019 at the Tea House, Riccarton Park.

Board members available, presented two Youth Service Awards and six Community Service Awards as a way of recognising the valued service occurring in the community.

Matthew Mark from the Christchurch City Mission, was the guest speaker and gave an inspiring speech on the positive impact volunteers have in the community.

A Certificate of Appreciation was also presented at the function.



Progress Report Against the Community Board Plan

- 7.1 Updates are being presented quarterly to the Board throughout 2019 on its Community Plan 2017-19 to measure progress against the Board's approved outcomes and priorities. The next update will be provided to the Board in September 2019.

Attachments

There are no attachments to this report.

Signatories

Authors	Cindy Sheppard - Governance Support Officer Noela Letufuga - Support Officer Peter Dow - Community Board Advisor Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton Emily Toase - Community Recreation Advisor Karla Gunby - Community Development Advisor Marie Byrne - Community Development Advisor
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

10. Waikura/Linwood-Central-Heathcote Community Board Report to Council - July 2019

Reference: 19/825083

Presenter(s): Sally Buck, Chairperson
Arohanui Grace, Community Governance Manager

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. [Receive the Waikura/Linwood-Central-Heathcote Community Board report for July 2019.](#)

3. Community Board Decisions Under Delegation

The Waikura/Linwood-Central-Heathcote Community Board held meetings on 1 and 24 July 2019. Decisions made under delegation were:

- The approval of:
 - Cuthberts Green and Cowles Stadium Car Park Renewal/Landscape Plan.
 - Road Names for subdivisions right of ways in Perth Street (Bings Lane) and Forth Street (Ettrick Lane).
 - Radley Park – Dog Agility Equipment Renewal.
 - Marking of existing bus stops on Bridle Path Road near Tunnel Road.
 - Proposed No Stopping restrictions in Holly Road.
 - Consultation on the Process to Facilitate Taylors Mistake Surf Life Saving Club Rebuild.

The Board endorsed the proposed partnership approach to governance between the Council and Community Boards and approving the Council-Community Board Governance Partnership Agreement.

4. Part A Recommendations to Council

There are no Part A Board recommendations in this agenda for the Council's consideration.

5. Significant Council Projects in the Board Area

Heritage Rebuild within the Community Board Area

- 5.1 The Board received a briefing on the progress of Penfolds Cottage and the Edmonds Band Rotunda. The Board acknowledged the work of the Programme Management Heritage Team have done to enable Council's remaining heritage buildings to be saved and used.

6. Significant Community Issues, Events and Projects in the Board Area

Public Forum

- 6.1 Ms Jenn Benden, local resident, spoke to the Board regarding local residents wish to create a community space on Munro Playground reserve.
- 6.2 Ms Kath Preston, representing Safer Sumner, spoke to the Board regarding Safer Sumner's concerns around the long drawn out process to get crime cameras installed in Sumner.

Petition Received

- 6.3 The Board received a petition at its 1 July 2019 meeting regarding traffic calming in Wyon Street. The petition contained 51 signatures. The prayer of the petition states:

Wyon Street has developed into a street that serves more than just the residents of Wyon Street and Hulbert Street. Cars, buses and trucks use Wyon Street to bypass the busy Linwood Avenue/Buckleys Road intersection. This has led to an increase of traffic using Wyon Street and because of the street's straight orientation many motorists are driving over the speed limit.

We, the undersigned support Wyon Street residents to request the Council to:

- *Install traffic calming devices.*
- *Prohibit Heavy Vehicles using Wyon Street.*
- *Prohibit the right hand from Buckleys Road (from Bromley Park/New Brighton direction) into Wyon Street.*

The Board requested staff advice for consideration.

Strengthening Community Fund Projects

- 6.4 The Board will consider and make decisions on the applications made to its 2019-20 Strengthening Communities Fund on 5 August 2019.

7. Community Board Matters of Interest

Council's Road Naming Policy

- 7.1 The Board has concerns about the time it is taking for the review of the Council's 1993 Road Naming Policy to require te reo Māori options. The Board also wishes to highlight to the Council that the recent requirement from Land Information New Zealand to name lanes/right of ways within brownfield subdivisions, has led to an increase in road naming requests in these areas being considered by the Community Board. The Board has concerns that Council's 1993 Road Naming Policy does not require community consultation, and in some brownfield areas there is considerable community interest in having some input into the process.

Electric Vehicle Chargers

- 7.2 The Board has forwarded to Orion Limited requesting that it continue the funding for electric vehicle chargers for community facilities.

Mobility Parking

- 7.3 The Board wishes to highlight to the Council that it strongly supports blue paint on accessible parking spaces that is being used at some of the Council's facilities, and would like to see done consistently at all Council's facilities.

Community Board Delegations – Plan A

- 7.4 The Board considered and endorsed the Council-Community Board Governance Partnership Agreement and Delegations report at its 24 July 2019 meeting. The Board supports the review of Plan A (Central City delegations) noting that there are large parts inside the plan are residential. The Board wishes this work to be progressed early in the term of the new Council, or earlier if possible, owing to the increasing residential areas within the central city.

Attachments

There are no attachments to this report.

Signatories

Author	Liz Beaven - Community Board Advisor
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

11. Waipapa/Papanui-Innes Community Board Report to Council for July 2019

Reference: 19/832782

Presenter(s): Ali Jones, Chairperson

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Waipapa/Papanui-Innes Community Board.

2. Community Board Recommendations

That the Council:

1. [Receive the Waipapa/Papanui-Innes Community Board report for July 2019.](#)

3. Community Board Decisions Under Delegation

The Waipapa/Papanui-Innes Community Board held meetings on 12 and 26 July 2019. Decisions made under delegation were:

- To allocate \$78K from the Papanui-Innes Strengthening Communities Fund 2019-20 to the Waipapa/Papanui-Innes Community Board's 2019-20 Discretionary Response Fund.
- To establish the Waipapa/Papanui-Innes Community Board's 2019-20 Positive Youth Development Fund with an allocation of \$7,000 from the Papanui-Innes Community Board's 2019-20 Discretionary Response Fund.
- To endorse the proposed partnership approach to governance between the Council and community boards.
- Approval of the following grants:
 - \$500 from its 2019-20 Discretionary Response Fund to the Christchurch Methodist Mission towards the Aratupu Preschool and Nursery wall mural.
 - \$400 from its 2019-20 Positive Youth Development Fund to Sarah Powley towards attending the World Scholar's Cup, 15-20 August 2019, Sydney, Australia.
 - \$500 from its 2019-20 Positive Youth Development Fund to Ava White towards representing New Zealand as part of the U21 Women's team at the Junior International Championships in Belfast, Northern Ireland and the 24th International Tournament De Paddel in Leper, Belgium from 25 July to 14 August 2019.
 - \$400 from its 2019-20 Positive Youth Development Fund to Villa Maria College towards the costs of the four students (\$100 each) to attend the New Zealand Choral Federation National Choir Competition in Dunedin from 28 August to 1 September as part of the Villa Maria College Con Brio Choir.
 - \$400 from its 2019-20 Positive Youth Development Fund to Caitlin Beswick towards attending the Papanui High School Global Awareness Programme – Cambodia trip.
 - \$300 from its 2019-20 Positive Youth Development Fund to Ben O'Donovan to assist him in representing St Bedes College on the St Bedes Australian Cricket tour from 27 September to 7 October 2019.

- \$150 from its 2019-20 Positive Youth Development Fund to Beth O'Donovan towards the costs of participation in the AIMS Games Tournament in Tauranga from 8-13 September 2019 as a member of the Cobham Intermediate Year 8 Hockey Team.
- \$500 from its 2019-20 Positive Youth Development Fund to Casebrook Intermediate School towards supporting Naomi Kata, Leigh Edwards, Armani Lemalu, Mataio Tuisuga and Bronsen Mackley-Flutey to attend the Anchor AIMS Games in Tauranga from 8-13 September 2019.

4. Part A Recommendations to Council

There were no Part A recommendations to Council.

5. Significant Council Projects in the Board Area

Strengthening and organisations

5.1 “Summer with your Neighbours 2019-20” (formerly Neighbourhood Week)

Summer with your Neighbours is a citywide event that occurs yearly. Summer with your Neighbours is dedicated to getting to know the people who live close to you. It's about bringing people together, whether a few households or a large neighbourhood gathering. Those who participate in ‘Summer with your Neighbours’ feel a sense of community with their immediate neighbours and talk about the benefits of getting together.

The marketing for ‘Summer with your Neighbours’ occurs in July-August each year and decisions are made by the participating community boards in September. Dates for holding get-togethers over the summer are: 25 October 2019 to 29 March 2020.

Expenditure will be for subsidies towards community neighbourhood gatherings.

Outcomes:

1. Promotion of Summer with your Neighbours reaches all areas of the ward
2. Applications are received and events are held in most areas of the ward
3. 90% of people meet new neighbours and strengthened local friendships
4. 50% of people will have another event throughout the year that is not funded.



Staff Recommendation:

That the Waipapa/Papanui Innes Community Board:

“Grant up to \$4,000 from its 2019-20 Discretionary Response Fund towards the costs of delivery of “Summer with your Neighbours” celebrations in the Papanui-Innes wards.”

Other partnerships with the community and organisations

5.2 Papanui Bush – Bridgestone Reserve

Another planting day was held on Wednesday 3 July 2019 from 12.30–4.30pm. Student classes from Papanui High came to help the CCC rangers and Papanui Rotary volunteers. It was a perfect day weather-wise – sunny, nor’west and warm so the gumboots turned out to be superfluous albeit the odd very wet spot.



The Board may wish to write to the Wai Ora Trust to thank them for the wonderful job they did on spraying the area prior to planting.

5.3 Ministry of Education

The Board considered the response from the Ministry of Education and decided to pursue a further meeting regarding school zoning and equity in education with the Ministry.

Community Facilities (updates and future plans)

5.4 Belfast Netball Courts Toilet and Change Facility

An action request was sent to staff following the Board’s meeting held on 12 July 2019 requesting a report on the condition of the courts and facilities with reference to the Detailed Engineering Evaluation post-earthquakes.

5.5 Papanui Library – Introduction of Postal Services

The contractors started on site on 10 June and the work was completed by 12 July 2019. Customer Services were set up temporarily in the Board Room at the back of the building but have now moved back into the refurbished space.



The new combined customer/postal services area is now open for business and full Post Shop capability commenced on Thursday 18 July 2019.

5.6 Redwood Library

Redwood Library will close for a month to allow for repair work and minor refurbishment.

The library in Main North Road will be closed from Monday 29 July during the site upgrade, which will include installing a new heating and ventilation system, roof repairs and general refurbishment. It is scheduled to reopen on Monday, 26 August.

During the closure, a mobile library vehicle will visit the library car park for one hour on Wednesdays (10am to 11am) and Fridays (3pm to 4pm).



5.7 St Albans Community Facility – Time Capsule Update

Project staff have finalised the location of the new time capsule for the new St Albans Community Centre with the project team. Discussions with Hardie and Thomson have seen them generously agree to construct and donate a box to be used as the new time capsule. It is an exciting link to the previous time deposit with the firm having constructed the original box found when the old community centre was demolished because of earthquake damage.

The location will be in the wall just before the main hall entrance. The design means that the old deposit will be mounted in the wall below the new time capsule. The Waipapa/Papanui-Innes Community Board previously earmarked \$4,000 from their Discretionary Response Fund (Resolution PICB/2018/00131 – see below) at their meeting on 7 December 2018 to purchase a new metal time capsule. As it has now been established that the time capsule will be located in the wall rather than the ground, a metal container is no longer required. However, there are associated costs with putting the time capsule into the wall.

There are no funds in the current project budget to commission a new foundation stone or to bracket the time capsule and previous deposit (as it is more than likely that the Alpine Fault may be triggered during the next hundred years) or to cover the cost of the foundation stone being sited on the wall in front of the time capsule.

A resolution for the Board to amend their decision of 6 December 2019 from purchasing a time capsule up to the value of \$4,000 (which is no longer needed because of the generous offer from Hardie and Thompson) and instead put this amount to the commissioning of a new

foundation stone including the costs of installation, was lost, with the Board requesting that the money be found from the building budget.

5.8 **St Albans Community Facility Update**

A shortlist of four builders have now received the Request for Tender, with responses expected by 6 August 2019. The tender period has been extended three weeks, following a request from one of the builders.

The next steps are:

- RFT Evaluation for all four submissions.
- Potential review for pricing with the preferred builder.
- Award of contract.
- Site handover expected to be the end of October 2019.

The Project Manager is awaiting the finalisation of the procurement process before story boards are placed on site which will be when the site is handed over to the contracted builder and is working with the Papanui-Innes governance team regarding the story boards.

5.9 **Mairehau Library**

Mairehau Library heating options are being looked into by the facilities team in partnership with the governance team. The facilities team have asked that the local community development advisor seeks clarification around library usage and future planning. A meeting is scheduled for August.

Governance Staff have made contact with the individual in the community who expressed interest in a mural being placed at the rear of the Mairehau volunteer library and conversations have begun with all parties involved. Further information will be provided in the next area report as the staff at the library were unaware of the idea, therefore further development work needs to be progressed. Governance staff are aware the Creative Communities Fund opens in late July so should this idea progress then an application will be encouraged



5.10 **10 Shirley Road**

The consultation on where the modular pump track and multi-purpose table and benches should be placed on the site closed on 29 July 2019. A report will come back to the Board regarding the community's feedback.

Infrastructure projects underway

5.11 **Christchurch Northern Corridor Downstream Effects Management Plan (DEMP)**

Consultation will open on 26 July 2019 until Monday 19 August 2019 with two drop-in sessions planned as follows:

5pm–7pm - Tuesday 6 August 2019 – St Albans School Hall

5pm–7pm - Thursday 8 August 2019 – St Albans School Hall.

Please go to the “Have your Say” page on the Christchurch City Council website this Friday.

5.12 Belfast Cemetery Extension

The project is for the development of the extension to Belfast Cemetery including a comprehensive consent for all works associated with the development. The works included within the consent are all the new roads, paths, lawns, drainage, landscape, monumental beams and alterations to the toilet water and sewer system to support the addition of approximately 500 new plots. A new children's area has also been established.

Physical works are now underway for another section of road layout to link the extension to the entrance which should be completed by early September 2019 subject to suitable weather and work site conditions.

5.13 Paddington Playground Renewal and Basketball Hoop

The landscape plan was approved by the Board on 14 June 2019 and construction is scheduled for the second half of 2019. October start date is planned, to be open before Christmas as there is a long lead time on equipment.

5.14 Innes Road – Pedestrian Crossing Upgrades

Board members were invited to a site visit on Thursday 18 July 2019 to view the new and upgraded pedestrian crossings that were completed over the July school holidays.



6. Significant Community Issues, Events and Projects in the Board Area

Events Report Back

6.1 Waipapa/Papanui-Innes Community Service Awards 2019

The Community Service Awards were held on Monday 1 July 2019 at the Chapel Centre. There was an impressive attendance of 97 including recipients, recipients' families and friends, nominators, Board members and staff.

Overall it was a warm, friendly function and the guest speaker, Matthew Mark from the Christchurch City Mission, emphasised the vital role that volunteers fulfil in the community. The recipients were awarded framed certificates and also gifted with ballerina-style apple trees which were hailed as a practical and environmentally friendly way of commemorating the event.

The feedback from guests was very positive and it was great to see the interaction of recipients and families over a tasty supper.

6.2 Dusk to Dawn

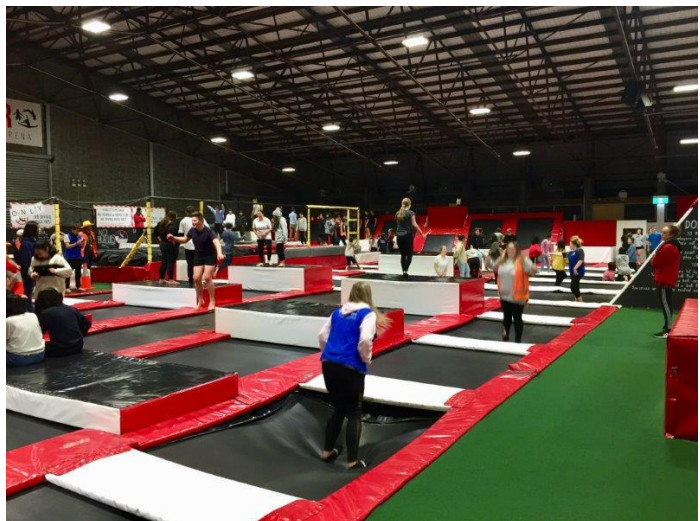


Friday night was buzzing with 150 excited youth at the Dusk to Dawn – All Night Party Event that was held from 5 July 8pm to 8am the next morning and kicked off from the Papanui Youth Development Trust (PYDT). A great night had not only by the youth, but also the 40+ Youth leaders and Council staff members.

A wonderful partnership initiative supported by the Papanui-Innes and Fendalton-Waimairi-Harewood Community Boards, the event certainly didn't disappoint those that attended. From the excitement of bouncing

on trampolines at Mega Air, swimming at Graham Condon to ice skating at Alpine Ice, rock climbing and a few zombies thrown into the mix, there were some exhausted youngsters and staff at the end of the night!

Thank you for the huge effort all our leaders and volunteers put in – logistically this is a very challenging event to run and we could not do it without you. Thank you to PYDT, Northcity and Graham Condon for the use of your fabulous facilities and to our PAC group for coming on board this year and taking the lead in several key areas.



7. Progress Report Against the Community Board Plan

7.1 The Waipapa/Papanui-Innes Community Board Plan can be found at the following link:

[Waipapa/Papanui-Innes Community Board Plan](#)

7.2 The Board's ongoing decisions are being included as measures against the Outcomes and Priorities contained in the 2017–2019 Community Board Plan.

8. Community Board Matters of Interest

8.1 Grimseys Road/QEII Drive Underpass

The Board received a tabled letter from the Board of Trustees Papanui Primary School at its meeting on 26 July 2019 regarding the persistent flooding of the Grimseys Road/QEII Drive pedestrian underpass. The flooding causes serious health and safety issues for cyclists and pedestrians crossing from Redwood to the Papanui area.

The Board were concerned for the children, families, students and members of the public as this underpass is the safest route to and from schools and shops for the Redwood residents.

The Board requested that staff investigate this issue with the Christchurch Northern Corridor Alliance and report back on the situation and remedies.



Attachments

There are no attachments to this report.

Signatories

Authors	Elizabeth Hovell - Community Board Advisor Lyssa Aves - Governance Support Officer
Approved By	Christine Lane - Manager Community Governance, Papanui-Innes Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

12. Te Pātaka o Rākaihautū/Banks Peninsula Community Board Report to Council

Reference: 19/772951

Pam Richardson, Chairperson

Presenter(s): Penelope Goldstone, Community Governance Manager

Joan Blatchford, Community Governance Manager

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. Receive the Te Pātaka o Rākaihautū/Banks Peninsula Community Board report for July 2019.

3. Community Board Decisions Under Delegation

The Banks Peninsula Community Board held meetings on 8 July and 22 July 2019. Decisions made under delegation were:

- **Akaroa Golf Club Reserve**

The Board considered a report recommending approval of an easement for the right to drain sewage and stormwater over part of the Duvauchelle Showground Reserve (Akaroa Golf Course). The Board decided to grant the easement, subject to the consent of the Minister of Conservation and all necessary statutory consents being obtained.

- **Draft Integrated Water Strategy**

The Board decided to make a submission on the Council's Draft Integrated Water Strategy.

- **Community Board Governance Partnership Agreement and Delegations**

The Board endorsed the proposed partnership approach to governance between the Council and community boards, but added two points to the resolution in support of concerns expressed by Board members.

The Board was happy to support any partnership agreement with the Council, but Board members were concerned that the current proposal may lead to an increase in workload, which would make it difficult for members who were already proportionally overburdened. There was concern that this could lead to less people wanting to stand for the Community Board thereby restricting full participatory democracy. Members suggested that the six month review of the agreement could include an assessment of whether workloads had increased for Board members.

4. Part A Recommendations to Council

No reports presenting Part A recommendations from the Board are included in this agenda for Council consideration.

5. Significant Council Projects in the Board Area

Haul Out Area in Lyttelton Harbour

- 5.1 Mark Cox, Lyttelton resident, spoke to the Board about the Council's proposed development options for Naval Point. He was concerned that both options proposed the removal of the current haul out area, with a new more suitable location to be identified. Mr Cox said that there is considerable interest in a haul out area being provided in Lyttelton Harbour as he believed it is the only haul out area currently serving the Canterbury region.
- 5.2 The Board noted that it would consider the future of a haul out area at Naval Point as part of the overall plan for the area, but in the meantime wished to seek more information relating to the issues raised by Mr Cox.
- 5.3 The Board agreed to ask Lyttelton Port Company if it is intending to provide a haul out area as part of the Te Ana development and ask staff what is required to provide such an area in Lyttelton Harbour.

Unlicensed Structures on Akaroa Wharf

- 5.4 The Board noted that it has asked staff on numerous occasions, in response to community concerns, for the unlicensed structures on the Akaroa Wharf to be removed. It was also noted that current remedial work on the structures appeared to still be non-compliant. For example, the new ramp for the Black Cat building is wider than the dimensions in the agreed plans and signage structures remain on the roof.
- 5.5 The Board requested that staff advise why the current outcomes do not comply with the Board's requests.

6. Significant Community Issues, Events and Projects in the Board Area

Public Forum, Deputations and Correspondence

- 6.1 **Public Forum** - Victoria Andrews spoke regarding the relocation of the New Zealand Post private boxes from the Akaroa Sport Complex to the proposed new site of 63-65 Rue Lavaud, and raised concerns regarding safety and congestion issues due to traffic volumes in the area.

Ms Andrews suggested an alternative location behind the Akaroa Service Centre on Rue Balguerie which she said would provide disability access and parking.

Ms Andrews also noted that residents that made a submission regarding the Annual Plan process had not been advised regarding consultation outcomes and subsequent decisions.

The Board has requested that staff provide information regarding the process for responding to Annual Plan submitters.

- 6.2 **Public Forum** – Harry Stronach, Akaroa Residents and Ratepayers Association, spoke regarding various issues in Akaroa. These included dissatisfaction results from a community survey regarding local issues, a lack of feedback provided to Annual Plan consultation submitters, concerns previously raised regarding the Britomart Reserve temporary toilets, and the need for sustainable tourism planning to be prioritised before renewal of the Akaroa Wharf is actioned.

The Board has referred the questions raised by Mr Stronach to staff for reply.

- 6.3 **Public Forum** – Suky Thompson, Chairperson, Garden of Tane Reserve Management Committee (RMC), updated the Board regarding a proposed carving to be installed in the Garden of Tane, Akaroa.

An update regarding continuing upgrade works and future projects was also provided.

The Board indicated its support for the concept of installing a carving in the Garden of Tane, Akaroa and requested that staff liaise with Suky Thompson regarding the Artworks in Public Places Policy and process.

Briefings

6.4 Akaroa Skatepark

Kerry Little from Akaroa Heartlands presented an update to the Board regarding the renewal of the Akaroa Skatepark Mural including current planning, design concepts and community involvement, including with all local schools.

The Board supported the replacement of the painted mural boards at the Akaroa Skatepark on the understanding that Parks staff have given prior approval for the project. The Board noted that the current boards, which were painted in 2006, were in a state of disrepair and had been tagged.

6.5 Signage at Akaroa Harbour Slipways

Tim Hennessy, Recreational Boatie and Casual Department of Conservation (DoC) staff member, presented information to the Board regarding results of an Akaroa Harbour rules and regulations survey and the proposed inter-agency approach to communicating with recreational boat users on and around Akaroa Harbour. The agencies involved are DoC, Ministry of Primary Industries, Environment Canterbury and the Council.

The Board supported the concept of amalgamated signage for Akaroa Harbour regulations and information, and inter-agency communication support.

Committee and Working Party Matters

6.6 Committees

6.6.1 The Board received minutes from the meeting of the Akaroa Museum Advisory Committee meeting held on 26 June 2019.

6.7 Reserve Management Committees

6.7.1 The Board received minutes from three Reserve Management Committee meetings:

- Robinsons Bay Reserve Management Committee – 24 June 2019
- Duvauchelle Reserve Management Committee – 20 May 2019
- Lyttelton Reserves Management Committee – 10 June 2019

6.8 Working Parties

6.8.1 The Board received minutes from the following Working Party meetings:

- Head to Head Walkway Working Party – 17 June 2019
- Akaroa Issues Working Party – 10 July 2019

7. Progress Report Against the Community Board Plan

7.1 The Community Board Plan is available [here](#). The next update will be compiled as at 30 June 2019 and presented to the Board in August.

8. Community Board Matters of Interest

8.1 New Parks Maintenance Arrangements

The Board appreciates the Council's recent decision to review the parks maintenance arrangements for Banks Peninsula and bring services in-house.

The Board asked staff to arrange communication to the public regarding the new arrangements. The Board also asked staff to introduce the Banks Peninsula Parks Team to the Board, brief the Board on the new arrangements and receive feedback from the Board on community priorities for parks maintenance issues.

8.2 **Boy Racers**

At the 8 July meeting it was noted that the anti-social behaviour associated with boy racers continues to concern communities around Banks Peninsula. The Board requested that staff arrange for the New Zealand Police to brief the Board on this issue.

This issue was raised again at the 22 July meeting when it was noted that the anti-social behaviour associated with boy racers and others continues to concern communities in Lyttelton and appears to have increased following the re-opening of Sumner Road. Members were concerned that there was no longer a fulltime police presence in Lyttelton. The Board requested that staff contact the New Zealand Police to ask for information regarding police staffing numbers assigned to the Lyttelton Harbour area, and comment on whether there are plans to monitor/control the apparent increase in petty crime in the area.

8.3 **Graffiti on Torpedo Boat Museum**

It was reported that there has been graffiti on the Torpedo Boat Museum at Magazine Bay for some time, and this is attracting more graffiti.

The Board requested an update from staff on the removal of graffiti from the Torpedo Boat Museum, and the potential for a heritage themed mural being painted on the building.

8.4 **Landfills**

Board members expressed concern at the devastation caused on the West Coast following the breach of an old landfill and questioned the potential for that to happen on Banks Peninsula. The Board requested information from staff regarding the potential risk of old landfills on Banks Peninsula failing and what monitoring and mitigation strategies Council has in place to prevent such an occurrence.

Attachments

There are no attachments to this report.

Signatories

Authors	Joan Blatchford - Manager Community Governance, Banks Peninsula/Lyttelton Penelope Goldstone - Manager Community Governance, Banks Peninsula/Akaroa
Approved By	Penelope Goldstone - Manager Community Governance, Banks Peninsula/Akaroa Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

Report from Spreydon-Cashmere Community Board – 2 July 2019

13. Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements

Reference: 19/760859

Presenter(s): Brendan Bisley, Senior Project Manager

1. Spreydon-Cashmere Community Board Consideration

Staff in attendance spoke to the accompanying report.

The Board also took into consideration the deputation from The Addington Neighbourhood Association (Item 5.1 of these minutes refers).

The Board discussed the staff recommendations, and the options put forward.

As no decision or recommendation on this item was made the report will go to go the Council for their consideration.

2. Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approve the scheme design, subject to any resource consent required, for the section of Lincoln Road between Moorhouse Avenue and Whiteleigh Avenue and Moorhouse Avenue between Selwyn Street and Lincoln Road as detailed in Attachment A and recommend to Council approval of the Special Vehicle Lanes (bus lanes), the 30km/h speed restriction on Lincoln Road and installation of the new pedestrian traffic signals outside No 332 Lincoln Road.
2. Make the following resolutions relying on its powers under the Christchurch City Council Traffic and parking Bylaw 2008 and Part 21 of the Local Government Act 1974.

Recommend that the Council approves the following Part A resolutions, as detailed in Attachment A:

Existing Moorhouse Avenue – Selwyn Street and Grove Road - Traffic Controls

3. Approves that the special vehicle lanes on the south side of Moorhouse Avenue from its intersection with Selwyn Street to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Controls

4. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, commencing at its intersection with Selwyn Street, and extending in a westerly direction for a distance of 87 metres, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
5. Approves that a special vehicle lane for the use of westbound buses and cycles only, be established on the south side of Moorhouse Avenue, commencing at a point 87 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 142 metres as detailed on **Attachment A**. This special vehicle lane is to

apply Monday to Friday, 4:00pm to 6:00pm. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

6. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, commencing at a point 229 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road western kerb line, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
7. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, located between the left turn lane and the leftmost straight ahead lane, commencing at a point 103 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

8. Approves that the one way section on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres be revoked.

New Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

9. Approves that Grove Road be one way north to south from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres, as detailed on **Attachment A**, in accordance with Clause 16 of the Christchurch City Council Traffic and Parking Bylaw 2017. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2017.

Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

10. Approves that the existing traffic signals, special vehicle lanes, shared pedestrian/ cycle pathway and speed limit on Lincoln Road from its intersection with Moorhouse Avenue to its intersection with Barrington Street and Whiteleigh Avenue be revoked.

New Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

Lincoln Rd - Speed limit

11. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 50 km /h on Lincoln Road commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 202 metres as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.
12. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 30 km /h on Lincoln Road commencing at a point 202 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 632 metres as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.

13. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017 to set the speed limit at 50 km /h on Lincoln Road commencing at a point 834 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Barrington Street and Whiteleigh Avenue as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.

Lincoln Road - Intersection Control

14. Approves that the intersection of Harman Street and Lincoln Road, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment A**.
15. Approves that pedestrian traffic signals be duly established and marked in accordance with Section 6 of the Land Transport Rule: Traffic Control Devices 2004, on Lincoln Road, located at a point 104 metres southwest of its intersection with Dickens Street, as detailed on **Attachment A**.
16. Approves that pedestrian traffic signals be duly established and marked in accordance with Section 6 of the Land Transport Rule: Traffic Control Devices 2004, on Lincoln Road, located at a point 82 metres southwest of its intersection with Parlane Street, as detailed on **Attachment A**.

Lincoln Road - Special Vehicle Lane

17. Approves that a special vehicle lane for the use of south-westbound cycles only, be established on the southeast side of Lincoln Road, commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 38 metres, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
18. Approves that a special vehicle lane for the use of south-westbound buses and cycles only, be established on the southeast side of Lincoln Road, commencing at a point 38 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Harman Street, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
19. Approves that a special vehicle lane for the use of south-westbound buses and cycles only, be established on the southeast side of Lincoln Road, commencing at its intersection with Harman Street, and extending in a south-westerly direction for a distance of 532 metres, as detailed on **Attachment A**. This special vehicle lane is to apply Monday to Friday, 4:00pm to 6:00pm. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
20. Approves that a special vehicle lane for the use of south-westbound cycles only, be established on the southeast side of Lincoln Road, commencing at a point 532 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction to its intersection with Barrington Street and Whiteleigh Avenue, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added

to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

21. Approves that a special vehicle lane for the use of north-eastbound cycles only, be established on the northwest side of Lincoln Road, commencing at its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 111 metres as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
22. Approves that a special vehicle lane for the use of north-eastbound buses and cycles only, be established on the northwest side of Lincoln Road, commencing at a point 111 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 452 metres, as detailed on **Attachment A**. This special vehicle lane is to apply Monday to Friday, 7:00am to 9:00am. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
23. Approves that a special vehicle lane for the use of north-eastbound cycles only, be established on the northwest side of Lincoln Road, commencing at a point 563 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction to its intersection with Moorhouse Avenue as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Approves the following Part C resolutions, as detailed in Attachment A:

New Moorhouse Avenue – Grove to Lincoln Road - Traffic Control

24. Approves that the pathway on the south side of Moorhouse Avenue commencing at its intersection with Grove Road western kerb line, and extending in a westerly direction for a distance of 13 metres, as detailed on Attachment A, be resolved as a shared pedestrian / westbound cycle pathway in accordance with Clause 21(1)(a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

Existing Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Control

25. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on the south side of Moorhouse Avenue from its intersection with Selwyn Street to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Control

26. Approves the road markings, kerb alignments and road surface treatments on the south side of Moorhouse Avenue, from its intersection with Selwyn Street to its intersection with Grove Road as detailed on **Attachment A**.

Existing Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

27. Approves that the existing road layout including road markings and kerb alignments on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres be revoked.

New Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

28. Approves the road markings, kerb alignments and road surface treatments on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres as detailed on **Attachment A**.

Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

29. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Lincoln Road, from its intersection with Moorhouse Avenue to its intersection with Barrington Street and Whiteleigh Avenue be revoked.
30. Approves that a Give Way control on Hazeldean Road at its intersection with Lincoln Road be revoked.
31. Approves that a Give Way control on Clarence Street South at its intersection with Lincoln Road be revoked.
32. Approves that a Stop control on Spencer Street at its intersection with Lincoln Road be revoked.

Lincoln Road - Shared Path

33. Approves that the pathway on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue and extending in a south-westerly direction for a distance of 26 metres, as detailed on Attachment A, be resolved as a westbound then south-westbound shared pedestrian / cycle pathway in accordance with Clause 21(1)(a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

New Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

34. Approves the road markings, kerb alignments, traffic islands and road surface treatments on Lincoln Road from its intersection with Moorhouse Avenue to its intersection with Barrington and Whiteleigh Avenue as detailed on **Attachment A**.
35. Approves that the right turn movement from Lincoln Road northeast approach into Dickens Street be prohibited, as detailed on Attachment A in accordance with Clause 17 of the Christchurch City Council Traffic and Parking Bylaw 2017.
36. Approves that the right turn movement from Lincoln Road northeast approach into Spencer Street be prohibited, as detailed on Attachment A in accordance with Clause 17 of the Christchurch City Council Traffic and Parking Bylaw 2017.

Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Parking and Stopping Restrictions

37. Approves that all parking and stopping restrictions on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue and extending in a south-westerly to its intersection with Barrington Street be revoked.
38. Approves that all parking and stopping restrictions on the northwest side of Lincoln Road commencing at its intersection with Whiteleigh Avenue and extending in a north-easterly direction to its intersection with Moorhouse Avenue be revoked.

Moorhouse Avenue to Hazeldean Road

39. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Hazeldean Road.

Hazeldean Road to Harman Street

40. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Hazeldean Road, and extending in a south-westerly direction for a distance of 13 metres.
41. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 13 metres southwest of its intersection with Hazeldean Road, and extending in a south-westerly direction for a distance of 17 metres.
42. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 30 metres southwest of its intersection with Hazeldean Road, and extending in a south-westerly direction to its intersection with Harman Street.

Harman Street to Dickens Street

43. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Harman Street, and extending in a south-westerly direction for a distance of 44 metres.
44. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 44 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction for a distance of 11 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
45. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 55 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction to its intersection with Dickens Street.

Dickens Street to Parlane Street

46. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Dickens Street, and extending in a south-westerly direction for a distance of seven metres.
47. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point seven metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 18 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
48. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 25 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 45.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

49. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 70.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 30 metres.
50. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 100.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 14 metres.
51. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 114.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 15 metres.
52. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 129.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of six metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
53. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 135 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of nine metres.
54. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point 144.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 12 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
55. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 156.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of six metres.
56. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 162.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 17 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
57. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 179.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction to its intersection with Parlane Street.

Parlane Street to Spencer Street

58. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Parlane Street, and extending in a south-westerly for a distance of 18 metres.
59. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 18 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 13.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
60. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 31 metres southwest of its intersection with

Parlane Street, and extending in a south-westerly direction for a distance of eight metres.

61. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 39 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 23 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
62. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 62 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 29 metres.
63. Approves that the parking of vehicles be restricted to a maximum period of 30 minutes on the southeast side of Lincoln Road, commencing at point 91 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 12 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
64. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 103 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 10 metres.
65. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point 113 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 19 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
66. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 132 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 22 metres.
67. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 154 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of eight metres.
68. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 162 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 26 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
69. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 188 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction to its intersection with Spencer Street.

Spencer Street to Barrington Street

70. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Spencer Street, and extending in a south-westerly direction for a distance of 10 metres.
71. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 10 metres southwest of its intersection with Spencer Street, and extending in a south-westerly direction for a

distance of 41 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

72. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Spencer Street, and extending in a south-westerly direction to its intersection with Barrington Street.

Whiteleigh Avenue to Clarence Street South

73. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 104 metres.
74. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 104 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 67 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
75. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 171 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction to its intersection with Clarence Street South.

Clarence Street South to Wise Street

76. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 14 metres.
77. Approves that a Bus Stop be installed on the northwest side of Lincoln Road commencing at a point 14 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 23 metres.
78. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 37 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 33 metres.
79. Approves that a Loading Zone for Goods Vehicles Only be created on the northwest side of Lincoln Road and restricted to a maximum period of 10 minutes commencing at a point 70 metres northeast of its intersection with Clarence Street South, and extending in north-easterly direction for a distance of eight metres.
80. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 78 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of six metres.
81. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 84 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 11 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
82. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 95 metres northeast of its intersection with

Clarence Street South, and extending in a north-easterly direction to its intersection with Wise Street.

Wise Street to Bernard Street

83. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Wise Street, and extending in a north-easterly direction for a distance of six metres.
84. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point six metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 83 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
85. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 89 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 42 metres.
86. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 131 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 38 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
87. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 169 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction to its intersection with Bernard Street.

Bernard Street to Moorhouse Avenue

88. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Bernard Street, and extending in a north-easterly direction for a distance of 20 metres.
89. Approves that a Bus Stop be installed on the northwest side of Lincoln Road commencing at a point 20 metres northeast of its intersection with Bernard Street, and extending in a north-easterly direction for a distance of 16.5 metres.
90. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 37 metres northeast of its intersection Bernard Street, and extending in a north-easterly direction to its intersection with Moorhouse Avenue.

New Hazeldean Road – Lincoln Road to South-eastern Extent – Traffic Controls

91. Approves that a Give Way control be placed against Hazeldean Road at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Dickens Street – Lincoln Road to South-eastern Extent – Traffic Controls

92. Approves that the existing road layout out including road markings, kerb alignments and road surface treatments on Dickens Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 47 metres be revoked.

New Dickens Street – Lincoln Road to South-eastern Extent – Traffic Controls

93. Approves the road markings, kerb alignments, traffic island and road surface treatments on Dickens Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 47 metres as detailed on **Attachment A**.
94. Approves that a Give Way control be placed against Dickens Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Dickens Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

95. Approves that all parking and stopping restrictions on the northeast side of Dickens Street commencing at its intersection with Lincoln Road and extending in south-easterly direction for a distance of 47 metres be revoked.
96. Approves that all parking and stopping restrictions on the southwest side of Dickens Street commencing at its intersection with Lincoln Road and extending in south-easterly direction for a distance of 13 metres be revoked.

New Dickens Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

97. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Dickens Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 13 metres.
98. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Dickens Street, commencing at point 13 metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 34 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
99. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Dickens Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 13 metres.

Existing Parlane Street – Lincoln Road to South-eastern Extent – Traffic Controls

100. Approves that the existing road layout including the road markings, kerb alignment and road surface treatments on Parlane Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 57 metres be revoked.

New Parlane Street – Lincoln Road to South-eastern Extent – Traffic Controls

101. Approves the road markings, kerb alignments and road surface treatments on Parlane Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 57 metres as detailed on **Attachment A**.
102. Approves that a Give Way control be placed against Parlane Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Parlane Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

103. Approves that all parking and stopping restrictions on the northeast side of Parlane Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 57 metres be revoked.
104. Approves that all parking and stopping restrictions on the southwest side of Parlane Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 50 metres be revoked.

New Parlane Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

105. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Parlane Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
106. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Parlane Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 49 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
107. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Parlane Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
108. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Parlane Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 31 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Spencer Street – Lincoln Road to South-eastern Extent – Traffic Controls

109. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Spencer Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 67 metres be revoked.

New Spencer Street – Lincoln Road to South-eastern Extent – Traffic Controls

110. Approves the road markings, kerb alignments, traffic island and road surface treatments on Spencer Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 67 metres as detailed on **Attachment A**.
111. Approves that a Give Way control be placed against Spencer Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Spencer Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

112. Approves that all parking and stopping restrictions on the northeast side of Spencer Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 67 metres be revoked.
113. Approves that all parking and stopping restrictions on the southwest side of Spencer Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 42 metres be revoked.

New Spencer Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

114. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Spencer Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
115. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Spencer Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 59 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

116. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Spencer Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 20 metres.
117. Approves that the parking of vehicles be restricted to 90 degree angle parking and further restricted to a maximum period of 60 minutes on the south-western side of Spencer Street, commencing at point 20 metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 22 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Clarence Street South– Lincoln Road to North-western Extent – Traffic Controls

118. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Clarence Street South from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 70 metres be revoked.

New Clarence Street South – Lincoln Road to North-western Extent – Traffic Controls

119. Approves the road markings, kerb alignments and road surface treatments on Clarence Street South from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 70 metres as detailed on **Attachment A**.
120. Approves that a Give Way control be placed against Clarence Street South Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Clarence Street South – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

121. Approves that all parking and stopping restrictions on the northeast side of Clarence Street South Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 36 metres be revoked.
122. Approves that all parking and stopping restrictions on the southwest side of Clarence Street South commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 70 metres be revoked.

New Clarence Street South – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

123. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Clarence Street South commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 23 metres.
124. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Clarence Street South, commencing at point 23 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 11 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
125. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Clarence Street South commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of eight metres.
126. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Clarence Street South, commencing at point eight metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 61 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Wise Street – Lincoln Road to North-western Extent – Traffic Controls

127. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Wise Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 62 metres be revoked.

New Wise Street – Lincoln Road to North-western Extent – Traffic Controls

128. Approves the road markings, kerb alignments and road surface treatments on Wise Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 62 metres as detailed on **Attachment A**.
129. Approves that a Give Way control be placed against Wise Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Wise Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

130. Approves that all parking and stopping restrictions on the northeast side of Wise Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 80 metres be revoked.
131. Approves that all parking and stopping restrictions on the southwest side of Wise Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 62 metres be revoked.

New Wise Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

132. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Wise Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 80 metres.
133. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Wise Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 10 metres.
134. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Wise Street, commencing at point 10 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 52 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Bernard Street – Lincoln Road to North-western Extent – Traffic Controls

135. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Bernard Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 56 metres be revoked.

New Bernard Street – Lincoln Road to North-western Extent – Traffic Controls

136. Approves the road markings, kerb alignments, traffic islands and road surface treatments on Bernard Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 56 metres as detailed on **Attachment A**.
137. Approves that a Give Way control be placed against Bernard Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Bernard Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

138. Approves that all parking and stopping restrictions on the northeast side of Bernard Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 51 metres be revoked.
139. Approves that all parking and stopping restrictions on the southwest side of Bernard Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 56 metres be revoked.

New Bernard Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

140. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Bernard Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of eight metres.
141. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Bernard Street, commencing at a point eight metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 43 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
142. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Bernard Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 14 metres.
143. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Bernard Street, commencing at a point 14 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 42 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
144. Recommend to that the parking Restrictions Subcommittee approve the following resolutions:

Recommends the Parking Restrictions Subcommittee approve the following parking and stopping restriction resolutions:

Existing Moorhouse Avenue – Selwyn Street to Grove Road - Parking and Stopping Restrictions

145. Approves that all parking and stopping restrictions on the south side of Moorhouse Avenue commencing at its intersection with Selwyn Street and extending in a westerly direction to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Selwyn Street to Grove Road - Parking and Stopping Restrictions

146. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Selwyn Street, and extending in a westerly direction for a distance of 105 metres.
147. Approves that a Bus Stop be installed on the south side of Moorhouse Avenue commencing at a point 105 metres west of its intersection with Selwyn Street and extending in a westerly direction for a distance of 18 metres.
148. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 123 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 36 metres.
149. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue, commencing at point 159 metres west of its

intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

150. Approves that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 159 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Sunday, 10:00pm to 6:00am including Public Holidays.
151. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 177.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 42 metres.
152. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue, commencing at point 219.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
153. Approves that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 219.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Sunday, 10:00pm to 6:00am including Public Holidays.
154. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 230 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road.

3. Spreydon-Cashmere Community Board Recommendation to Council

Part A

1. That the Waihoru/Spreydon-Cashmere Community Board:
Adopts Option 2 of the report - Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements to create a peak hour bus lane in-bound.

Melaine Coker/Karolin Potter

Lost

2. That the Waihoru/Spreydon-Cashmere Community Board:
Adopts the staff recommendations of the report on - Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements.

Lee Sampson/Helene Mautner

Lost

As no decision or recommendation on this item was made the report will go to go the Council for their consideration.

Attachments

No.	Report Title	Page
1	Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements	134

No.	Title	Page
A ↓	Lincoln Road plans for approval	161
B ↓	Consultation charts	165

Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements

Reference: 19/352779

Presenter(s): Brendan Bisley, Senior Project Manager

1. Purpose of Report

- 1.1 The purpose of this report is to seek the Community Board's approval of the changes to Lincoln Road and Moorhouse Avenue that sit under their delegation, and a recommendation to Council regarding approval of the special vehicle lanes (bus lanes), the 30km/h speed restriction and new pedestrian traffic signals proposed along with a recommendation to the parking Restrictions Committee for the parking and stopping restrictions on Moorhouse Avenue from Selwyn Street to Grove Road.

2. Executive Summary

- 2.1 Lincoln Road is a strategic corridor for the south-west part of Christchurch. The road is a major arterial that provides an important function to move people and goods between the CBD and the suburbs of Addington, Spreydon, Hoon Hay, Hillmorton and Halswell. The south west is predicted to have another 30,000 residents in the next 20 years and this will increase traffic on Lincoln Road by approximately 50% unless these residents are attracted to alternative modes.
- 2.2 Lincoln Road is one of the high frequency bus routes with buses scheduled every 15 minutes and has both the orange line and a short section of the 120 route along the corridor. During the morning and evening peak hours, the corridor experiences significant congestion and this impacts on the reliability of the bus services as they are stuck in slow moving traffic with over 20 minutes of variability in the travel time for the services. This unreliability makes the use of Passenger Transport less attractive for users and makes it hard to increase the bus frequency as they cannot get through the congestion in the peak hours.
- 2.3 As part of the installation of bus lanes, Council has an opportunity to improve the street amenity in the village through the planting of street trees, installation of cobblestones in the high pedestrian areas and to add an additional signalised pedestrian crossing to improve safety for pedestrians.
- 2.4 Bus lanes are proposed to operate along Lincoln Road between 7am to 9am and 4pm to 6pm Monday to Friday between Moorhouse Avenue and Whiteleigh Avenue. This was shown in the initial consultation plan and as a result of changes following consultation, staff are proposing that the bus lane should operate between 4pm and 6pm on south side of Moorhouse Avenue between Selwyn Street and Lincoln Road which is a change from the consulted scheme option. The bus lanes will save approximately 6 ½ minutes in the evening peak and 4 ½ minutes in the morning peak by allowing the buses to bypass the congestion. This is the average time saving for the buses in the peak hours. Outside of these hours, the bus lane is available for on street parking outside businesses, along with a wider space for cyclists using Lincoln Road.

3. Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approve the scheme design, subject to any resource consent required, for the section of Lincoln Road between Moorhouse Avenue and Whiteleigh Avenue and Moorhouse Avenue between Selwyn Street and Lincoln Road as detailed in Attachment A and recommend to Council approval of the Special Vehicle Lanes (bus lanes), the 30km/h speed restriction on Lincoln Road and installation of the new pedestrian traffic signals outside No 332 Lincoln Road.
2. Make the following resolutions relying on its powers under the Christchurch City Council Traffic and parking Bylaw 2008 and Part 21 of the Local Government Act 1974.

Recommend that the Council approves the following Part A resolutions, as detailed in Attachment A:

Existing Moorhouse Avenue – Selwyn Street and Grove Road - Traffic Controls

3. Approves that the special vehicle lanes on the south side of Moorhouse Avenue from its intersection with Selwyn Street to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Controls

4. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, commencing at its intersection with Selwyn Street, and extending in a westerly direction for a distance of 87 metres, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
5. Approves that a special vehicle lane for the use of westbound buses and cycles only, be established on the south side of Moorhouse Avenue, commencing at a point 87 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 142 metres as detailed on **Attachment A**. This special vehicle lane is to apply Monday to Friday, 4:00pm to 6:00pm. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
6. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, commencing at a point 229 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road western kerb line, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
7. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, located between the left turn lane and the leftmost straight ahead lane, commencing at a point 103 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

8. Approves that the one way section on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres be revoked.

New Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

9. Approves that Grove Road be one way north to south from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres, as detailed on

Attachment A, in accordance with Clause 16 of the Christchurch City Council Traffic and Parking Bylaw 2017. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2017.

Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

10. Approves that the existing traffic signals, special vehicle lanes, shared pedestrian/ cycle pathway and speed limit on Lincoln Road from its intersection with Moorhouse Avenue to its intersection with Barrington Street and Whiteleigh Avenue be revoked.

New Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

Lincoln Rd - Speed limit

11. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 50 km /h on Lincoln Road commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 202 metres as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.
12. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 30 km /h on Lincoln Road commencing at a point 202 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 632 metres as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.
13. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017 to set the speed limit at 50 km /h on Lincoln Road commencing at a point 834 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Barrington Street and Whiteleigh Avenue as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.

Lincoln Road - Intersection Control

14. Approves that the intersection of Harman Street and Lincoln Road, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment A**.
15. Approves that pedestrian traffic signals be duly established and marked in accordance with Section 6 of the Land Transport Rule: Traffic Control Devices 2004, on Lincoln Road, located at a point 104 metres southwest of its intersection with Dickens Street, as detailed on **Attachment A**.
16. Approves that pedestrian traffic signals be duly established and marked in accordance with Section 6 of the Land Transport Rule: Traffic Control Devices 2004, on Lincoln Road, located at a point 82 metres southwest of its intersection with Parlane Street, as detailed on **Attachment A**.

Lincoln Road - Special Vehicle Lane

17. Approves that a special vehicle lane for the use of south-westbound cycles only, be established on the southeast side of Lincoln Road, commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 38 metres, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

18. Approves that a special vehicle lane for the use of south-westbound buses and cycles only, be established on the southeast side of Lincoln Road, commencing at a point 38 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Harman Street, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
19. Approves that a special vehicle lane for the use of south-westbound buses and cycles only, be established on the southeast side of Lincoln Road, commencing at its intersection with Harman Street, and extending in a south-westerly direction for a distance of 532 metres, as detailed on **Attachment A**. This special vehicle lane is to apply Monday to Friday, 4:00pm to 6:00pm. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
20. Approves that a special vehicle lane for the use of south-westbound cycles only, be established on the southeast side of Lincoln Road, commencing at a point 532 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction to its intersection with Barrington Street and Whiteleigh Avenue, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
21. Approves that a special vehicle lane for the use of north-eastbound cycles only, be established on the northwest side of Lincoln Road, commencing at its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 111 metres as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
22. Approves that a special vehicle lane for the use of north-eastbound buses and cycles only, be established on the northwest side of Lincoln Road, commencing at a point 111 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 452 metres, as detailed on **Attachment A**. This special vehicle lane is to apply Monday to Friday, 7:00am to 9:00am. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
23. Approves that a special vehicle lane for the use of north-eastbound cycles only, be established on the northwest side of Lincoln Road, commencing at a point 563 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction to its intersection with Moorhouse Avenue as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Approves the following Part C resolutions, as detailed in Attachment A:

New Moorhouse Avenue – Grove to Lincoln Road - Traffic Control

24. Approves that the pathway on the south side of Moorhouse Avenue commencing at its intersection with Grove Road western kerb line, and extending in a westerly direction for a distance of 13 metres, as detailed on Attachment A, be resolved as a shared pedestrian /

westbound cycle pathway in accordance with Clause 21(1)(a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

Existing Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Control

25. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on the south side of Moorhouse Avenue from its intersection with Selwyn Street to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Control

26. Approves the road markings, kerb alignments and road surface treatments on the south side of Moorhouse Avenue, from its intersection with Selwyn Street to its intersection with Grove Road as detailed on **Attachment A**.

Existing Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

27. Approves that the existing road layout including road markings and kerb alignments on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres be revoked.

New Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

28. Approves the road markings, kerb alignments and road surface treatments on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres as detailed on **Attachment A**.

Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

29. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Lincoln Road, from its intersection with Moorhouse Avenue to its intersection with Barrington Street and Whiteleigh Avenue be revoked.
30. Approves that a Give Way control on Hazeldean Road at its intersection with Lincoln Road be revoked.
31. Approves that a Give Way control on Clarence Street South at its intersection with Lincoln Road be revoked.
32. Approves that a Stop control on Spencer Street at its intersection with Lincoln Road be revoked.

Lincoln Road - Shared Path

33. Approves that the pathway on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue and extending in a south-westerly direction for a distance of 26 metres, as detailed on Attachment A, be resolved as a westbound then south-westbound shared pedestrian / cycle pathway in accordance with Clause 21(1)(a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

New Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

34. Approves the road markings, kerb alignments, traffic islands and road surface treatments on Lincoln Road from its intersection with Moorhouse Avenue to its intersection with Barrington and Whiteleigh Avenue as detailed on **Attachment A**.
35. Approves that the right turn movement from Lincoln Road northeast approach into Dickens Street be prohibited, as detailed on Attachment A in accordance with Clause 17 of the Christchurch City Council Traffic and Parking Bylaw 2017.

36. Approves that the right turn movement from Lincoln Road northeast approach into Spencer Street be prohibited, as detailed on Attachment A in accordance with Clause 17 of the Christchurch City Council Traffic and Parking Bylaw 2017.

Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Parking and Stopping Restrictions

37. Approves that all parking and stopping restrictions on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue and extending in a south-westerly to its intersection with Barrington Street be revoked.
38. Approves that all parking and stopping restrictions on the northwest side of Lincoln Road commencing at its intersection with Whiteleigh Avenue and extending in a north-easterly direction to its intersection with Moorhouse Avenue be revoked.

Moorhouse Avenue to Hazeldean Road

39. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Hazeldean Road.

Hazeldean Road to Harman Street

40. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Hazeldean Road, and extending in a south-westerly direction for a distance of 13 metres.
41. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 13 metres southwest of its intersection with Hazeldean Road, and extending in a south-westerly direction for a distance of 17 metres.
42. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 30 metres southwest of its intersection with Hazeldean Road, and extending in a south-westerly direction to its intersection with Harman Street.

Harman Street to Dickens Street

43. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Harman Street, and extending in a south-westerly direction for a distance of 44 metres.
44. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 44 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction for a distance of 11 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
45. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 55 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction to its intersection with Dickens Street.

Dickens Street to Parlane Street

46. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Dickens Street, and extending in a south-westerly direction for a distance of seven metres.
47. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point seven metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of

- 18 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
48. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 25 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 45.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
 49. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 70.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 30 metres.
 50. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 100.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 14 metres.
 51. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 114.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 15 metres.
 52. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 129.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of six metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
 53. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 135 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of nine metres.
 54. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point 144.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 12 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
 55. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 156.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of six metres.
 56. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 162.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 17 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
 57. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 179.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction to its intersection with Parlane Street.

Parlane Street to Spencer Street

58. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Parlane Street, and extending in a south-westerly for a distance of 18 metres.

59. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 18 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 13.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
60. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 31 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of eight metres.
61. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 39 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 23 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
62. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 62 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 29 metres.
63. Approves that the parking of vehicles be restricted to a maximum period of 30 minutes on the southeast side of Lincoln Road, commencing at point 91 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 12 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
64. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 103 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 10 metres.
65. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point 113 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 19 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
66. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 132 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 22 metres.
67. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 154 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of eight metres.
68. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 162 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 26 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
69. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 188 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction to its intersection with Spencer Street.

Spencer Street to Barrington Street

70. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Spencer Street, and extending in a south-westerly direction for a distance of 10 metres.
71. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 10 metres southwest of its intersection with Spencer Street, and extending in a south-westerly direction for a distance of 41 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
72. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Spencer Street, and extending in a south-westerly direction to its intersection with Barrington Street.

Whiteleigh Avenue to Clarence Street South

73. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 104 metres.
74. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 104 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 67 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
75. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 171 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction to its intersection with Clarence Street South.

Clarence Street South to Wise Street

76. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 14 metres.
77. Approves that a Bus Stop be installed on the northwest side of Lincoln Road commencing at a point 14 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 23 metres.
78. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 37 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 33 metres.
79. Approves that a Loading Zone for Goods Vehicles Only be created on the northwest side of Lincoln Road and restricted to a maximum period of 10 minutes commencing at a point 70 metres northeast of its intersection with Clarence Street South, and extending in north-easterly direction for a distance of eight metres.
80. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 78 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of six metres.
81. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 84 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 11

metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.

82. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 95 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction to its intersection with Wise Street.

Wise Street to Bernard Street

83. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Wise Street, and extending in a north-easterly direction for a distance of six metres.
84. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point six metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 83 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
85. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 89 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 42 metres.
86. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 131 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 38 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
87. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 169 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction to its intersection with Bernard Street.

Bernard Street to Moorhouse Avenue

88. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Bernard Street, and extending in a north-easterly direction for a distance of 20 metres.
89. Approves that a Bus Stop be installed on the northwest side of Lincoln Road commencing at a point 20 metres northeast of its intersection with Bernard Street, and extending in a north-easterly direction for a distance of 16.5 metres.
90. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 37 metres northeast of its intersection Bernard Street, and extending in a north-easterly direction to its intersection with Moorhouse Avenue.

New Hazeldean Road – Lincoln Road to South-eastern Extent – Traffic Controls

91. Approves that a Give Way control be placed against Hazeldean Road at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Dickens Street – Lincoln Road to South-eastern Extent – Traffic Controls

92. Approves that the existing road layout out including road markings, kerb alignments and road surface treatments on Dickens Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 47 metres be revoked.

New Dickens Street – Lincoln Road to South-eastern Extent – Traffic Controls

93. Approves the road markings, kerb alignments, traffic island and road surface treatments on Dickens Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 47 metres as detailed on **Attachment A**.
94. Approves that a Give Way control be placed against Dickens Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Dickens Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

95. Approves that all parking and stopping restrictions on the northeast side of Dickens Street commencing at its intersection with Lincoln Road and extending in south-easterly direction for a distance of 47 metres be revoked.
96. Approves that all parking and stopping restrictions on the southwest side of Dickens Street commencing at its intersection with Lincoln Road and extending in south-easterly direction for a distance of 13 metres be revoked.

New Dickens Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

97. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Dickens Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 13 metres.
98. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Dickens Street, commencing at point 13 metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 34 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
99. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Dickens Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 13 metres.

Existing Parlane Street – Lincoln Road to South-eastern Extent – Traffic Controls

100. Approves that the existing road layout including the road markings, kerb alignment and road surface treatments on Parlane Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 57 metres be revoked.

New Parlane Street – Lincoln Road to South-eastern Extent – Traffic Controls

101. Approves the road markings, kerb alignments and road surface treatments on Parlane Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 57 metres as detailed on **Attachment A**.
102. Approves that a Give Way control be placed against Parlane Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Parlane Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

103. Approves that all parking and stopping restrictions on the northeast side of Parlane Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 57 metres be revoked.
104. Approves that all parking and stopping restrictions on the southwest side of Parlane Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 50 metres be revoked.

New Parlane Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

105. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Parlane Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
106. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Parlane Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 49 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
107. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Parlane Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
108. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Parlane Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 31 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Spencer Street – Lincoln Road to South-eastern Extent – Traffic Controls

109. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Spencer Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 67 metres be revoked.

New Spencer Street – Lincoln Road to South-eastern Extent – Traffic Controls

110. Approves the road markings, kerb alignments, traffic island and road surface treatments on Spencer Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 67 metres as detailed on **Attachment A**.
111. Approves that a Give Way control be placed against Spencer Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Spencer Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

112. Approves that all parking and stopping restrictions on the northeast side of Spencer Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 67 metres be revoked.
113. Approves that all parking and stopping restrictions on the southwest side of Spencer Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 42 metres be revoked.

New Spencer Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

114. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Spencer Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
115. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Spencer Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 59 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
116. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Spencer Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 20 metres.
117. Approves that the parking of vehicles be restricted to 90 degree angle parking and further restricted to a maximum period of 60 minutes on the south-western side of Spencer Street,

commencing at point 20 metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 22 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Clarence Street South– Lincoln Road to North-western Extent – Traffic Controls

118. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Clarence Street South from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 70 metres be revoked.

New Clarence Street South – Lincoln Road to North-western Extent – Traffic Controls

119. Approves the road markings, kerb alignments and road surface treatments on Clarence Street South from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 70 metres as detailed on **Attachment A**.
120. Approves that a Give Way control be placed against Clarence Street South Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Clarence Street South – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

121. Approves that all parking and stopping restrictions on the northeast side of Clarence Street South Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 36 metres be revoked.
122. Approves that all parking and stopping restrictions on the southwest side of Clarence Street South commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 70 metres be revoked.

New Clarence Street South – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

123. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Clarence Street South commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 23 metres.
124. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Clarence Street South, commencing at point 23 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 11 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
125. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Clarence Street South commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of eight metres.
126. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Clarence Street South, commencing at point eight metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 61 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Wise Street – Lincoln Road to North-western Extent – Traffic Controls

127. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Wise Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 62 metres be revoked.

New Wise Street – Lincoln Road to North-western Extent – Traffic Controls

128. Approves the road markings, kerb alignments and road surface treatments on Wise Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 62 metres as detailed on **Attachment A**.

129. Approves that a Give Way control be placed against Wise Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Wise Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

130. Approves that all parking and stopping restrictions on the northeast side of Wise Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 80 metres be revoked.
131. Approves that all parking and stopping restrictions on the southwest side of Wise Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 62 metres be revoked.

New Wise Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

132. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Wise Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 80 metres.
133. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Wise Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 10 metres.
134. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Wise Street, commencing at point 10 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 52 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Bernard Street – Lincoln Road to North-western Extent – Traffic Controls

135. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Bernard Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 56 metres be revoked.

New Bernard Street – Lincoln Road to North-western Extent – Traffic Controls

136. Approves the road markings, kerb alignments, traffic islands and road surface treatments on Bernard Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 56 metres as detailed on **Attachment A**.
137. Approves that a Give Way control be placed against Bernard Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Bernard Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

138. Approves that all parking and stopping restrictions on the northeast side of Bernard Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 51 metres be revoked.
139. Approves that all parking and stopping restrictions on the southwest side of Bernard Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 56 metres be revoked.

New Bernard Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

140. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Bernard Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of eight metres.
141. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Bernard Street, commencing at a point eight metres northwest of its

intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 43 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

142. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Bernard Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 14 metres.
143. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Bernard Street, commencing at a point 14 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 42 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
144. Recommend to that the parking Restrictions Subcommittee approve the following resolutions:

Recommends the Parking Restrictions Subcommittee approve the following parking and stopping restriction resolutions:

Existing Moorhouse Avenue – Selwyn Street to Grove Road - Parking and Stopping Restrictions

145. Approves that all parking and stopping restrictions on the south side of Moorhouse Avenue commencing at its intersection with Selwyn Street and extending in a westerly direction to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Selwyn Street to Grove Road - Parking and Stopping Restrictions

146. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Selwyn Street, and extending in a westerly direction for a distance of 105 metres.
147. Approves that a Bus Stop be installed on the south side of Moorhouse Avenue commencing at a point 105 metres west of its intersection with Selwyn Street and extending in a westerly direction for a distance of 18 metres.
148. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 123 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 36 metres.
149. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue, commencing at point 159 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
150. Approves that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 159 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Sunday, 10:00pm to 6:00am including Public Holidays.
151. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 177.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 42 metres.
152. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue, commencing at point 219.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

153. Approves that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 219.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Sunday, 10:00pm to 6:00am including Public Holidays.

Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 230 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road.

4. Context/Background

Issue

- 4.1 Lincoln Road is part of the Orange Line bus route which is one of the high frequency Passenger Transport corridors across the city. Due to the traffic congestion on Moorhouse Avenue and Lincoln Road in peak hours, the bus services experience a high degree of variability in terms of travel time reliability which makes the use of Passenger Transport services less attractive for users in both the morning and evening.
- 4.2 The southwest of Christchurch is a key growth area and an additional 8,000 vehicles per day are expected to use Lincoln Road due to population growth. These extra vehicles will increase the congestion on the corridor significantly, and increase its duration, further degrading the reliability of the bus services.
- 4.3 Installation of peak hour bus lanes allows the buses to bypass the queued vehicles associated with the current and future congestion, improving reliability for passengers trying to get to work or home, while having less impact on the retail area in Addington than full time bus lanes. The bus lanes will attract more users to travel by bus, slowing the growth of private vehicles using the corridor, reducing the congestion for those that need to use private vehicles.
- 4.4 Addington Village has poor connectivity for pedestrians. There are limited facilities for pedestrians to safely cross Lincoln Road and with the high traffic volumes, pedestrians are observed to cross to half way and stand in the middle of the roadway while they wait for a gap to cross from there to the other side.
- 4.5 The proposed new traffic signals outside #332 Lincoln Road will allow pedestrians to cross safely.

Strategic Alignment

- 4.6 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 4.6.1 Activity: Public Transport Infrastructure
- Level of Service: 10.4.3.0 Improve the reliability of passenger transport journey time - 0.85

Decision Making Authority

- 4.7 Decisions associated with this report are being made under the Christchurch City Council Traffic and Parking Bylaws as well as part 21 of the Local Government Act 1974.

Previous Decisions

- 4.8 This project has had no previous decisions related to the implementation of bus lanes on Lincoln Road.

Assessment of Significance and Engagement

- 4.9 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.10 The level of significance was determined by the wider communities interest in the proposal and the benefits that can be generated by installing bus lanes.
- 4.11 The community engagement and consultation outlined in this report reflect this assessment.

Project Description

- 4.12 Lincoln Road is a major arterial, and is the key link to the southwest growth area in the city, which is expected to attract another 30,000 residents to live in the area. Lincoln Road passes through one of the oldest parts of the city, with a strip retail area that has undergone some rejuvenation post-earthquakes, along with construction of new office blocks. This mix of use generates conflict between different users. There is a need to move vehicles along the corridor especially in the peak hours with retailers wanting to have customers stop at their businesses, and workers and residents trying to get in and out of side streets along Lincoln Road.
- 4.13 The corridor is one of the key high frequency routes in the city and has recorded ongoing passenger growth since the earthquakes.
- 4.14 The Christchurch Transport Strategic Plan (CTSP) adopted in 2012, includes an action to invest in quality public transport, infrastructure and priority measures, to support the recovery and future development of the public transport system. The primary objective is to provide an attractive and efficient public transport system that ensures journey time reliability, good connectivity with other modes, and reduces the number of commuter trips by car.
- 4.15 On this section of Lincoln Road there are two bus services, the Orange Line which currently runs on a 15 minute frequency, and the 120 line also uses a section of Moorhouse Avenue and a short section of Lincoln Road. Other express services to Rolleston and Lincoln are able to use Lincoln Road as a route if they are quicker than alternatives.
- 4.16 Bus journey times on Moorhouse Avenue and Lincoln Road vary day to day making services unreliable for passengers. This project seeks to address this by, making journey times more reliable so people can choose to use public transport confidently in the understanding they can make their journey on time, especially in peak times when people need to get to work or get home.
- 4.17 With the congestion on Lincoln Road, traffic speeds are typically under 15km/h in the peak hours. This results in traffic backing up on Lincoln Road and this queue extends onto Moorhouse Avenue, past Selwyn Street in the evening peak. Buses using Lincoln Road are caught in this congestion so have unreliable travel times, which are made slower by the need to stop and pickup and drop off passengers. In the morning peak, bus variability can be greater than 20 minutes for a passenger catching the same bus on different days, which makes it difficult to be able to plan work activities or meetings early as they cannot rely in getting to work at a set time.
- 4.18 In relation to pedestrians, there are poor crossing facilities between Wise Street and Harman Road. As a result, pedestrians cross to the centre of the road and stand on the centreline while waiting for a gap in traffic in the opposing flow. This exposes them to a high risk of being hit by vehicles, especially given the high volumes along the route.

5. Options Analysis

Options Considered

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

- Peak hour bus lanes (inbound and outbound)
- Peak hour bus lane (inbound)
- Peak hour bus lane (outbound)

5.2 The following options were considered but ruled out

- Central median with trees and only a single traffic lane in each direction – this option was not considered further as all of the on street parking needed to be removed permanently on one side of Lincoln Road and there was no improvement for bus journey times or reliability as there was only a single traffic lane and buses needed to remain in the general traffic stream.
- A variable lane option to provide 3 traffic lanes, with the centre lane able to be swapped so in the morning there are two inbound lanes and in the afternoon, two outbound lanes – This option was not considered further due to the complexity of the infrastructure needed to make the variable lanes safe and easy to understand for motorists using the facility and entering from the side roads. This option also impacted on the available on street parking permanently as 3 lanes are always operating.
- A do nothing option which would retain the status quo. This was not pursued as the increasing congestion along the corridor from population growth in the south west, will result in longer journey times for buses, the peak periods will extend as traffic builds and takes longer to travel along Lincoln Road and the pedestrian safety will be further compromised from the extra congestion.

Option Descriptions

Key features of all options considered

- 5.3 The following points detail key features and advantages of all the options that have been considered.
- 5.4 Vehicle travel time along Lincoln Road is unaffected by the installation of the bus lanes. Modelling shows a slight improvement as vehicles are not delayed by buses pulling in to drop off and pick up passengers and then re-joining the traffic stream.
- 5.5 Bus lanes can be used by taxis, motorbikes and cycles as well as buses when they are operating. This will reduce the costs for taxi customers using their services in the peak hours through reduced journey times and improves cyclist's safety by not having parked cars with doors opening in the peak hours.
- 5.6 The proposed right turning restrictions will improve safety for cyclists by removing vehicles turning through a line of queued vehicles, and reduce delays for traffic using Lincoln Road which are often seen being held up by a vehicle that has pulled out of a side street while the traffic is stationary, and sits across the live lane while they wait for a gap in the opposing traffic. The restrictions will reduce the amount of rat running that is undertaken through the residential section of Addington Village to avoid congestion.
- 5.7 On street parking for businesses is retained when the bus lanes are not operating and high turnover parking is provided in the side streets for when the bus lanes are operating. The high turnover car parks in the side streets will improve parking availability in the area for businesses even when the bus lanes are not operating.

- 5.8 The new signalised pedestrian crossing outside #334 Lincoln Road provides a safe pedestrian facility mid-way between the existing signalised crossings at Harman Street and outside #296 Lincoln Road.
- 5.9 The proposed 30km/h speed limit will improve safety for pedestrians by slowing vehicles travelling through the Village at all times of the week. Currently travel speeds are lower than 30km/h in the peak hours due to the congestion (these can be less than 15km/h at times), but out of peak hours, vehicle speeds are closer to the posted 50km/h limit. Addington Village has a number of popular bars, café's, restaurants and eateries, so there are high numbers of patrons crossing the road in the evenings and weekends as well as during the weekdays.
- 5.10 When the bus lanes are not operating, cyclists are provided with a 2.2m width between the parked vehicles and the traffic lane. The current marked cycleway is only 1.5m so the additional 0.7m of width will make it safer and more comfortable for cyclists by providing more room if car doors are opened.
- 5.11 Street trees are being provided, where space is available between underground services, to provide more amenity along the street.
- 5.12 The footpaths adjacent to the main retail area between Wise Street and Clarence Street are being replaced with new pavers to enhance the areas amenity.
- 5.13 Thresholds are being installed at key intersections to reinforce the separation between the retail activity on Lincoln Road and the residential nature of the side streets. It also improves pedestrian safety by slowing vehicles as they enter and exit the side streets.

Option 1 (Preferred Option): Peak hour bus lanes (inbound and outbound)

- 5.14 **Option Description:** This option is as per the drawings in Attachment A. This scheme proposes the installation of peak hour bus lanes on the inbound and outbound sides of Lincoln Road between Moorhouse Avenue and Whiteleigh Avenue. The inbound bus lanes will operate between 7am and 9am Monday to Friday and the outbound bus lanes will operate between 4pm and 6pm Monday to Friday. A short section of the outbound bus lane between Moorhouse Avenue and the railway line will operate 24 hours a day, 7 days a week. This area has no on street parking currently so does not impact any businesses.
- 5.15 An outbound bus lane is proposed on Moorhouse Avenue between Selwyn Street and Lincoln Road. This will operate between 4pm to 6pm Monday to Friday.
- 5.16 A 30km/h speed restriction is proposed to be installed on Lincoln Road between Whiteleigh Avenue and Moorhouse Avenue. This reduces vehicle speeds which will improve pedestrian safety in the retail area.
- 5.17 A new signalised pedestrian crossing is proposed to be installed outside #332 Lincoln Road. This is approximately half way between the signalised crossing at Harman Street and outside #296 Lincoln Road (North and South Gourmet).

1.1.2 Option Advantages

- 5.18 The bus lanes improve bus journey times and bus reliability in both the morning and evening peaks making them more attractive as an option for commuters. The average time saving for buses will be 4 ½ minutes in the morning peak and 6 ½ minutes in the evening peak. The two minute increase in time savings in the afternoon peak is due to the section of bus lane on Moorhouse Avenue between Selwyn Street and Lincoln Road in the outbound direction.
- 5.19 The amended design for Moorhouse Avenue allows this section to operate as a part time bus lane, minimising impact on the businesses by allowing for some indented carparks for use

during the hours the bus lane isn't operating. This change addresses the concerns raised by the businesses during the consultation phase.

- 5.20 With the inbound bus lane operating between 7am and 9am, the loss of the on street car parks on the inbound side of Lincoln Road is prior to the majority of the businesses being open so will have minimal impact on customers being able to park.
- 5.21 With the outbound bus lane only operating between 4pm to 6pm in the evening, the restaurants, cafés and bars on the outbound side of the road will have customer parking outside their businesses from 6pm. From 4pm to 6pm the high turnover car parks are being provided in the adjacent side streets to provide carparks close to the retailers.

1.1.3 Option Disadvantages

- 5.22 While the bus lanes are operating, there is no on street parking directly outside the businesses along that side of Lincoln Road and Moorhouse Avenue during those hours.
- 5.23 For the businesses on Moorhouse Avenue, there are a reduced number of available car parks when the bus lane is not operating. To accommodate the carparks, the design moves the existing kerb to create more width to accommodate two parking bays. This achieves 6 carparks. The costs of providing the car parks is high with the two parking bays estimated to cost \$120,000 to construct.
- 5.24 Right turning restrictions at Spencer Street and Dickens Street will require some traffic to use an alternative routes.

Option 2: Peak Hour Bus lane (Inbound)

- 5.25 **Option Description:** This option would provide a part time (7am to 9am Monday to Friday) inbound bus lane on Lincoln Road between Whiteleigh Avenue and Moorhouse Avenue only. The new signalised crossing outside #332 Lincoln Road, the street trees, side road turn restrictions and footpath paving be installed as per the preferred option.

1.1.4 Option Advantages

- 5.26 Having an inbound bus lane only, would save an average 4 minutes in the morning peak giving passengers better reliability for arrival time at work in the mornings.
- 5.27 The loss of the on street car parks is prior to the majority of the businesses being open so will have minimal impact on customers being able to park.
- 5.28 The businesses on the outbound side of Lincoln Road will not be affected in the evening peak.
- 5.29 There would not be a bus lane on Moorhouse Avenue which means the parking is unaffected outside the businesses.

1.1.5 Option Disadvantages

- 5.30 Bus passengers will still experience a high degree of variability in the evening peak which will make the buses a less attractive option for commuters who are heading home after work. The evening peak provides the highest time savings so the improvements to the morning reliability may not be sufficient to attract new users as they will still retain a high degree of variability in the evening.
- 5.31 Cyclists do not get improved facilities in the outbound direction and will continue to be squeezed between the parked vehicles and the traffic stream.

Option 3: Peak Hour Bus lane (Outbound)

- 5.32 **Option Description:** This option would provide a part time (4pm to 6pm Monday to Friday) outbound bus lane on the southeast side of Lincoln Road between Moorhouse Avenue and

Whiteleigh Avenue and on the south side of Moorhouse Avenue between Selwyn Street and Grove Road. The new signalised crossing outside #332 Lincoln Road, the street trees, side road turn restrictions and footpath paving be installed as per the preferred option.

1.1.6 Option Advantages

- 5.33 Having an outbound bus lane only, would save an average 6 ½ minutes in the evening peak giving passengers better reliability for arrival time when heading home after work. The savings are due to the buses being able to bypass the congestion along Lincoln Road.
- 5.34 This improved reliability of bus travel time in the evening peak may make the use of passenger transport more attractive.
- 5.35 The businesses on the inbound side of Lincoln Road will have no changes to the on street parking.

1.1.7 Option Disadvantages

- 5.36 Bus passengers will still experience a high degree of variability in the morning peak which will make the buses a less attractive option for commuters. The morning peak is important for commuters trying to get certainty around arrival time at their place of work. This may reduce the attractiveness of bus services for users and reduce the increase in bus patronage on the corridor.
- 5.37 The bus lane on Moorhouse Avenue permanently reduces the available parking for the businesses adjacent. The creation of the parking bays adds \$120,000 to the project cost for 6 carparks.
- 5.38 Business on the south east side will have no on street parking outside their businesses between 4pm and 6pm Monday to Friday.

Analysis Criteria

- 5.39 This project was initiated to meet the following key objectives:
- 5.40 Strategic aim to encourage higher use of public transport and other modes to reduce congestion on this corridor and improve journey time reliability and reduce delays along Lincoln Road.
- 5.41 Address the intersection and corridor safety issues and lower risks for general traffic, pedestrians and cyclists.
- 5.42 To support the potential implementation of higher frequency bus services, and prioritise bus movements along the corridor.
- 5.43 Enhance pedestrian connectivity in Addington Village. Respect and strengthen the existing neighbourhood and town centre with improved walking and safer crossing facilities with pedestrian scale environments and public spaces.
- 5.44 The options were assessed against these objectives.

Options Considerations

- 5.45 The three options considered address the project objectives, but Option 1 maximises the improvements for PT services and passengers by providing PT lanes in both the morning and evening peaks.
- 5.46 The options that were not considered in detail were not proceeded with as they did not provide any improvement for PT services which is the core objective for the project.

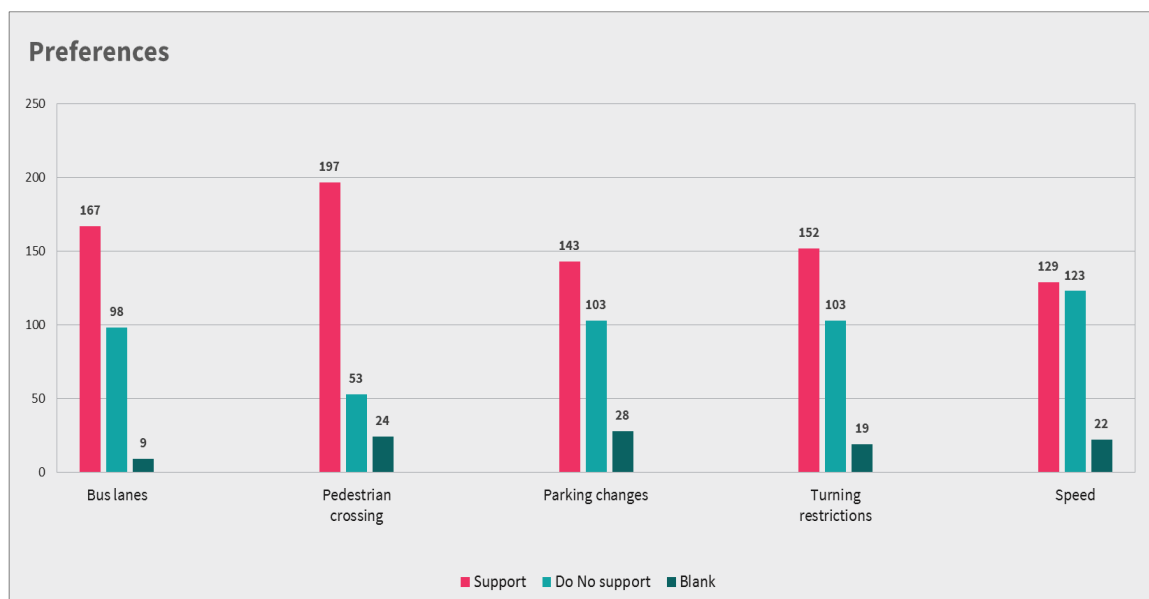
6. Community Views and Preferences

- 6.1 Consultation was open for six weeks from 23 October to 4 December 2018.
- 6.2 Flyers were delivered to 2500 businesses and residences in the area. They were also sent to 985 absentee owners as well as Beckenham Service Centre, Hornby Service Centre, Linwood Service Centre, Riccarton Service Centre, Spreydon Community Library and Te Hāpua: Halswell Centre. In addition, 111 key stakeholders were sent the consultation flyer.
- 6.3 The consultation was promoted through print advertising and social media. Channels used were Facebook, Neighbourly, Instagram and the Councils website. The number of posts on each medium and some information on the reach of each medium is detailed below:

Facebook	
Number of CCC wall posts	1
Number of targeted posts	6
Groups targeted	Halswell Community Group, Addington Community
People reached	27,326+
Neighbourly	
Number of wall posts	1
Number of targeted posts	6
Number of Christchurch residents on Neighbourly	63064
Instagram	
Number of wall posts	757 average
Instagram Poll	69% of those that took the poll were in favour of the proposed changes, while 31% were not
Website	
Total page view	3,676
Unique page views	3,007
Average time on page	4min 36sec
Bounce rate	82%
Main Referrer	Facebook mobile, Direct, Google

- 6.4 A poster was displayed on the bus interchange plasma screen advertising the consultation on the project was underway, as well as on ECan's Twitter page, and on their Facebook page. ECan also included it in their metro newsletter which gets emailed to people with a metro card. This was undertaken so bus users who benefit from the proposed bus lanes, but don't live in the area covered by the delivery of the consultation material, were aware of the proposal.
- 6.5 Council staff stood in the bus exchange for two evenings early in the consultation period and gave copies of the consultation material to bus passengers that use the Orange line services to Halswell.
- 6.6 Posters advising of the consultation were placed along Lincoln Road, in the bus stops and in the Orange Line buses. In addition we advertised in the Southern View and Western News.
- 6.7 Five drop in sessions were provided for the residents and business owners, four at the Addington Coffee Co-op and one at St Marys Church. Presentations were also given to two residents associations and staff attended the Addington Fair.
- 6.8 274 submissions on the project were received from residents, businesses and stakeholders. Nine additional submissions were received but not included as they were anonymous so we had no way of verifying if they were duplicates of already received submissions.
- 6.9 The consultation leaflet asked submitters if they supported or did not support five key aspects of the proposed scheme. These five were the bus lanes, the new pedestrian crossing, the

parking changes on Lincoln Road, Moorhouse Avenue and side streets, the turning restrictions on the side streets along Lincoln Road and the 30km/h speed limit change. The results of submissions on these five aspects is summarised below:



- 6.10 Submitters provided written responses that detailed the reasons they supported or didn't support the key changes and these have been grouped into pie charts for each and are shown in the Attachment B.
- 6.11 Due to the changes to the kerb alignment to accommodate the bus lanes there is insufficient width to retain the trumpeter sculpture at its current location on the corner of Lincoln Road and Parlane Street. Council also asked submitters what was their preferred location for the relocation of the sculpture for three potential locations it could be accommodated. The submitters votes are shown below:

Option 1 (by the railway line on Lincoln Road)	Option 2 (near the bus stop by Hazaldean Road)	Option 3 (cnr of Harman/Lincoln Road)	No' of submitters that gave no preference in their submission
44	50	39	141

- 6.12 The Board will receive the full submissions a week before the meeting date. The redacted submissions with addresses removed will be available on the consultation page; <https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/184> when the meeting agenda is available.

1.1

7. Legal Implications

- 7.1 There is not a legal context, issue or implication relevant to this decision
- 7.2 This report has not been reviewed and approved by the Legal Services Unit

8. Risks

- 8.1 Lincoln Road is the primary route for traffic coming from the South west growth area. Traffic volume is predicted to grow by approximately 50% over the next 20 years. If alternatives modes are not encouraged via infrastructure such as bus lanes which assist both buses and

cyclists, this will result in increasing congestion, increasing travel time and longer peak periods with traffic running local roads to try and avoid the delays.

- 8.2 Without the proposed bus lanes, Council will not meet its objectives for use of alternative modes and its commitments to its partners on The Greater Christchurch Public Transport Joint Committee.
- 8.3 The proposed bus lanes need to be implemented as designed to achieve good continuity for the bus journey. Removing sections of the bus lanes along the route will result in their overall effectiveness being reduced and could lead to buses not using them as there would be no gain in time if they need to constantly re-join the traffic flow to get around parked vehicles in sections where the bus lane has been deleted. Buses would need to wait until traffic allowed them to re-join the traffic stream and in highly congested traffic such as Lincoln Road this can often lead to significant delays for the buses. This is already evident when buses are observed trying to re-join the traffic stream when they pull in to pick up or drop off passengers currently.

9. Next Steps

- 9.1 If the project is approved, detailed design would commence with construction planned to commence in early 2020. Construction works are estimated to take 6 months but work would be done in stages and would not be outside an individual business for more than 6-8 weeks.
- 9.2 The asphalt and road marking, including the coloured surfacing, would be done at night to minimise impacts on the businesses along the route.

10. Options Matrix

Issue Specific Criteria				
Criteria		Option 1 – Inbound and outbound peak hour bus lanes	Option 2 – Inbound only peak hour bus lanes	Option 3 – Outbound only peak hour bus lanes
Financial Implications	Cost to Implement	\$4 million (estimate)	\$3.5 million (estimate)	\$3.5 million (estimate)
	Maintenance/ Ongoing	This project is expected to add \$41,000 per year to the annual maintenance costs and needs to be accounted for in planning for the next round of area maintenance contracts and associated budgets. The increase is related to the new road markings (annual renewal) and coloured surfacing which needs replacing every 8 years, associated with the bus lanes.	This projected is expected to add \$21,300 per year to the annual maintenance costs and needs to be accounted for in planning for the next round of area maintenance contracts and associated budgets. The increase is related to the new road markings (annual renewal) and coloured surfacing which needs replacing every 8 years, associated with the bus lanes.	This projected is expected to add \$21,300 per year to the annual maintenance costs and needs to be accounted for in planning for the next round of area maintenance contracts and associated budgets. The increase is related to the new road markings (annual renewal) and coloured surfacing which needs replacing every 8 years, associated with the bus lanes.
	Funding Source	FY18-28 LTP \$2.85 million (CPMS38572) \$1.38 million (CPMS17112)	FY18-28 LTP \$2.85 million (CPMS38572) \$1.38 million (CPMS17112)	FY18-28 LTP \$2.85 million (CPMS38572) \$1.38 million (CPMS17112)
	Impact on Rates	Nil	Nil	Nil
Criteria 1 Climate Change Impacts		This option reduces vehicle emissions by encouraging more residents to use PT services and makes cycling safer.	This option will reduce emissions but may not attract as many PT users	This option will reduce emissions but may not attract as many PT users
Criteria 2 Accessibility Impacts		A new signalised crossing is planned and upgrades to side road intersection and the Whiteleigh/Barrington/Lincoln	A new signalised crossing is planned and upgrades to side road intersection and the Whiteleigh/Barrington/Lincoln	A new signalised crossing is planned and upgrades to side road intersection and the Whiteleigh/Barrington/Lincoln

	intersection to provide tactile pavers and other infrastructure	intersection to provide tactile pavers and other infrastructure	intersection to provide tactile pavers and other infrastructure
Criteria 3 Future Generation Impacts	This option provides long term choices regarding commuting options for residents either via Public Transport or cycle.	This option provides long term choices regarding commuting options for residents either via Public Transport or cycle.	This option provides long term choices regarding commuting options for residents either via Public Transport or cycle.

Statutory Criteria			
Criteria	Option 1 - Inbound and outbound peak hour bus lanes	Option 2 - Inbound only peak hour bus lanes	Option 3 - Outbound only peak hour bus lanes
Impact on Mana Whenua	This option does not involve a significant decision in relation to ancestral land or a body of water or other element of intrinsic value, therefore the decision does not specifically impact Ngāi Tahu, their culture and traditions.	This option does not involve a significant decision in relation to ancestral land or a body of water or other element of intrinsic value, therefore the decision does not specifically impact Ngāi Tahu, their culture and traditions.	This option does not involve a significant decision in relation to ancestral land or a body of water or other element of intrinsic value, therefore the decision does not specifically impact Ngāi Tahu, their culture and traditions.
Alignment to Council Plans & Policies	This option is consistent with Councils Plans and Policies and provides improvements to the reliability of public transport.	This option is consistent with Councils Plans and Policies and provides improvements to the reliability of public transport, but less than Option 1	This option is consistent with Councils Plans and Policies and provides improvements to the reliability of public transport, but less than Option 1

Attachments

No.	Title	Page
A	Lincoln Road plans for approval	
B	Consultation charts	

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

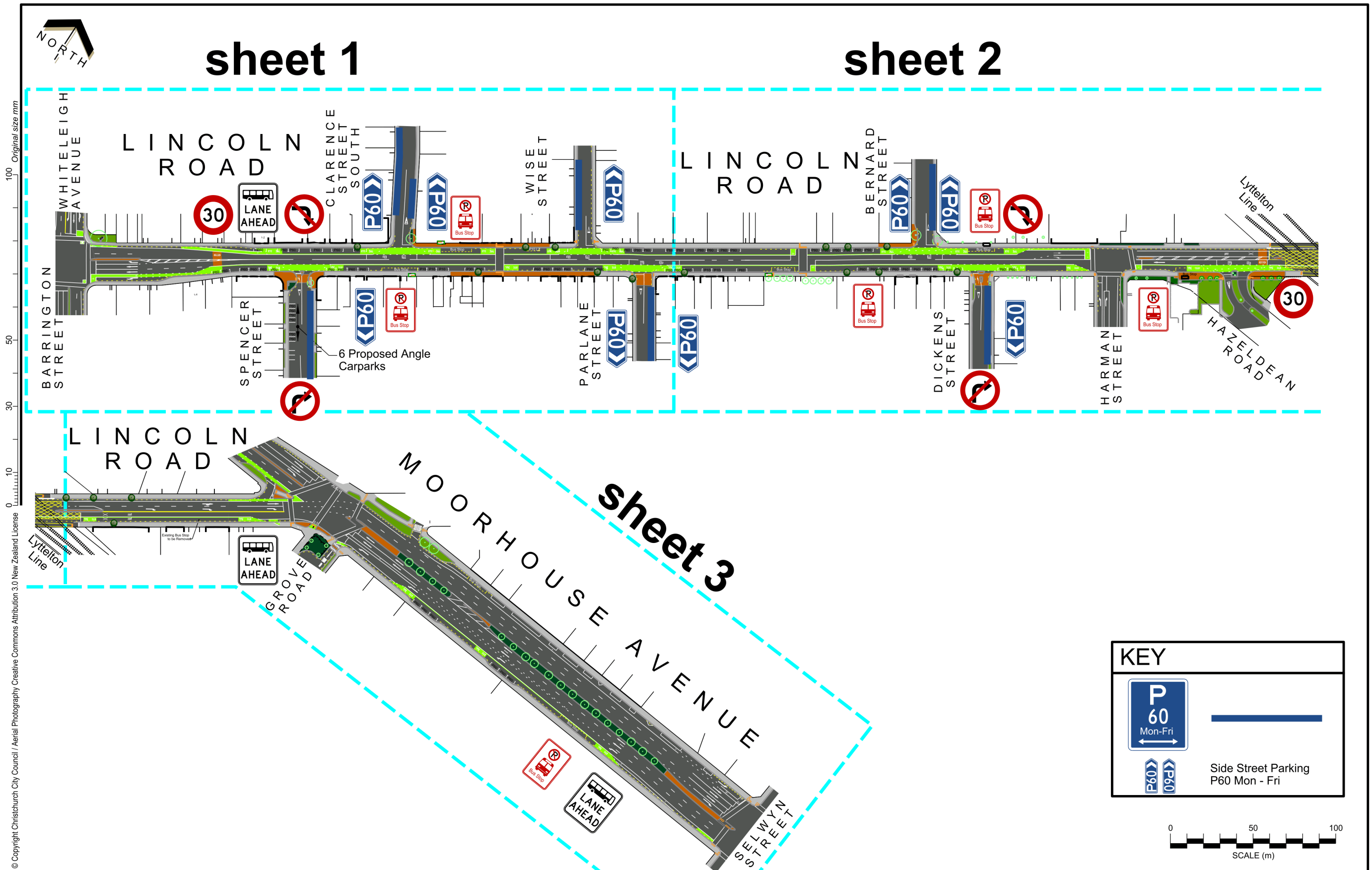
(a) This report contains:

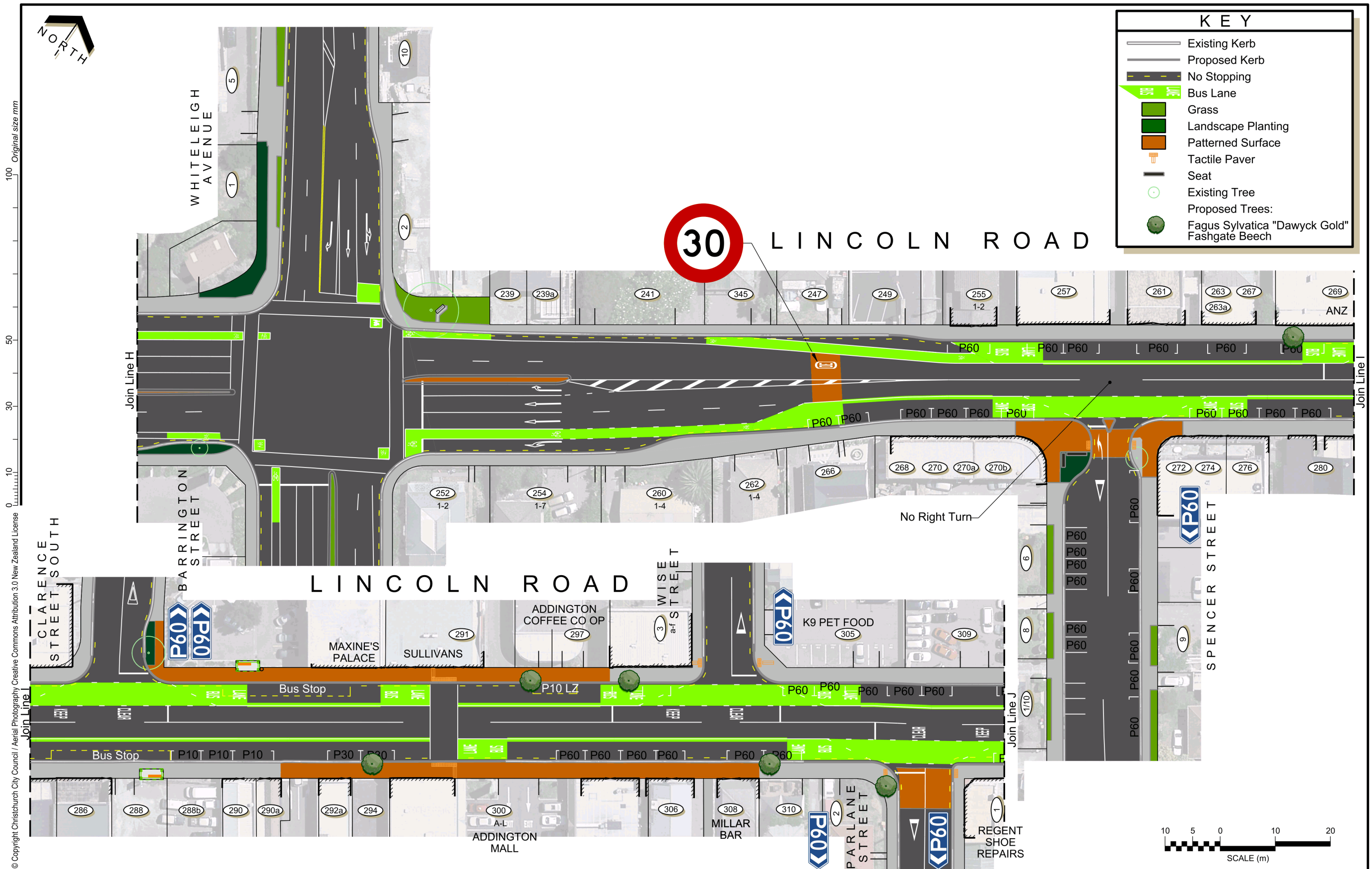
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

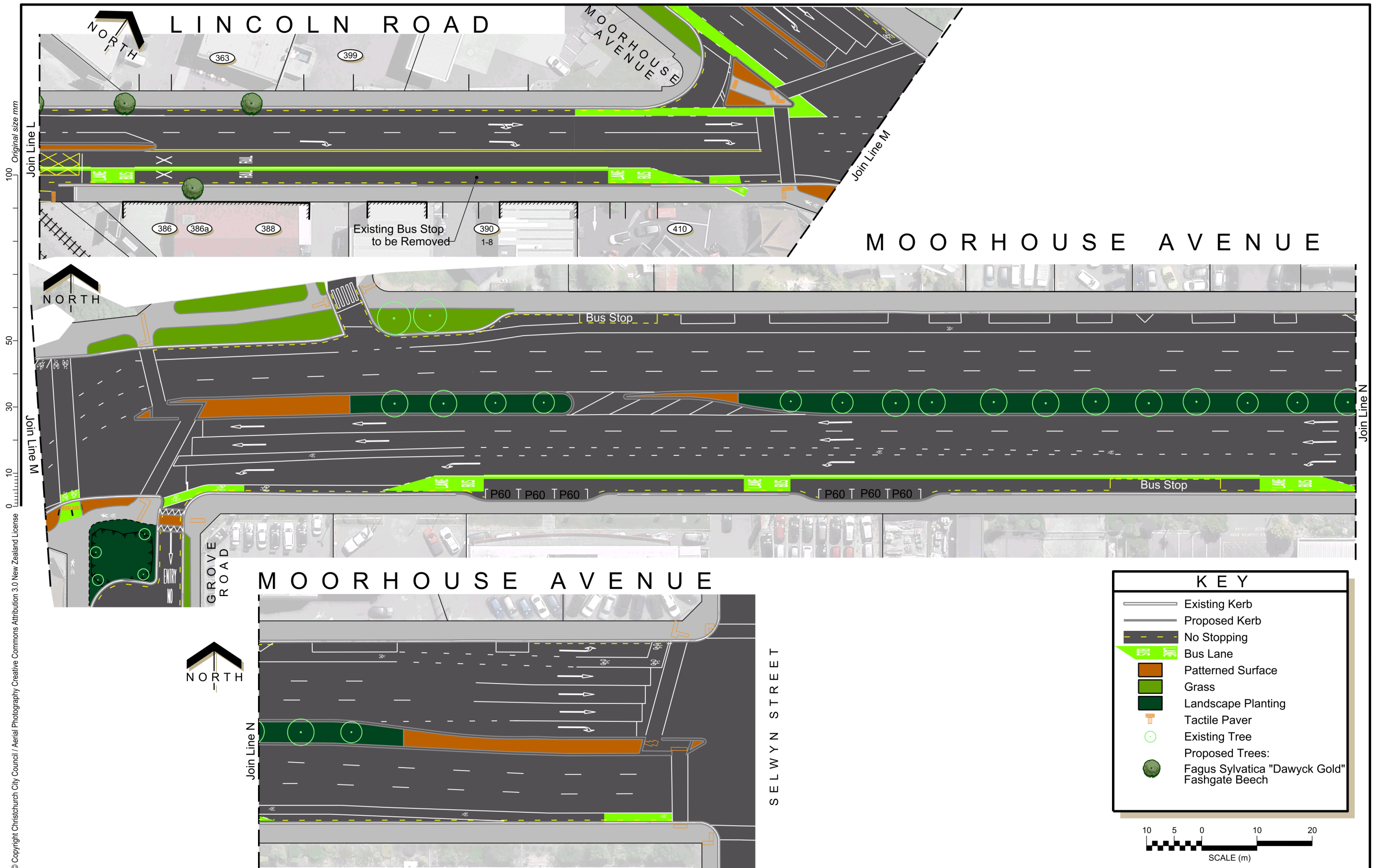
Signatories

Authors	Brendan Bisley - Senior Project Manager Samantha Sharland - Engagement Advisor
Approved By	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport David Adamson - General Manager City Services









Drop in sessions

Resident focused:

6pm, Tuesday 30 October
Addington Coffee Co-op
297 Lincoln Road, Addington

Business focused:

6pm, Thursday 1 November
Addington Coffee Co-op
297 Lincoln Road, Addington

11am to 1pm, Wednesday 7
November
Manuka Cottage at St Mary's
Church,
21 Church Square, Addington

6pm, Wednesday 21 November
Addington Coffee Co-op
297 Lincoln Road, Addington

We sent this invite out to
stakeholders and we advertised
them on our Facebook page,
Twitter, Instagram and on
Neighbourly.

We also attended the Addington
Fair, which sparked a few
conversations about the project.



Advertising

This was used on the bus interchange plasma screen, on ECan's Twitter page, and on their Facebook page. ECan also included it in their metro newsletter which gets emailed to people with a metro card.

We stood in the bus exchange for two evenings and spoke to bus users on this route.



We put posters along Lincoln Road, in the bus stops and in the Orange Line buses.

In addition we advertised in the Southern View and Western News.

Social Media summary

Performance broken down by platform



Facebook

- Number of CCC wall posts: 1
- Number of targeted posts: 6
- People reached: 27,326+
- Groups targeted: Halswell Community Group, Addington Community



Neighbourly

- Number of wall posts: 1
- Number of targeted posts: 6
- Number of Christchurch residents on Neighbourly: 63,064



Instagram

- 757 people, on average, saw this story
- Instagram Poll; 69% of those that took the poll were in favour of the proposed changes, while 31% were not



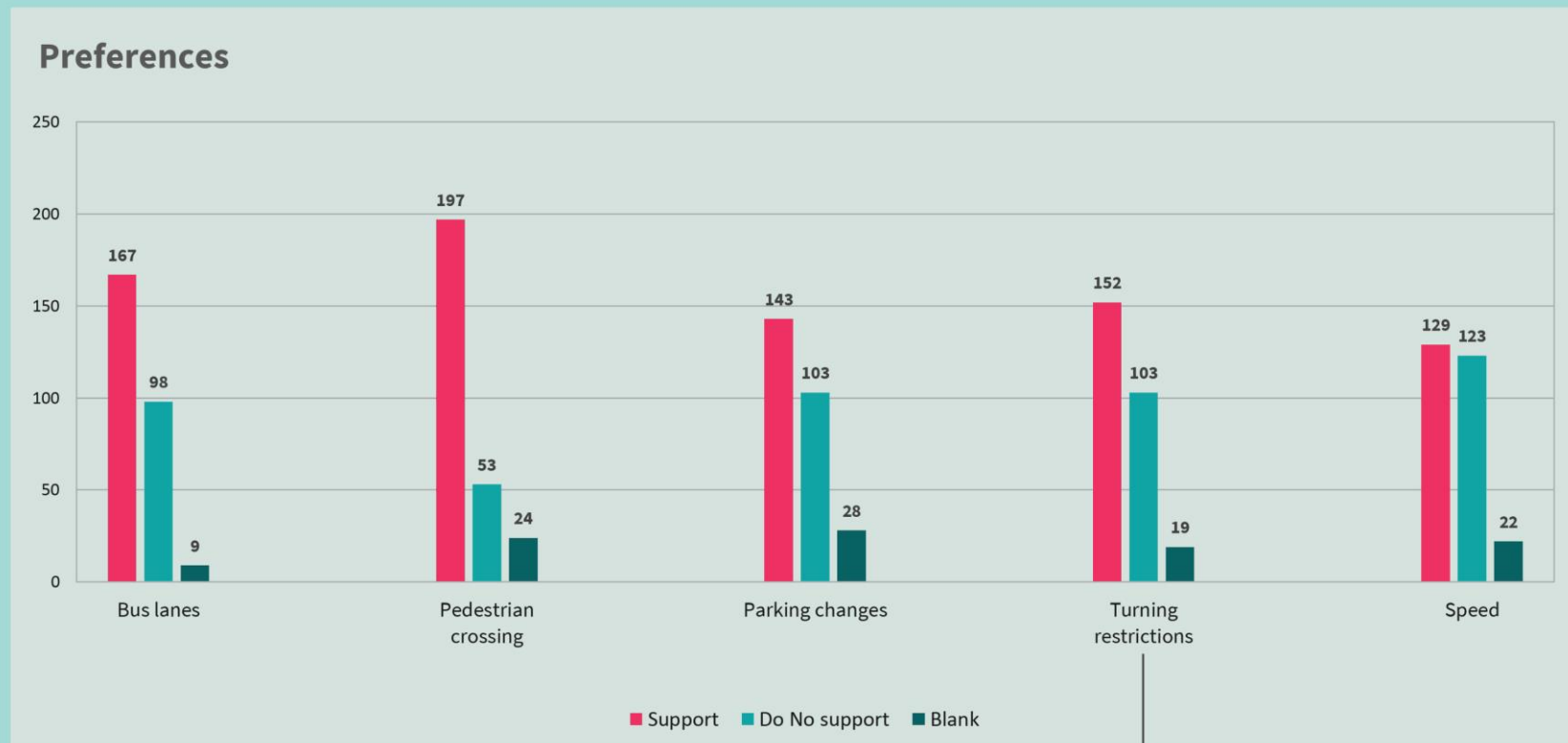
Website

- Total page views: 3,676
- Unique page views: 3,007
- Average time on page: 4min 36sec
- Bounce rate: 82%
- Main Referrer: Facebook mobile, Direct, Google

Preferences

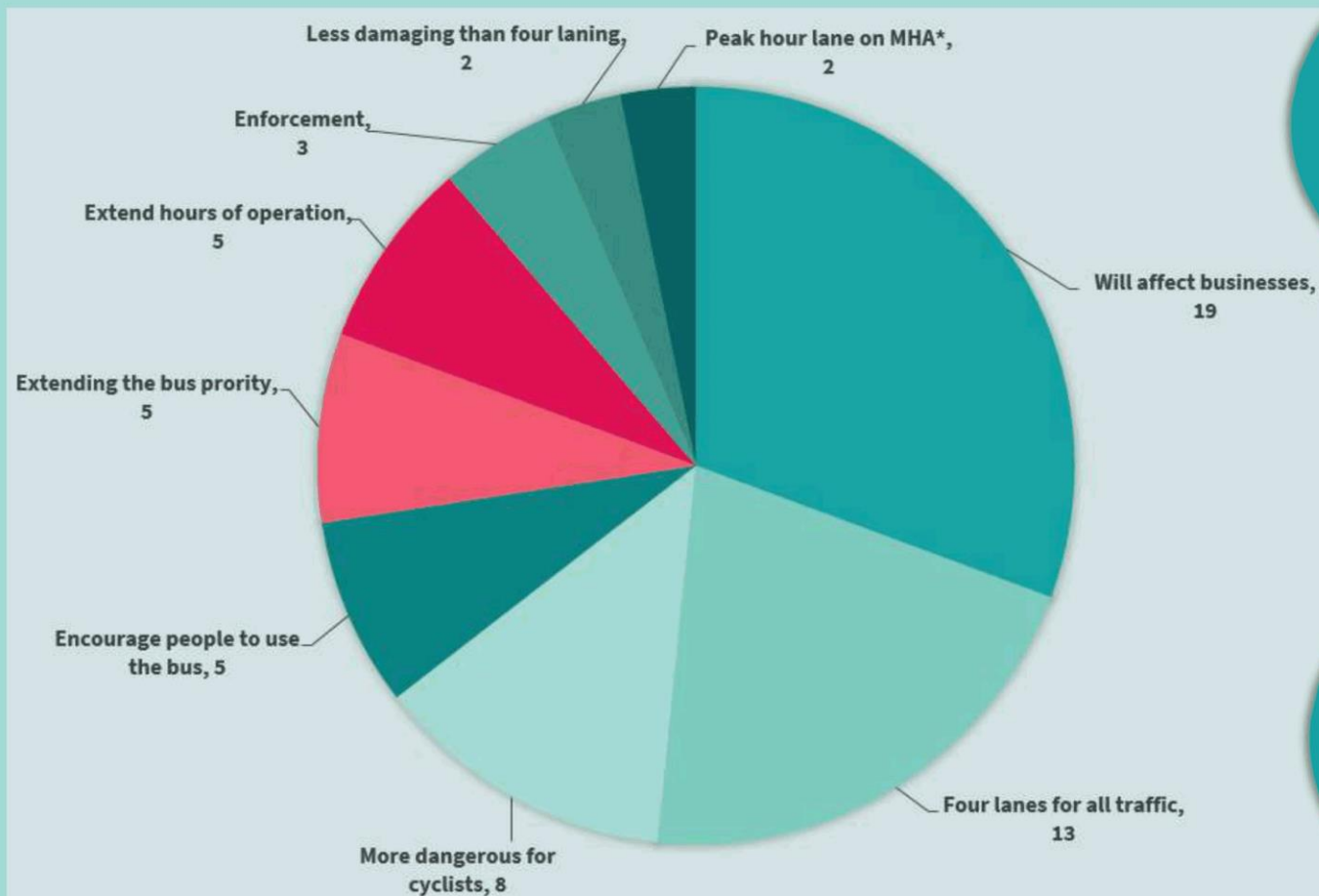
We received 275 submissions

Please be aware that the numbers will not add up to the total submissions as some people commented on multiple options.



Turning restriction streets; Spencer Street, Dickens Street and Wise Street.

Bus lanes – peak hours



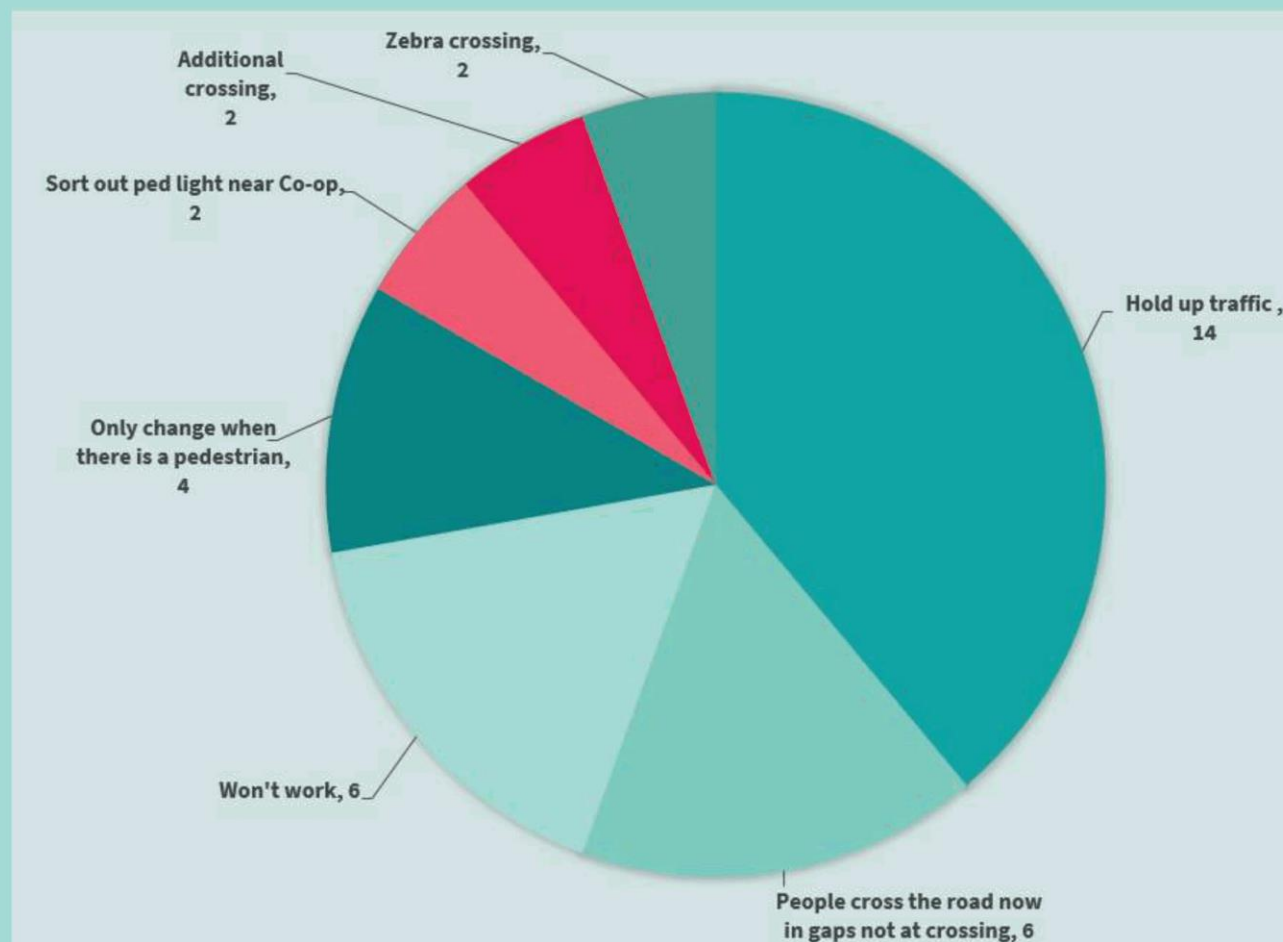
*MHA – Moorhouse Avenue

Buses need priority. They carry numbers of people and should be able to pull out and stop without getting tangled with cars. It makes sense.

Traffic is terrible during peak hour times. We need to put in more lanes for all vehicles not just buses

A great idea to move more people down a congestion corridor and facilitate future growth to southwest of city.

Pedestrian crossing

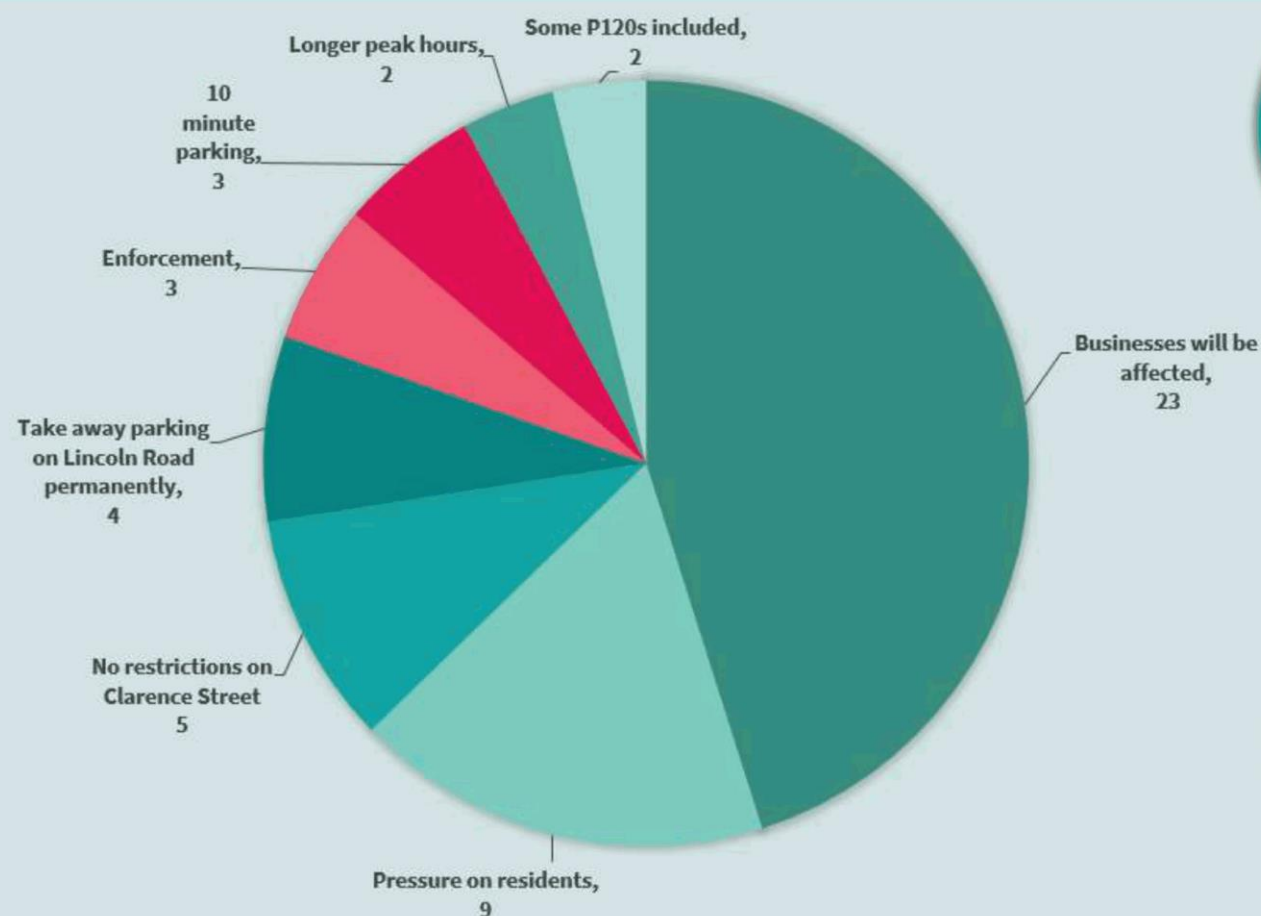


Lincoln road is a 'pinch point' yet is a major arterial. Rather than a pedestrian crossing that will impede traffic flows 'an overpass' walkway or an underpass would be more effective and safer.

Good idea, there are a lot of people who need to cross the road around this area, due to increased office space etc., particularly during peak times, this would make things safer for pedestrians, motorists and cyclists

This will be of great benefit for pedestrians - including those using buses or parking on side streets accessing businesses

Parking changes

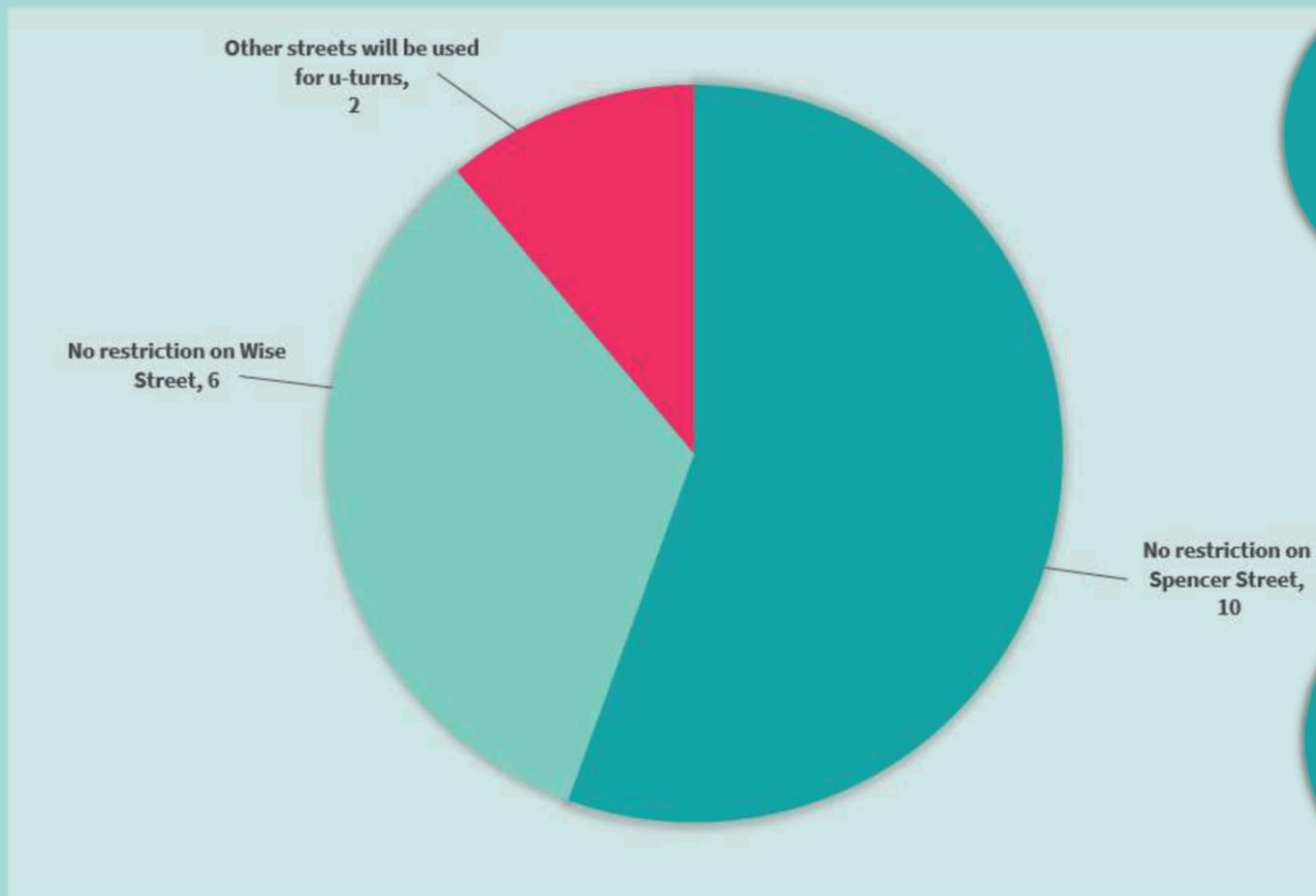


Lincoln Rd businesses will be affected. Casual passer by business will slow down. Access to ATM's will be limited to side streets that are currently full of Lincoln Rd day time employees.

Fantastic. These roads are already being used by office workers for spill over parking. office worker parking annoys locals and makes it hard to get out of their tight cottage lots.

There should be no parking on such a busy roads as it blocks the traffic and dramatically impacts the situation on the road for everyone except those who parked there

Turning restrictions

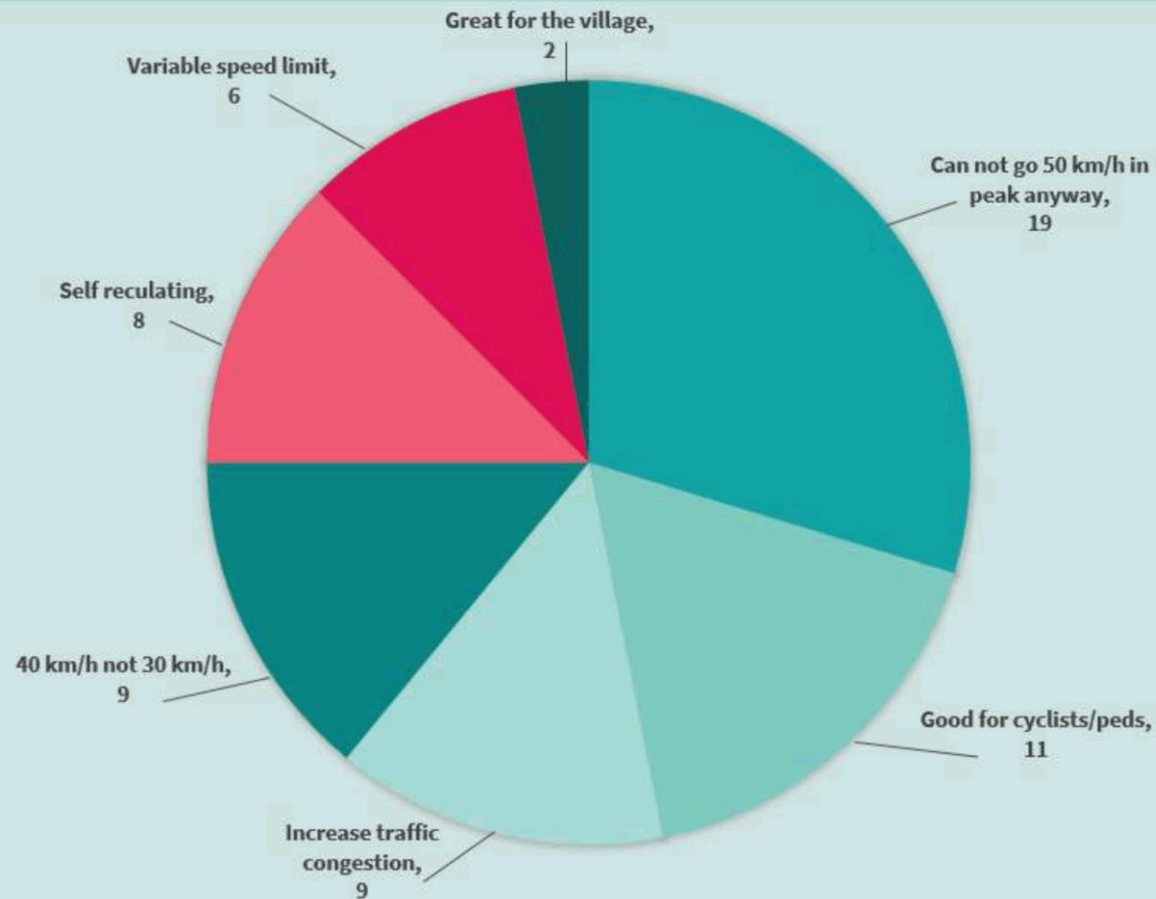


As the manager of the St John Community Store I am concerned about the no right turn into Spencer St. This will make our donations very difficult.

Wise Street left only will not work for trucks and trucks come in all the time. Both on and off of Wise Street left only will make it impossible for trucks to enter or exit Wise.

I support the right-turn bans at side-streets - I have seen many crashes and near misses where vehicles have turned right into cyclists and pedestrians. Right-turn bans will make it much safer.

Speed



Always good. safer for pedestrians and cyclists. Besides the vast number of cars in that section don't move much faster than 30 anyway.

Absolutely support this speed reduction as a local resident. It won't slow peak traffic down at all, and will greatly increase the amenity of the mall by making the area more pedestrian friendly.

Too slow. It will cause a huge back-up of traffic at times. Very few motorists keep to the city limit - I am often passed in the 30k limit by others travelling at +4-kph

Sculpture

History

- The Addington Brass Band was established in 1883 with workers from the Addington Rail Workshops.
- Surviving a recess through two world wars and several name changes, Addington Brass is still an integral part of the Christchurch community.



Addington Workshops Brass Band 1883

Artwork

- 'Addington Worker in Tune' was created by artist Judith Streat to reflect the history and heritage in the area.
- Using railway sleepers and tracks, the sculpture represents the rail workers and it pays tribute to the workers brass band.
- The sculpture will be relocated from Parlane Street to the bus stop near Hazeldean Road.



'Addington Worker in Tune'

Moorhouse Avenue

Impacted Businesses

- Value Cars Warehouse
- Super Sport
- Paul Kelly Motors

Submission Comments on Moorhouse Avenue

- The businesses would prefer no bus lane as they don't see Moorhouse Avenue as congested the majority of the time, but would potentially accept a peak hour bus lane as a compromise.
- The loss of parking increases the impact from other Council roading works such as the Little River MCR which already removed car parking in the area.
- New residential developments nearby that have no onsite car parks will remove some of the currently available on street parking used by businesses.
- The car parks on Moorhouse are used by Netball players and other sporting activities in the weekends, they are not just used by businesses. There are alternatives for buses to use Harman Road to avoid the congestion on Moorhouse Avenue
- The proposed works required to implement the plan will further hurt business and residents alike in the area by slowing traffic and removing parking.



Consultation changes

1. Sculpture to be installed near Hazeldean Road
2. Turning restrictions removed at Wise Street
3. 'Keep Clear' boxes installed at all intersections that allow for right turns to improve safety and visibility
4. Parking bays are included on Moorhouse Avenue to allow the bus lane to operate part time rather than 24/7
5. Loading zone installed outside 297 Lincoln Road to cater for businesses in the area
6. The bus stop outside 342 Lincoln Road relocated to outside 334 Lincoln Road. This is to address existing safety concerns from users of the laneway and people accessing the Jailhouse Backpackers accommodation.



Lincoln Road bus stop relocation

Report from Coastal-Burwood Community Board – 22 July 2019

14. 553F Pages Road - Revocation of Reserve Status and Creation of a Fee Simple Title

Reference: 19/880156

Presenter(s): Barry Woodland, Property Consultant

1. Staff Recommendations

That the Waitai/Coastal-Burwood Community Board recommends to the Council that it:

1. approves the commencement of revocation procedures under Section 24 of the Reserves Act 1977 seeking to revoke the Road Reserve status of the land at 553F Pages Road described as Lot 3 DP 36587, and having an area of 120m², subject to:
 - a. Public Notification as prescribed by Section 119 of the Reserves Act 1977 (and no sustainable objections being received), and;
 - b. The consent of the Minister of Conservation pursuant to Section 24 of the Reserves Act 1977.
2. approves the subsequent retention of the land in Council ownership as a fee simple interest to be held as an integral part of the Knights Drain stormwater storage and wetland project, and;
3. approves that the Property Consultancy Manager be delegated the authority to manage and conclude all of the negotiations and transactions required to finalise the revocation process and the subsequent registration of a new fee simple title in favour of Council.

2. Coastal-Burwood Community Board Recommendation to Council

Part A

That the Council:

1. Approves the commencement of revocation procedures under Section 24 of the Reserves Act 1977 seeking to revoke the Road Reserve status of the land at 553F Pages Road described as Lot 3 DP 36587, and having an area of 120m², subject to:
 - a. Public Notification as prescribed by Section 119 of the Reserves Act 1977 (and no sustainable objections being received), and;
 - b. The consent of the Minister of Conservation pursuant to Section 24 of the Reserves Act 1977.
2. Approves the subsequent retention of the land in Council ownership as a fee simple interest to be held as an integral part of the Knights Drain stormwater storage and wetland project, and;
3. Approves that the Property Consultancy Manager be delegated the authority to manage and conclude all of the negotiations and transactions required to finalise the revocation process and the subsequent registration of a new fee simple title in favour of Council.

Attachments

No.	Report Title	Page
1	553F Pages Road - Revocation of Reserve Status and Creation of a Fee Simple Title	179

553F Pages Road - Revocation of Reserve Status and Creation of a Fee Simple Title

Reference: 19/581201

Presenter(s): Barry Woodland – Property Consultant (5952)

1. Purpose of Report

- 1.1 The purpose of this report is to seek the Board's support and recommendation to Council to revoke (under the provisions of the Reserves Act 1977) the reserve status of the land currently held as street reserve at 553F Pages Road and, following completion of all necessary statutory processes, to retain the 120 m² area of land in fee simple Council ownership as an integral part of the proposed Knights Drain stormwater storage and wetland flood protection project.

2. Executive Summary

- 2.1 Construction of the new (Council approved, fully consulted and LTP funded) Knights Drain Stormwater Storage and Wetland facility on the corner of Pages Road and Anzac Drive is due to commence towards the end of this year (2019). Refer Figure 1 below.
- 2.2 The majority of the land required to facilitate this development has been secured subject to finalising agreements with the last two private owners.
- 2.3 The only other property related issue for resolution relates to 553F Pages Road (shown pink in Figure 2 below) which is currently held as street reserve administered by Council.
- 2.4 To tidy up its legal status, and to provide greater flexibility with regard to its future purpose and use, staff recommend the revocation of its reserve status and its subsequent retention as a fee simple, Council owned, interest.
- 2.5 To facilitate this the Community Board would need to recommend that Council approve commencing the revocation process subject to completion of the necessary statutory processes.

3. Staff Recommendations

That the Waitai/Coastal-Burwood Community Board recommends to the Council that it:

1. approves the commencement of revocation procedures under Section 24 of the Reserves Act 1977 seeking to revoke the Road Reserve status of the land at 553F Pages Road described as Lot 3 DP 36587, and having an area of 120m², subject to:
 - a. Public Notification as prescribed by Section 119 of the Reserves Act 1977 (and no sustainable objections being received), and;
 - b. The consent of the Minister of Conservation pursuant to Section 24 of the Reserves Act 1977.
2. approves the subsequent retention of the land in Council ownership as a fee simple interest to be held as an integral part of the Knights Drain stormwater storage and wetland project, and;
3. approves that the Property Consultancy Manager be delegated the authority to manage and conclude all of the negotiations and transactions required to finalise the revocation process and the subsequent registration of a new fee simple title in favour of Council.

4. Context/Background

Issue or Opportunity

- 4.1 The Knights Drain and Aranui catchments are at greater flood risk since the 2010 / 2011 earthquakes due to land damage. The Land Drainage Recovery Programme (LDRP) investigated options for flood mitigation in these catchments and recommended a package of works to reduce flooding.
- 4.2 By way of a Council resolution on 12 November 2015 (CNCL/2015/00021) design work was approved for the development of a stormwater retention basin over part of Wainoni Park (completed), the construction of a new pump-station (PS232) near to Anzac Drive (and decommissioning of PS204) and remediation of the existing upstream Knights Drain stormwater basin and modifications to Knight Drain on the corner of Anzac Drive and Pages Road.
- 4.3 Construction of PS232 was completed in 2016. This precipitated a subsequent Council resolution (CNCL/2017/00165) approving the detailed design and property acquisitions required to facilitate the delivery of the preferred upstream Knights Drain stormwater storage and wetland option (illustrated in Figure 1 below).



Figure 2



- 4.4 With construction due to commence in the next financial year (2019 / 2020) the majority of the land required for the project is now owned by Council (shown hatched black in Figure 2 above). Negotiations to purchase the remaining two privately owned properties are well advanced.
- 4.5 The only other property related issue relates to 553F Pages Road (the Land) which has no title but is described as Lot 3 DP 36587 (shown highlighted pink in Figure 2 above).
- 4.6 Advice from Land Information New Zealand (LINZ) confirms that the Land is not legal road (which would precipitate a road-stopping process) but rather is held as Local Purpose (Road) Reserve administered by Council pursuant to Section 352 (3) of the Municipal Corporations Act 1954.

- 4.7 This section prescribes that....'on deposit of the approved plan (DP 36587) all lands shown as reserves shall vest in the Corporation (Council)....and shall be held as reserves set apart for the purposes indicated on that plan (street to vest), and subject to the provisions of the Reserves and Domains Act 1953'.
- 4.8 The Municipal Corporations Act 1954 is now subject to, and deemed part of, the provisions of Reserves Act 1977.
- 4.9 To tidy up the legal status of the Land, and to provide flexibility with regard to its future use and purpose, staff recommend revocation of its reserve status and creation of a Council owned fee simple title to be held as an integral part of the Knights Drain stormwater storage and wetland project.
- 4.10 The statutory process governing the revocation of reserves pursuant to the Reserves Act 1977 is outlined below in paragraphs 4.13 – 4.15.

Strategic Alignment

- 4.11 Addressing this land status issue supports the delivery of a key LDRP project and as such is consistent with Council's plans and policies. It will also create greater certainty around Council's ownership and use of this parcel of land.
- 4.12 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 4.12.1 Activity: Flood Protection & Control Works
- Level of Service: 14.1.5.0 Implement Land Drainage Recovery Programme works to reduce flooding - Delivery of works to meet floodplain management plans and remaining high priority plans: Start delivery of works to meet Heathcote, Avon and Estuary floodplain management plan

Decision Making Authority

- 4.13 The Department of Conservation has provided various delegations to Local Authorities to enable the more effective and efficient administration and management of the Reserves Act 1977 (Act). However, they have not delegated any authority to Local Authorities with regard to the revocation of a reserve status.
- 4.14 As such Council, acting on a recommendation by the Community Board, may resolve to commence the revocation procedures pursuant to Section 24 of the Reserves Act, the successful outcome of which is subject to:
- (1) Public notification (as prescribed by Section 119 of the Act), and;
 - (2) The consent of the Minister of Conservation.
- 4.15 Should any objections to the public notice be received and remain unresolved these would need to be presented to Council and, if upheld, would precipitate the requirement for a hearings panel. However, the likelihood of any *sustainable* objections being received is considered unlikely in this instance given the prior, and extensive, consultation around the views and preferences of affected and interested parties with regard to the wider Knights Drain project.

Previous Decisions

- 4.16 At its meeting on 27 July 2017 Council resolved:

That the Council:

1. Having considered the assessment of options and alternative sites, and the views and preferences of interested and affected persons identified by way of the consultation process outlined in this report:
 - a. Approves and adopts 'Option A – Storage Pond and Treatment Pond or Wetland' as described in this report to achieve the Remediation Option in relation to the post-earthquake flood mitigation works within the Knights Drain and Aranui area adopted by the Council on 12 November 2015 ("the Project"), and
 - b. Approves and adopts 'Location Option 1 – Adjacent to Knights Drain' described in this report and the land as is shown highlighted in red in Figure 2 contained in this report as the location for the Project ("the Land").
 2. Determines that the:
 - a. Project is a public work,
 - b. Land is required for the Project,
 - c. Council accepts financial responsibility for the Project and funding for the purchase of the Land and the construction and commissioning of the Project is provided in the 2015-25 Long Term Plan.
 3. Approves the purchase of the Land.
 4. Delegates authority to the Property Consultancy Manager to purchase the Land for the Project and dispose of any land necessary to facilitate the project or that becomes surplus, and in doing so to negotiate and enter into any such agreements with all parties on such terms and conditions as he shall consider expedient or necessary.
- 4.17 Although the revocation and retention of 553F Pages Road is not essentially a property 'purchase', the act of tidying up Council's interest in the Land will create certainty and flexibility for Council (and the project) regarding the future use and ownership of this asset.

Assessment of Significance and Engagement

- 4.18 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.19 The level of significance was determined using Council's significance and engagement policy.
- 4.20 The community engagement and assessment outlined in this report (and as specifically referred to in the Council resolution above in paragraph 4.16) reflects this assessment.

5. Options Analysis

Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 – Revocation and retention of the Land as a fee simple interest.
 - Option 2 – Retain the Land's road reserve status.
- 5.2 No other options were considered.

Options Descriptions

- 5.3 **Preferred Option: Option 1: - Revocation and retention of the Land as a fee simple interest.**

5.3.1 **Option Description:** the Land's current legal status as road reserve is revoked and a fee simple title created in favour of Christchurch City Council.

5.3.2 **Option Advantages**

- Creates a registered legal title to the Land in favour of Council.

- A fee simple interest provides greater flexibility for Council in terms of allocating a future purpose and use for the Land.
- It creates an unencumbered interest.
- It avoids potential issues arising from retaining the Land as road reserve but then using it for an alternative, technically unpermitted, use (eg Stormwater Storage and Wetland).
- Supports the flood mitigation programme for the wider Knights Drain / Aranui catchment that meets Council's values and flood management strategies.

5.3.3 Option Disadvantages

- Results in a minimal additional rates liability.

5.4 Option 2 – Retain the Lands road reserve status

5.4.1 **Option Description:** retain the current legal status of the Land as road reserve pursuant to Section 352 (3) Municipal Corporations Act 1954.

5.4.2 Option Advantages

- None.

5.4.3 Option Disadvantages

- The permitted use of the Land is technically limited to that of road reserve.
- The proposed use of the Land (in conjunction with the Knights Drain stormwater storage and wetland project) would be inconsistent with its permitted use as road reserve.
- The current legal status of the Land (as street to vest) provides Council with a relatively inflexible property interest.

Analysis Criteria

- 5.5 In assessing the two options the principle consideration concerns the current legal status of the Land and how this impacts the future use of that Land.
- 5.6 In simple terms the land at 553F Pages Road is currently held as, and has a permitted use for, road reserve. This is incompatible with its future proposed use as an integral part of the Knights Drain stormwater storage and Wetland facility.
- 5.7 To address this, and to protect the Council against any future challenge regarding the use of road reserve for stormwater storage purposes, revocation of its road reserve status and the creation of a fee simple interest will provide Council with unencumbered ownership of the Land and the flexibility to use the Land for whatever purpose or use it requires.

6. Community Views and Preferences

- 6.1 As referred to in the Council resolution at paragraph 4.16 above, the assessment of options and alternative sites and the views and preferences of interested and affected persons has been widely consulted.

7. Legal Implications

- 7.1 There is not a legal context, issue or implication relevant to this decision.

- 7.2 This report has not been reviewed and approved by the Legal Services Unit (LSU), although both the LSU and Technical Services (Survey) Units have confirmed the appropriateness of the proposed revocation and retention approach outlined in this report.
- 7.3 Should public notification of Council's intent to revoke the Lands reserve status result in a sustainable objection being upheld and precipitate the need to initiate a hearings process, the involvement of the Legal Services Unit would be required. However, this eventuality (ie a *sustainable* objection being received) is considered remote. In the unlikely event of a sustainable objection the matter will be reported back to the Council for further decisions.
- 7.4 LSU has confirmed that the proposal to revoke the Land's reserve status does not trigger a Section 40 PWA offer-back situation as the Land is being retained for a public work.

8. Risks

- 8.1 There are no significant risks associated with this decision.
- 8.2 This does not mean there are no risks, however, any potential risks (such as the outcome of the public notification process, which cannot be guaranteed) are considered to be limited.

9. Next Steps

- 9.1 If the Council approves the Board's recommended option the property team will initiate the statutory process to revoke the Land's road reserve status which will be subject to public notification and the consent of the Minister of Conservation.
- 9.2 Once completed, a fee simple title for the Land will be raised in favour of Council.
- 9.3 This statutory process is relatively convoluted and could take 4 to 6 months to complete.

1.

10. Options Matrix

Issue Specific Criteria			
Criteria		Option 1 – Revocation & Land Retention	Option 2 – Retain Road Reserve Status
Financial Implications	Cost to Implement	Limited to minimal costs associated with the statutory revocation process and creation of a new title (survey, legal, LINZ registration etc). Estimated at \$10,000. Absorbed within project cost budget.	Retain the status quo. No cost.
	Maintenance/Ongoing	Minimal additional annual costs absorbed within the maintenance budget of the wider Knights Drain stormwater storage and wetland facility.	Minimal additional annual costs absorbed within the maintenance of the wider Knights Drain stormwater storage facility.
	Funding Source	Rates.	Rates.
	Impact on Rates	Minimal additional rates on the retained fee simple land.	Nil (no rates on retained road reserve).
Environmental Impacts (Climate Change)		Flood control benefits associated with the wider project.	Flood control benefits associated with the wider project.
Social & Community Impacts		The wider project seeks to mitigate flooding in the Knights Drain / Aranui catchments.	The wider project seeks to mitigate flooding in the Knights Drain / Aranui catchments.
Accessibility Impacts		N/A	N/A
Health & Safety Impacts		N/A	N/A

Statutory Criteria		
Criteria	Option 1 – Revocation and Land Retention	Option 2 – Retain Road Reserve Status
Impact on Mana Whenua	No impact.	No impact.
Alignment to Council Plans & Policies	No inconsistency with policy and plans. Supports the LTP funded LDRP.	No inconsistency with policy and plans. Supports the LTP funded LDRP.
Other Statutory Criteria	S.24 Reserves Act 1977 revocation procedures adhered to. Fee simple title will be compatible with the proposed stormwater storage use.	The permitted (road reserve) use will be at odds with the proposed (stormwater storage) use.

Attachments

There are no attachments to this report.

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Barry Woodland - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Bruce Rendall - Head of Facilities, Property & Planning Keith Davison - Manager Land Drainage David Adamson - General Manager City Services

15. Draft Submission on Ministry of Transport's 'Road to Zero' Consultation on the 2020-2030 Road Safety Strategy

Reference: 19/828738

Presenter(s): Trudy Jones Transport Policy Planner

1. Purpose of Report

- 1.1 The purpose of this report is for the Council to approve the Draft Submission on the Ministry of Transport's Road to Zero Road Safety Strategy 2020-2030

2. Staff Recommendations

1. That the Council approve the draft Submission on the Ministry of Transport's Road to Zero Road Safety Strategy 2020-2030

3. Key Points

- 3.1 The government is proposing to adopt the world-leading Vision Zero approach to road safety, by seeking submissions on the proposed 'Road to Zero' Road Safety Strategy 2020-2030.
- 3.2 Details of the strategy can be found at <https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/e97c3b3d0d/Road-to-Zero-consultation-document-July2019.pdf>
Submissions are due 14th August 2019.

Key Submission Points

- 3.3 In the draft submission (Attachment A), the Council supports:
 - the Road to Zero Vision, and the interim goal of 40% reduction in deaths and serious injuries on our roads by 2030,
 - the proposed principles, but believe that they should be re-emphasized and prioritised based on evidence from the previous strategy's effectiveness, and
 - the commitment to ongoing monitoring, but request clarification on the ability to modify strategy and principles if they are demonstrably ineffective.
- 3.4 Council requests the Ministry strongly consider:
 - separating infrastructure improvements and speed management as key action areas, in line with the Safer Journeys strategy,
 - ensuring that appropriate funding is available to achieve the strategy vision in line with the principles,
 - development of action plans in partnership with Road Controlling Authorities that should include more specific targets in line with this 40% reduction that individual actions can be assessed against,
 - clarifying, and amending as required, the consultative requirement for adjusting speed limits to align with a safe and appropriate speed,

- appropriate legislative and funding changes to enable Road Controlling Authorities to work with the police to more effectively enforce speed and other traffic infringements through the use of cameras,
- the benefits from Public Transport in achieving safety outcomes through the reduction of traffic volumes on our roads, and
- the need for greater leadership in road safety from Central Government.

Council implementation of Vision Zero

- 3.5 Following the Government's adoption of the 'Road to Zero' Road Safety Strategy, staff are planning to bring a report to Council on how Council can progress towards a 'Vision Zero' approach.

Attachments

No.	Title	Page
A ↓	Draft Response to Road to Zero	189

24 July 2019

Road Safety Strategy Team
Ministry of Transport
Wellington

RoadSafetyStrategy@transport.govt.nz

Christchurch City Council Submission on the Road to Zero Road Safety Strategy 2020-2030

Introduction

1. Christchurch City Council (the Council) thanks the Ministry of Transport for the opportunity to provide comment on the Road to Zero Road Safety Strategy 2020-2030.
2. As a local road controlling authority, Christchurch City Council is fully committed to improving road safety and undertakes actions, such as behaviour change campaigns, speed management and infrastructure improvements to reduce deaths and serious injuries on our roads. We have a local road safety programme that focusses on safe system principals for the improvement of intersections, routes, prioritising low cost safety interventions - and improving safety for vulnerable road users. In the past 2 years, we have undertaken 20 speed limit reviews based on the Speed Management Guide that has resulted over 60 safe and appropriate speed limits being set. We are also working towards encouraging road user choices that lead to an increased uptake in travel by public transport which, as the Strategy shows, is an inherently safer means of travel in terms of exposure to risk.
3. Overseas experience suggests that very strong, focussed partnerships to deliver safety outcomes across Central Government, Local Government, Police Forces and other emergency services, are key to improved performance. We would encourage the Ministry of Transport to consider the merits of a much stronger call to partnership action in funding, delivery, and enforcement, if this new strategy is to succeed.

4. Submission

Key points

Council supports:

- the Road to Zero Vision, and the interim goal of 40% reduction in deaths and serious injuries on our roads by 2030,
- the proposed principles, but believe that they should be re-emphasized and prioritised based on evidence from the previous strategy's effectiveness, and
- the commitment to ongoing monitoring, but request clarification on the ability to modify strategy and principles if they are demonstrably ineffective.

Council requests the Ministry strongly consider:

- separating infrastructure improvements and speed management as key action areas, in line with the Safer Journeys strategy,

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TRIM:

- ensuring that appropriate funding is available to achieve the strategy vision in line with the principles,
- development of action plans in partnership with Road Controlling Authorities that should include more specific targets in line with this 40% reduction that individual actions can be assessed against,
- clarifying, and amending as required, the consultative requirement for adjusting speed limits to align with a safe and appropriate speed,
- appropriate legislative and funding changes to enable Road Controlling Authorities to work with the police to more effectively enforce speed and other traffic infringements through the use of cameras,
- the benefits from Public Transport in achieving safety outcomes through the reduction of traffic volumes on our roads, and
- the need for greater leadership in road safety from Central Government.

Discussion on the specific sections of the Strategy

Vision and target

We strongly support the proposed Road to Zero vision.

We also support the strong target of a 40% reduction in deaths and serious injuries (DSI's) by 2030. We believe that this is an ambitious, stretching, but realistic goal that should be achievable, with the right action plan, priorities, interventions, accountability and strong leadership, as set out below.

Principles

The seven proposed guiding principles we believe could be better ordered to reflect their priority in guiding the strategic directions for road safety. Some of the principles could be considered more fundamental in shaping strategic considerations (4, 5 and 6), whilst others appear to relate more to investment decision-making processes (3 and 7). We believe that the strong role of partnerships in reducing DSI's is an omission from the guiding principles. Presenting the guiding principles in a prioritised order would demonstrate the necessary confidence that the evidence base behind this new strategy has been analysed to best develop a long term strategy from which prioritised actions can be established. The strategy needs to outline clear insight and direction over the biggest wins and provide information about effective ways of prioritising actions.

Focus areas

Given the evidence base for road safety interventions, the focus areas could also be prioritised more clearly. Infrastructure provision and speed management are fundamental cornerstones to the delivery of road safety. These were helpfully separated in the previous Safer Journeys strategy and in other international guiding documents, such as World Health Organisation (WHO) report "Save Lives - a road safety technical package". It is not clear why these two key aspects are combined in this proposed strategy, but we would recommend these being separated.

Action Plan

Funding

We would reiterate that Christchurch City Council's response to the safety elements of the 2018/2019 Government Policy Statement on Land Transport (GPS) remain valid and emphasize the March 2017 feedback to that document regarding the following; "Council encourages the Ministry of Transport (MOT) to draw closer links between safety and value for money. Examining

the macro costs of the transport network would likely see the social and public health costs stand out as a negative externality of transport investment. When investing in safety, these costs can also be reduced by managing demand and providing transport choices as well as by improving infrastructure”.

With current changes at the New Zealand Transport Agency (NZTA), Council are not seeing demonstrated the alignment between the objectives of the GPS and funding support. This lack of alignment and the time required to achieve decisions through the NZTA processes is impeding the ability of local authorities to make progress in achieving the objectives of casualty reduction. Similarly, lack of alignment between MoT’s Road to Zero Strategy and NZTA’s funding support could impact on road controlling authorities’ abilities to achieve safety improvements on local roads.

Targets

The NZTA’s Safe Network Programme aims to address the road safety targets, with a focus on high speed / high volume State Highway environments. This results in a package of interventions that do not suit an urban environment or provide effective safety benefits for vulnerable road users.

We therefore recommend that the Ministry of Transport and NZTA work together to support implementation of local authority safety programmes, through an improved understanding of the different network environments with a range of possible interventions, including focussing on vulnerable road users and options to further support delivery of effective road safety packages through the provision of local share funding.

The establishment of clear national casualty reduction targets, if disaggregated locally, would enable resulting performance of programmes to be accurately assessed as to their relevance and effectiveness in meeting those targets.

Consultative Requirements

This strategy could assist with setting consistent national standards around speed management. As a Road Controlling Authority our statutory obligation under Section 22 of the Local Government Act and in the Speed Limit Setting Rule (2017) requires us to consult over speed limit reductions that are justified by their projected safety benefits. Improved clarity over how and to what degree road controlling authorities are obliged to consult over programmes that are consistent with the new road safety strategy would speed implementation and reduce costs and resources. In this context, the Ministry and this strategy should have a key role in providing leadership and the reasoned justification, to enable lower speed limits and national consistency by working on reducing or removing the need for local consultation processes where the changes are based on national recommendations. The document states “A critical issue in New Zealand is that approximately 87% of our current speed limits are not appropriate for the conditions of our roads”, and national leadership is vital to enable efficient progress to address this fundamental problem. As this is the case, the current consultation obligations would impede our collective ability to address this issue in the first few years of the strategy.

Enforcement

The proposed strategy could be utilised to establish and enforce laws at national and local levels, working with partners through legislative change and application of emerging technology to ensure our partners the police have relevant powers to apply legislation to ensure speed management is enforced. Enforcement initiatives, the route to using enforcement technology and the acceptance of all parties on an enforcement strategy should be highlighted to ensure

the efficient roll out of enforcement tools, tools that are readily available. The international evidence that robust national speed (safety) camera deployment and signing strategies, often delivered by close partnerships between Government, local road controlling authorities and enforcement agencies, is beyond doubt. Therefore we would welcome a stronger commitment to the significant expansion of speed enforcement and red light running resources in the early years of strategy implementation. We believe this would greatly improve the chances of the 40% target being achieved.

Many Road Controlling Authorities see safety cameras as low cost solutions to road safety concerns and may be willing to invest in their installation, however, under the current model only the Police can enforce these and there are limitations with their backend processing capacity. Changes to the current model could vastly improve the opportunity to deploy more of these valuable road safety resources.

Public Transport and Safety

Safer Journeys and Road to Zero have limited reference to the key role that a strong public transport can play in enhancing road safety. The discussion misses an opportunity to connect travel demand management, road safety thinking and investment, whereby multiple individual journeys can be made with one professional driver reducing the risk of mistakes. Less car trips/individual vehicle manoeuvres reduces the exposure to risk within the roading network, particularly when buses and trains are inherently safe vehicles.

Leadership

It was identified throughout the term of Safer Journeys that there was insufficient leadership in road safety. This has also come through strongly in what you have heard from the industry. The void in leadership was often filled by misinformed opinion that continues to undermine road safety projects, in particular speed management, and has led to a lack of direction. The Strategy mentions that leadership is required but then indicates that it is looking for this to be the responsibility of all. Whilst we agree that road safety is the responsibility of all, we believe that Central Government needs to take a stronger role in leadership. Leadership is more than setting a strong strategy. It is about ongoing support, leadership and a role that fronts publically.

Monitoring

The 'Safer Journeys' strategy was not supported by a comprehensive monitoring framework to enable an effective way in which to adjust the strategy or actions when it became clear that the desired targets will not be met. A robust analysis of what went well with the previous strategy and what could have worked better is critical for achieving the outcomes desired in the draft Strategy. This would better shape new Strategy and highlight the key differences between the previous 'Safer Journeys' strategy and the new 'Road to Zero' vision.

Conclusion

Whilst generally supporting the draft Strategy, the Christchurch City Council would like to emphasize the need for commitment by the Ministry of Transport to drive the target reductions in deaths and serious injuries through legislative changes, fostering strong funding and delivery partnerships, and enabling local authorities to apply for packages of road safety (infrastructure, education and awareness) funding to support delivery. We also urge the Government to make a much stronger commitment to the early roll out of increased speed (safety) camera deployment across the nation's state highway and local road networks based on casualty data-led enforcement regimes, delivered as partnerships between Government, road controlling authorities and the New Zealand Police.

For any clarification on points within this submission please contact Steffan Thomas, Manger Transport Operations at steffan.thomas@ccc.govt.nz.

Yours faithfully

Lianne Dalziel
Mayor of Christchurch

16. Chief Executive's Report - July 2019

Reference: 19/843838

Presenter(s): Mary Richardson, Acting Chief Executive

1. Purpose of Report

- 1.1 This Chief Executive's Report provides a summary of the Council's organisational performance for July 2019.

2. Recommendation to Council

That the Council:

1. Receive the report.

Attachments

No.	Title	Page
A ↓	Chief Executive Monthly Report July 2019	196

Signatories

Author	Mary Richardson - Acting Chief Executive
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Chief Executive's Report to Elected Members

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July 2019

Acting Chief Executive's Foreword

With the Annual Plan formally adopted, the organisation is now focussed on goal setting for the 2019/20 financial year. The Executive Leadership Team (ELT) released their organisational targets to Senior Leaders for the 2019/20 this month. These goals focus on the delivery of our core business (levels of service, projects and budgets).

Actions from the Annual Plan have been recorded and allocated to staff. These will be reviewed by ELT to consider the impact on resources, with ELT focussing on key issues and priorities.

During the month I met with the Chief Executives from partner organisations, including Development Christchurch Ltd, Regenerate Christchurch and Christchurch NZ. We are all committed to working collaboratively to progress our priorities and promote the social, economic, environmental and cultural well-being of our communities.

We are very conscious that Friday 12 July marked the official pre-election period – defined as the three months before the local election. The period leading up to an election is a time of increased interest and attention on Council staff, particularly in their dealings with elected members,

candidates and the general public. There are a number of protocols that Council staff, and elected members must adhere to during this time and I have drawn staff's attention to these guidelines that will provide information on appropriate behaviour during the election period.

Two information sessions for potential Council and Community Board candidates have been held. The sessions outlined the roles and responsibilities of elected members and the powers, processes and legislation that govern the roles. Comprehensive information is also available to candidates on our website. There has been a great deal of interest since nominations opened on 19 July which is encouraging.

After months of negotiations between the Crown and the Council, we have reached a critical point in determining how the final costs and responsibilities for the city's post-earthquake rebuild will be shared. The details behind the decision expected today were made public at the end of the month when the draft global settlement was released. Negotiations took into account residents' views expressed through the Long Term Plan and Annual Plan processes as well as comments made to a special Council meeting on 6 August. Once approved by Council the proposed settlement will go to Cabinet for final approval.

It's important that the Council and Crown can reach a full agreement, supporting the transition of regeneration back to local leadership, and allowing the remaining uncertainties to be resolved so that the city can continue to regenerate.

Our new Sustainable Procurement framework has now been implemented, and everyone involved in procurement should now be following this. Congratulations to Chris Anderson and his Procurement team for their efforts to roll out the new framework, including training 630 staff throughout the organisation. Members of the procurement team have also been in touch with our suppliers again to support them to work with us under our new sustainability focus.

I was pleased to hear from our Resource Efficiency Manager, Kevin Crutchley, that Christchurch has been named as a finalist in the EVworld 2019 Most EV Friendly Town of the Year award. The winner was due to be announced on Thursday 1 August. This recognition aligns well with our strategic focus on Climate Change Leadership and supports the push from central government for more progress in this area at a regional level.

Congratulations also to our Senior Park Ranger Andrew Crossland who has won 2019 Robert Falla Memorial Award. More information is provided elsewhere in the report.

Following the announcement of the appointment of Dawn Baxendale as our new Chief Executive, on behalf of our Executive Leadership Team, I would like to extend a welcome to Dawn. At this point we don't have a starting date for Dawn but we will be making arrangements in preparation for her arrival.

I'd like to take this opportunity to thank my ELT colleagues who have picked up additional responsibilities and/or moved into new roles.

Strategy and Transformation

Public Information and Participation

Social Media Monthly Report (28 June to 26 July)

Facebook

The Christchurch City Council Facebook page has grown by 337 likes to a total of 50,140. Our posts have been viewed 1.4 million times during this period, with our posts engaged with approximately 22,700 times either through commenting, clicking on a link to our website or liking a post.

Top posts for post engagement:

- Tool library opens in central Christchurch (Newsline). This post reached 28,559 people on Facebook.

1,310 people reacted to the post, the majority by clicking the like or love button. There were 270 comments and 150 shares. Feedback was very positive. 1,097 people clicked onto the Newsline story as a result of the post.

- Video – Christchurch's new floating wetlands (Newsline). This post reached 84,747 people on Facebook. 1,108 people reacted to the post, the majority by clicking the like or love button. There were 93 comments and 85 shares. Feedback was positive. The video was viewed 28,500 times.
- Hammond paints to own rare beat in Art Gallery show (Newsline). This post reached 12,024 people on Facebook. 333 people reacted to the post, with the majority clicking the like or love button. There were 35 comments and 26 shares. Feedback was positive. 128 people read more on Newsline as a direct result of the post.
- Christchurch to celebrate Crusaders three-peat (Newsline). This post reached 13,527 people on Facebook. 320 people reacted to the post, with the majority clicking the like or love button. There were 31 comments and 30 shares. Feedback was very positive. 298 people read more on Newsline.

Twitter

Currently we have 13,800 followers, which is an increase of 25 followers in the last month. We had 26,200 post views this month, 140 total engagements and 62 link clicks. We 'tweeted' 16 times, most of these were replies to resident requests. It is worth noting that we are using Twitter less as the pickup for our content is much lower than on other social media platforms.

Top tweets for engagement:

- New Chief Executive appointment (Newsline)
- Coming up at Council meeting on 11 July

Instagram

The CCC Instagram account (@christchurchcc) had an increase of 73 followers in the last month, taking the total followers to 6,918.

We had 330 engagements to our two posts. Both were centred on the promotion of the Crusaders celebration after their Super Rugby success.





Social Media Trends

Other notable mentions include posts on flu season, road closures and detours and the Chief Executive appointment. It is also worth highlighting the level of interest our KidsFest page had over the last month. We produced 58 posts and saw 550 new people like the page, taking the total to 10,100 likes. Our posts reached 300,000 people while our Facebook events were incredibly popular.

Media Queries

A total of 342 media queries were received in the period from 28 June to 26 July.

Citizens and Community

Contact Centre

June is traditionally a period of peak activity with all channels experiencing increased interaction volumes. Last month staff dealt with 31,493 phone calls, 12,560 service desk interactions and 5,979 emails.

Over the month, 84 per cent of the interactions handled in the Contact Centre were phone calls, with about 20 per cent of those calls requests for service.

The number of calls this month was about 7 per cent lower than last June. The total volume for the Financial Year was 416,045 calls, a decrease of about 1 per cent from last year's total.

Total email volume for the year was 93,013, about 3.7 per cent less than last financial year.

The month began with a Queen's Birthday weather event resulting in damage and flooding across the city.

New Service Requests (Hybris) process training has been rolled out and attended by all Citizen and Customer Services staff, Team Leaders and Internal Handling Officers (Internal Business Units) across a range of activities.

Service desks

Refurbishment was done at our Papanui Service Desk to support implementation of Post Plus Services. The additional services became operational from 18 July.

A new service desk is being built at Fendalton with relocation back to Jeffrey's Road planned for 22 July 2019.

Planning and design is underway for the fit out of services at Riccarton Community Centre. Work is expected to be completed in December 2019.

From 1 July, new extended hours of operation at Hornby Service Centre came into effect.

Capital Delivery

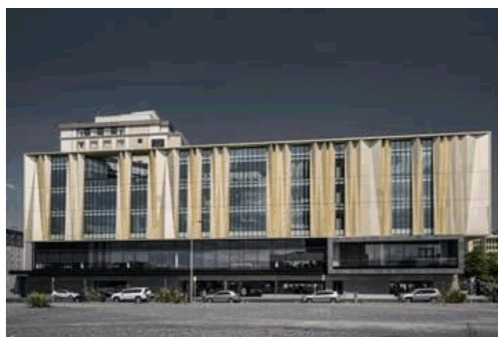
Awards Nominated for/won

Tūranga – Christchurch City Library:

- Institute of Public Works Engineering Australasia (IPWEA) Highly Commended in Public Works over \$5M
- Shortlisted in Civic & Community sector in World Architecture Festival 2019.

ACENZ and the INNOVATE Awards Judging panel will be presenting Tūranga with an INNOVATE Awards- Community Award.

The Community Award, not necessarily an annual award, is made when true meritorious community achievement is apparent. The awards will take place at the ACENZ Annual Conference 2019 held in Christchurch 7-9 August this year.



Christchurch Town Hall

The Auditorium and James Hay Theatre are now operational. The final stage of the repair/refurbishment programme, the Christchurch Symphony Orchestra Centre, is due for completion in early August. This will complete the multi-year programme to restore this iconic building.



Linwood Pool

The Concept Design is approved and the project team are developing the tender documents for the RFP, targeting a release of mid to late August. The gifting of a Te Reo name Te Pou Toetoe will complement the cultural design input from Matapopore.



Projects

Akaroa Wharf

Public consultation was held on the future use of the Akaroa wharf with drop-in sessions held in Akaroa during June. Analysis of feedback will be undertaken. Repair works to the wharf will take place over winter and will be completed before the cruise ship season starts in October 2019.

Hornby Library, Customer Services and South West Leisure Centre

The Waipuna/Halswell/Hornby/Riccarton Community Board has approved changes to the reserve classification which allows siting the proposed facility on Kyle Park. Next steps are to engage with the community and the Community Board on the facilities to be included.

Naval Point Development

The public consultation period for the Naval Point development, based on two high level options, concludes at the end of July. This has included a community meeting and several drop-in sessions. Pile removal was completed on 8 July.



Christchurch Art Gallery

Art Do

The Gallery's fundraising mega event of the year, the Art Do Dinner and Art Do Party took place Saturday 27 July. Those attending the dinner dined upstairs in an intimate gallery with a five-course dinner and a one-of-a-kind Gallery dining experience. Those with party tickets were downstairs, soaking up the atmosphere, living large at the Party, and enjoying a roving best-of-Canterbury menu. Later in the evening everyone came together to celebrate the Gallery and raise the roof on art and creativity in Aotearoa.

Community Support, Governance & Partnerships

Coastal-Burwood Community Service Awards 2019

The Waitai Coastal-Burwood Community Board awarded fourteen Community Service Awards for 2019. Twelve of these awards were presented at an awards ceremony held at the Waitkiri Golf Club on Tuesday 2 July. The awards ceremony was funded by the Waitai Coastal-Burwood Community Board with the organisation of the ceremony by Coastal-Burwood Community Governance Staff.

The Community Service Awards are a way of giving well-deserved recognition to people who make our communities better places to live and to thank and honour volunteers who, without pay and with little recognition, demonstrate dedication and passion, inspiring others to make service a central part of their lives.



Dusk to Dawn

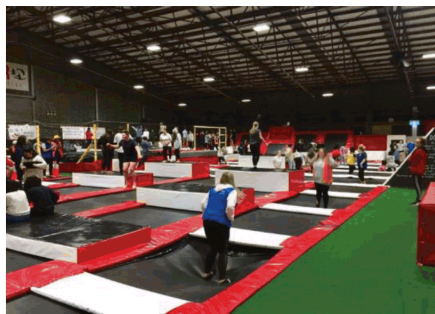
Friday night 5 July was buzzing with 150 excited youth at the Dusk to Dawn. The all-night party event was held from 8pm to 8am and kicked off from The Papanui Youth Development Trust (PYDT). A great night was had not only by the youth, but also by the 40+ youth leaders and Council staff members.



This is a wonderful partnership initiative supported by the Papanui-Innes and Fendalton-Waimairi-Harewood Community Boards and once again those who attended were not disappointed.

From the excitement of bouncing on trampolines at Mega Air, swimming at Graham Condon, ice skating at Alpine Ice, to rock climbing (with a few zombies thrown into the mix), there were certainly some exhausted youngsters and staff at the end of the night!

Logistically this is a very challenging event to run and without the support of the leaders and a number of local groups, it may not have gone ahead.



The Big Chill

The Big Chill was held at Linwood Park on 13 July and was made possible with funding from the Linwood-Central-Heathcote Community Board and with the support of sponsors, local groups and organisations.

Everyone had a great time enjoying the great weather and fun activities with friends and whanau from noon to 3pm. There was a sausage cook up, games and music, hot drinks, smoothie bike cranking, a play centre with face painting, inflatables for all ages, Clives Incredible Crazy Bikes, Flip Out for tumbling fun, rocket making and flying, skating hire, tricks and tips with Skate Skool, and storytelling, telling original one off stories.

The Electoral Commission also found the event very useful for increasing voting awareness.

Thanks to everyone who made this event such a great success.



Kidsfest Muddy Adventure

Community Recreation Advisors organised a pilot event, the 'Muddy Adventure'. This is the first nature play event held and could not have gone ahead without the wonderful support from the Rangers in Victoria Park, the team members of Spreydon Library, the Outreach Team (who are as always imaginative and fun!) and the Events Production Team.

The Pukeko Centre came along and toasted marshmallows and the Cashmere Volunteer Army helped build harakeke tipi's, ran the mud kitchen, the balance beam, the cave experience, mud painting and various other activities. Soup was provided to the children who came with their own mugs and was made by a wonderful volunteer cook who also made the volunteer's banana muffins to keep them going.

As a pilot event it was a great learning experience with amazing feedback that the children loved the experience and would love more muddy adventures. The parents particularly loved that there was no wifi!



Libraries & Information

Tūranga

Phoenix: a celebration of a creative wellbeing exhibition: An exhibition showcasing work by artists from Ōtautahi Creative Spaces Room 5 is on display in the exhibition space on Hapori level 1 of Tūranga until Sunday 11 August.



The exhibition's theme of transformation is expressed through the mythical story of the firebird Phoenix, which arose from the ashes and symbolizes regeneration, strength and renewal.

Ōtautahi Creative Spaces was set up in response to the mental distress in the community post-earthquakes. Free programmes were run in New Brighton, Aranui, and Central Library Peterborough. Based out of Studio Room 5 at the Phillipstown Community Hub, 65 artists are pursuing their aspirations through studio groups, artist mentoring, and collaborative projects.

The kaupapa of transforming lives through creative pathways is making a profound impact on artist's wellbeing. By identifying artistic strengths, mental wellbeing is enhanced and artists have the strength to change other areas of their lives.

Matariki 2019

During June, Libraries hosted a range of whānau-friendly events around the city including themed story times, arts and crafts, two family fun days, and a screening of the movie Whale Rider. This year the Matariki community art project was to create a star box, a waka or a wishing / remembrance star. The materials were all supplied so the community just needed to add their creativity.

The Māori New Year has always been celebrated with the rise of the star cluster Matariki. It marks the beginning of the Aotearoa/Pacific New Year according to the lunar calendar.

In 2019, the stars set on 27 Haratua / May, and were due to rise 25 to 28 Pipiri / June 2019.



Helen Keller Day at Papanui Library

The 139th anniversary of Helen Keller's birth was celebrated at Papanui Library on 27 June by members of the Christchurch Deaf Blind Group from the Blind Foundation. Customers and staff were able to talk to people from the group through New Zealand Sign Language interpreters about their artworks and sporting medals, and meet guide dog Corryn.

Helen Keller (1880-1968) was an inspirational American author, political activist, and lecturer. She was the first deaf-blind person to earn a Bachelor of Arts degree. She became deaf and blind at a very young age as result of an illness.

Sustainable Living Series at Lyttelton Library

Lyttelton Library hosted a Sustainable Living Series in June, including; a Great Stash Swap, a Sustainable Living themed story times session, an evening with Karen Banwell from Whaka Ora Healthy Harbour, and a Community Information Evening, to bring together a number of local groups, individuals and organisations to talk about the way they are helping to create a more sustainable environment.

Project Lyttelton had a new mid-winter celebration called Ka Awatea, with a number of local events including Wunder Kammer, displays, performances and installations in windows around the town.



Lyttelton library staff decorated their windows with a beautiful set of hand-made stained glass windows depicting native birds and held 'Stories After Dark' to entertain local youngsters.

Parks

Citation – 2019 Robert Falla Memorial Award

Our long standing and outstanding Ornithologist-Ranger, Andrew Crossland has long been recognised by his community and Park Ranger peers as a unique and special individual.

Recently his contributions of ornithological expertise, skill and experience has been acknowledged nationwide with his award and citation as winner of the 2019 Robert Falla Memorial Award.

The Robert Falla Memorial Award is granted by the Ornithological Society of New Zealand to people "who have made a significant contribution to both the Ornithological Society of New Zealand and to New Zealand ornithology". It was set up in memory of Sir Robert Falla, KBE CMG, MA, DSc, after his death in 1979. The first award was made in 1981. Falla was a renowned NZ Ornithologist, researcher and Museum Administrator, as well as President and Fellow of the Royal Australasian Ornithologists Union.

Andrew has been a committed contributor to ornithology in Canterbury and has done so with enthusiasm and great care for about 35 years.

A personal tribute from one of Andrew's peers:

You are a strong advocate for wildlife and birds not afraid to stand up for their protection and you have a detailed memory of many "historic" agreements within council where wildlife values are at stake. We are lucky to have your passion and knowledge on our team. You have been very encouraging to myself to expand my knowledge of birds and participate in the bird surveys and enabling rangers and fixed term staff to participate if interested.

If you hadn't been a key advocate for Travis Wetland, the wetland wouldn't be where it is today.

A big congratulations to Andrew on this prestigious award.



Children's holiday activities

Over the July school holidays the next generation of rangers, ecologists and nature lovers joined the park rangers for special events in Christchurch parks.



Children between 7 and 13 were able to learn about native wildlife, plants and unique habitats while tasting huhu grubs, finding eels and building birdhouses, bivvies and volcanoes.



Preserving threatened native plants

The Christchurch Botanic Gardens has been working with other teams in the City Council to preserve some of Christchurch's threatened native plant species.

Council ecologist, Travis Wetland Ranger, long time volunteers and advisors, along with staff from the Botanic Gardens met to discuss the future of threatened plants in Travis Wetland. Travis Wetland contains some of the last remaining populations of a number of rare wetland plants in Christchurch region.

The 2010 and 2011 Earthquakes changed the ground water tables in this reserve and as a result many of these plants face an uncertain future. The higher water table in some areas is changing the plant composition, with some of the rare herb species becoming over crowded by more vigorous rushes.

The Botanic Gardens team has collected seed to propagate these rare plants so that they can be planted back into the wetland in more suitable locations for their survival and the education of the public.



Where possible they also grow them within the Botanic Gardens collection to conserve them and to highlight the value of the City Council plant collection and habitats we care for across the city and the wider area.



The Christchurch Botanic Gardens has already propagated two rare species of plants from Spencer Park and made these available to CCC rangers for planting back out in the wild.

These plants are the remains of populations that died out over a decade ago but were held by the CCC nursery and provide important genetic material to compliment newly discovered populations in the Spencer Park area.

Vbase

Super Rugby Grand Final

On 6 July the BNZ Crusaders took on the Jaguares at Orangetheory Stadium and won in front of a crowd of 16,536 people. This result was especially sweet due to the BNZ Crusaders taking out the title three years in a row.

The BNZ Crusaders are the first Super Rugby team to conquer single-use cups at their home stadium. Over the last season a total of 57,174 Globelets (re-usable cups) were utilised by fans. At the end of the game guests could take their Globelet home, return it to the retail outlet to get their \$1 bond back, or choose to put their cup in a marked bin to donate their bond to the Christchurch City Mission. Just under \$10,000 has been raised for the City Mission through this initiative.

Peppa Pig and George Show

Sunday 21 July saw the Christchurch Town Hall opens its doors to 6600 people for three sold-out shows of Peppa Pig and George.

A busy weekend is not an unusual occurrence at the Town Hall. In the month of June alone, 43 events were hosted.

The Peppa Pig and George show event was part of Kidsfest, and all tickets were free. To assist with Kidsfest Vbase offered free venue hire to Christchurch City Council.



Citizenship Ceremonies

This month marks the first Citizenship Ceremony to be held at the Town Hall since December 2010. It is really exciting that Vbase can once again play host to such an important event and this type of

event really signals the importance of the building to the community. We look forward to celebrating new citizens on a regular basis with two more ceremonies planned for August.

Consenting and Compliance

Building Consenting Unit

Application Numbers

For the month of June 2019 387 building consents were processed.

For the full 2018/19 year, 4680 consents were processed, compared to 6568 in the previous year. We exceeded our target of processing 95% of consents within 19 working days, with 95.8% achieved.

359 Code Compliance Certificates were processed in June. For the year to the end of June 95.8% of the Code Compliance Certificates were processed within the 19 day timeframe which also exceeds the 95% target.

Earthquake Prone Buildings

By the end of June 2019, there were 683 Christchurch buildings on the national earthquake prone building register. We added 42 buildings in June, and removed 15 due to structural strengthening being completed.

There was only one 133AH notice sent in June, requesting a detailed seismic assessment report for clarification of the earthquake prone building status of their building. Link to the register: <https://epbr.building.govt.nz/>

Building Warrants of Fitness

A building warrant of fitness is a statement signed by the building owner (or owners agent), stating that the requirements of the building's compliance schedule have been fully complied with in the previous 12 months. Received warrants of fitness are regularly audited for accuracy. There were 456 building warrant of fitness audits performed throughout the 2018/19 financial year. While there is no longer a target to reach, we have continued to increase the number of audits we do each year and are well above the measure set in previous years (350 audits per year).

Eco-Design

The Eco Design Service workload for June reached 26 individual consultations for residential buildings, and attendance at 12 industry meetings. The total number of consultations carried out for the 2018/19 financial year reached 368, which was well above the year target of 300, and 19 more consults than last year.

The Superhome tour was held on the last weekend of July. Nine new houses were included in the tour, they were all designed to be healthy, efficient, utilise renewable energy and minimise waste.

Resource Consents

Application Numbers

All applications received decreased from 309 in May to 255 in June. Overall resource consent application numbers processed at the end of the financial year were only slightly below the 2017/18 year of 2364 at 2317. Workloads however were higher due to an increase in the complexity profile of applications and challenges recruiting appropriately skilled staff.

99% of non-notified applications were processed within the 20 day timeframe in June and financial year ending 2019, meeting target. Notified applications were 100% within timeframe financial year ending 2019, exceeding target.

Customer Satisfaction

Included on the decision letter for every resource consent is a link to an electronic survey. This survey provides feedback on the service which is reviewed regularly and feeds into the continuous improvement programme.

The June survey indicated 100% of respondents were satisfied with the quality of service received throughout the consent process, financial year ending 2019 satisfaction of 90% was achieved, exceeding target of 70%.

In addition, in the Council's Residents Survey, resource consents achieved 74% customer satisfaction which was above the target of 70%.

Regulatory Compliance

Investigations of interest

On 16 June there was a fire which substantially damaged a property in St Albans. There had been a history of complaints regarding the state of this property which included its state of repair and rubbish stored outside. Council Engineers confirmed that following the fire it was not safe to occupy, and staff worked with the owner to bring about demolition of the property and clearance of all material from the site.

Performance

High Risk sites and Clean Fill sites are programmed for inspection to achieve a rolling target of monitoring at least once every three months. There are currently 3 high risk sites, which were visited in May/June period. There are 22 clean fill sites, 6 of which were inspected during May and 8 inspected during the June period.

This target was achieved for the 2018/19 performance year.

A total of 7 Investigations of dangerous buildings were reported and initiated during the three months to the end of June with 1 occurring in May and 6 in June. For the 2018/19 performance period the target of 100% was achieved.

No reports were received during May or June 2019 for RMA related incidents. For the 2018/19 performance period this target was achieved.

City Services

Three Waters and Waste

Wastewater

Work package 1 of the Lyttelton Harbour Wastewater Pipeline scheme and the physical works of Work Package 2 are complete. Conversion of the Diamond Harbour wastewater plant is advancing with electrical upgrades and the installation of the new pump station assets about to start.

The Governors Bay pump station has been commissioned. Drop in sessions have been planned to share key information and reasons for the closure of the Governors Bay walking track.

This has been closed for Health and Safety concerns around the pressure main work.

Works have started on the terminal pump station at Simeon Quay. This will be the most visible part of this project in Lyttelton.

The Cashin Quay buffer tank and electrical room have been completed. Asbestos was discovered and dealt with at the Cashin Quay site during excavation.

Construction of the 4.5km Heathcote Valley pipeline is continuing. Information is released through the LGOIMA process to the stakeholders who raised concerns. Drill shot under the Heathcote River installation is planned for October 2019 with target completion in December 2019.

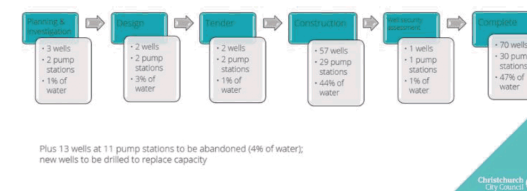


The re-tuning of the Aranui and Shirley vacuum sewer systems has resulted in improved performance, the systems is now able to function as required during wet weather. As a result, we

have lifted the hold on urban development in these areas and are accepting applications for new wastewater connections.

Water supply

We have completed upgrades to 71 well heads which normally supply 47% of the city's water. A further 57 wells are in the construction and sign off phases, which together supply a further 45% of the city's water. Currently around 52% of the city's water is unchlorinated as we are favouring the use of pump stations with secure well heads.



Well head security improvement progress at 23-07-2019



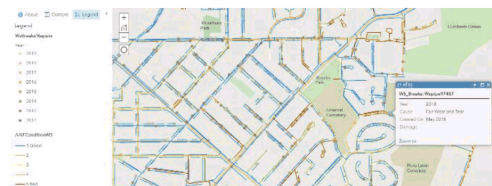
Inspection of the new above ground well head on Picton Well 3 by the well head security expert.

Three Waters Asset Management

The Advanced Asset Intervention Framework (AAIF) for pipe assets has hit a major milestone with the successful completion of methodologies and datasets, supporting the delivery of a prioritised renewal programme. The project provides schema for Condition, RMO, Vulnerability (likelihood of failure schema) and seven consequences of failure schema including criticality aligned to the Council's Risk Policy/framework.

Outputs from the AAIF project are already assisting staff in their day-to-day activities. One such example is the ESRI map below which shows the water supply breaks across the city, in relation to the pipe condition.

The pop-up window for this layer will show the year, cause and damage recorded against the work order.



Solid Waste

452,587 Wheelie bins have been fitted with RFID tags (a completion rate of 95%) and 7,919 bins have been removed from circulation. This three year project is nearing completion and a campaign was launched to assist residents to check their bins and to advise that untagged bins will no longer be emptied.

Stormwater and Land Drainage

In the last month there has been progress on a number of large projects, including:

- Cashmere Worsley Outlet structure – heritage wall is now constructed and the main structural walls is in place
- Curletts Basin – landscape planting underway

- Eastman Wetlands – Bund construction ongoing and Milns Drain realignment progressing
- Heathcote dredging – stage four has started
- Southshore Emergency Bund Stabilisation Project – a number of worksites across Southshore and South New Brighton
- Knights Drain Pond project (alongside Anzac Drive and Pages Road) – land purchases complete



Cashmere Worsley heritage wall



Cashmere Worsley Outlet Structure



Heathcote Dredging Project



*Rock wall strengthening at Heron Street
(Southshore Emergency Bund Stabilisation Project)*

Transport

The first package of street renewal works along Petrie Street, Randall Street and Stapletons Road in Richmond has reached practical completion and these streets are now open to traffic. Residents are very happy with the completed work, and are very complimentary of the contractor and Council representatives on the project. The next section of work along Stapletons Road is currently under construction.



Corporate Services

Information Technology

The Digital channels team in conjunction with the Design team and Jo Daly (elections officer) Business owner, have re-developed an exciting mobile app to enable our citizens to know their ward, and candidates, as well as the timelines for voting. It is hoped that this app will create a more informed voting citizenship in Christchurch.

The mobile app enables citizens to browse the profiles of candidates for Mayor, Christchurch City Council, Community Boards, Environment Canterbury and Canterbury District Health board. There is functionality to shortlist preferred candidates so you are able to locate when it comes time to vote.

Once the voting is finished, the app also enables you to view the full results after the election

To download the Celect App – go to Apple App Store or Google Play

<https://ccc.govt.nz/the-council/how-the-council-works/council-elections/celect-mobile-app/>



17. Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items listed overleaf.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
18	FEES AND CHARGES - AKAROA CRUISE VESSELS	S7(2)(B)(II), S7(2)(I)	PREJUDICE COMMERCIAL POSITION, CONDUCT NEGOTIATIONS	WHILST STAFF HAVE DISCUSSED THE PROPOSED CHANGE WITH THE AGENT REPRESENTING THE VAST MAJORITY OF AFFECTED CRUISE SHIP LINES, DISCUSSIONS ARE YET TO BE HAD WITH A SMALL NUMBER OF OPERATORS. DEFERRING THE RELEASE OF THE REPORT WILL ENSURE THE CHANGE CAN BE FORMALLY COMMUNICATED, AHEAD OF POTENTIAL DISCLOSURE VIA THE MEDIA.	15 AUGUST 2019 ONCE FORMAL COMMUNICATION HAS BEEN SENT TO ALL AFFECTED PARTIES ADVISING THEM OF THE DECISION
19	ON-LENDING PROCESS	S7(2)(H)	COMMERCIAL ACTIVITIES	CCHL HAS YET TO CONFIRM WHETHER THERE ARE ANY PROPOSED BORROWING/ON-LENDING ARRANGEMENTS COMING UP IN THIS FINANCIAL YEAR.	AT SUCH TIME AS THE CHIEF EXECUTIVE IS SATISFIED THERE ARE NO LONGER GROUNDS FOR WITHHOLDING THE INFORMATION.