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## Christchurch City Council AGENDA

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### Notice of Meeting Te Pānui o te Hui:

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

**Date:** **Wednesday 10 December 2025**

**Time:** **9.30 am**

**Venue:** **Camellia Chambers, Civic Offices,  
53 Hereford Street, Christchurch**

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### Membership

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

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**4 December 2025**

### Principal Advisor

Mary Richardson  
Chief Executive  
Tel: 941 8999

[mary.richardson@ccc.govt.nz](mailto:mary.richardson@ccc.govt.nz)

### Meeting Advisor

Katie Matheis  
Senior Democratic Services Advisor  
Tel: 941 5643

[katie.matheis@ccc.govt.nz](mailto:katie.matheis@ccc.govt.nz)

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

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

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

<http://councillive.ccc.govt.nz/live-stream>

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

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



# What is important to us?

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

## Our focus this Council term 2022–2025

### Strategic Priorities



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



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



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

Adopted by the Council on 5 April 2023



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



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



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

## Our goals for this Long Term Plan 2024–2034

### Draft Community Outcomes



#### Collaborative and confident

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



#### Green and liveable

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

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



#### A cultural powerhouse

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



#### Thriving and prosperous

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

## Our intergenerational vision

A place of opportunity for all.

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



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

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## Karakia Whakamutunga

### Public Participation Te Huinga Tūmatanui

**Note:** The Council, consistent with its Standing Orders, will not be holding a public forum at this meeting due to the volume of business and associated deputation requests. Those interested can view the Council's livestream at the following link: <http://councillive.ccc.govt.nz/live-stream>

## Karakia Tīmatanga

Whakataka te hau ki te uru

Whakataka te hau ki te tonga

Kia mākinakina ki uta

Kia mātaratara ki tai

E hī ake ana te atakura

He tio, he huka, he hau hū

Tihei mauri ora

### 1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

### 2. Declarations of Interest Ngā Whakapuaki Aronga

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

### 3. Public Participation Te Huinga Tūmatanui

#### 3.1 Public Forum Te Huinga Whānui

**Note:** The Council, consistent with its Standing Orders, will not be holding a public forum at this meeting due to the volume of business and associated deputation requests. Those interested can view the Council's livestream at the following link: <http://councillive.ccc.govt.nz/livestream>

#### 3.2 Deputations by Appointment Ngā Huinga Whakaritenga

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

#### 3.2 Speed Limit Changes

The following presenters will speak regarding the Speed Limit Change reports, Items 6 – 11:

Item	Name	Organisation	Consultation
3.2.1	Derek Rouch		SouthEast Central
3.2.2	Marie Pollisco	Halswell-Hornby-Riccarton Community Board	Halswell
3.2.3	Adele Geradts	Halswell Residents Association	Halswell
3.2.4	John Rice		Halswell
3.2.5	Nicki Carter	Carter Group Ltd	Te Kaha
3.2.6	Danny Rood		SouthEast Central
3.2.7	Alistar Metherell		Nor'West Arc
3.2.8	Dianne Downward		Nor'West Arc
3.2.9	Geoff Bone	Beck and Caul	Antigua

3.2.10	Fox Bennetts		All six speed limit consultations
3.2.11	Anne Scott	Spokes	All six speed limit consultations

#### **4. Presentation of Petitions Ngā Pākikitanga**

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

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



## 5. Plan Change 13 - Final Approval; and Plan Change 14 - Revoking Alternative Recommendations (in part)

Reference Te Tohutoro: 25/2232642

Responsible Officer(s) Te Glenda Dixon, Senior Policy Planner; Ike Kleynbos, Principal Advisor  
Pou Matua: – Planning; Brent Pizzey, Senior Legal Counsel

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

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to make operative the changes to the District Plan contained in the Council's decision of 17 September 2025 on Plan Change 13 – Heritage (PC13), as no appeals have been received.
- 1.2 In addition, the report recommends that the Council revokes its Plan Change 14 decisions which made alternative recommendations to the Minister to remove the heritage scheduling of Daresbury and Antonio Hall. The Council's decision on PC13 removes these heritage buildings and settings from the District Plan's heritage schedule. By revoking the PC14 decision to refer them to the Minister, there will be no decision made on them in PC14, as there is nothing to be decided. The PC13 decision means that they are no longer in the District Plan.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Plan Change 13 - Final Approval; and Plan Change 14 - Revoking Alternative Recommendations (in part) Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves, pursuant to Clause 17(2) and 20(2) of Schedule 1 to the Resource Management Act 1991, the changes to the District Plan introduced by its decision on Plan Change 13- Heritage, to become operative on 19 December 2025.
4. Revokes its Plan Change 14 decision made on 2 December 2024 regarding the Independent Hearings Panel recommendations on the scheduling of heritage buildings and settings for Daresbury and Antonio Hall (CNCL/2024/00214 & CNCL/2024/00215).
5. Notes that Council Officers will inform the Minister that there is no decision for him to make on Daresbury and Antonio Hall as they are no longer scheduled in the District Plan.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The statutory appeal period on PC13 (Heritage) has ended with no appeals being received. The Council must now endorse its previous decision to accept the Panel recommendations on the plan change to make the plan change operative in the District Plan.

- 3.2 The decision on PC13 has removed heritage scheduling of Daresbury (9 Daresbury Lane) and Antonio Hall (265 Riccarton Road). This is the same outcome which the Council recommended to the Minister when it rejected the PC14 (Housing and Business Choice) recommendations of the Independent Hearings Panel (IHP) in its 2 December 2024 decision on the plan change. As the PC13 decision means the buildings are no longer scheduled in the District Plan, there is nothing for the Minister to decide on in relation to these buildings in PC14.
- 3.3 This report recommends that the Council revoke its December 2024 decision on the IHP recommendations for those two buildings. Council Officers will inform the Minister that there is no decision for him to make on these buildings in PC14 as they are no longer scheduled in the District Plan due to the outcome of PC13.
- 3.4 Recommendations in this report seek to ensure that the decision on PC13 is affirmed and the overlap with PC14 as it relates to Daresbury and Antonio Hall is resolved, thereby making any further decision on these sites by the Minister unnecessary.

#### 4. Background/Context Te Horopaki

- 4.1 Plan Change 13 as notified:
  - 4.1.1 Introduced Residential Heritage Areas with an associated policy and rules framework.
  - 4.1.2 Amended the schedule for heritage items and settings (individual sites protected in Appendix 9.3.7.2 of the district plan) by:
    - adding protection for new heritage items, heritage settings and interiors of new and existing heritage items;
    - updating protection for existing heritage items and settings to reflect changes on sites such as implemented subdivision and land use consents; and
  - 4.1.3 Amended controls for heritage items and settings already protected in the district plan by making a range of minor changes to the policy and rules framework, including strengthening of some rules and relaxation or simplification of others.
- 4.2 Plan Change 13 (Heritage) was jointly notified with Plan Change 14 (Business and Housing Choice) on 17 March 2023. After the submission stage, Plan Change 13 was put on hold pending decisions on Plan Change 14. In 2024 and early 2025, Council made decisions to withdraw two notified Residential Heritage Areas and some of the notified rules in PC13, to streamline and simplify the Plan Change and because decisions on some provisions had been made in PC14. The spatial extent of the notified Lyttelton Residential Heritage Area was also reduced.
- 4.3 A hearing on the remaining provisions of PC13, and submissions on those provisions, was held on 17 and 18 June 2025.
- 4.4 The Hearing Panel's recommendation was that the Plan change be adopted as recommended in the Council's section 42A reports and right of reply, subject to a small number of amendments. These related to:
  - 4.4.1 Deletion of Rugby Park from the North St Albans RHA.
  - 4.4.2 Scheduling of an additional item, the former Quarry Stables at Allandale.
  - 4.4.3 Removal of protection for Daresbury heritage item and setting at 9 Daresbury Lane.
  - 4.4.4 Reduction of protection of Antonio Hall, at 265 Riccarton Road, to the chapel only.



- 4.5 The Council made a decision to adopt the Hearing Panel's recommendation as its decision on 17 September 2025, with two exceptions, one being the reduction of protection of Antonio Hall. The Council decided to reject the Panel recommendation and remove the entirety of the listing and setting of Antonio Hall from the heritage schedule in the District Plan.
- 4.6 No person has appealed to the Environment Court on the Council's decisions. The RMA requires that the Council now formally make the PC13 decisions operative in the District Plan.
- 4.7 Daresbury and Antonio Hall will be removed from the District Plan heritage schedule on the date at which PC13 becomes operative.
- 4.8 For this reason, staff are seeking that Council rescind its PC14 decision to recommend to the Minister that these heritage items be removed, as this will have already been achieved via PC13. A further decision by the Minister on these sites is therefore unnecessary.
- 4.9 This will ensure that the Minister can focus on issuing a decision on the last outstanding PC14 matter regarding Council's recommendation to remove the Piko Character Area. This improves the efficiency and clarity of the Minister's decision making.

#### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.10 There are no feasible alternative options to the options presented in this report.
- 4.11 The Local Government Act requirement that Council decision-making consider options, and their advantages and disadvantages, is subject to the requirements of the Resource Management Act (RMA). The RMA has a process for notifying plan changes, submissions, reports, evidence and a hearing. That is the process in which the options for the content of the district plan, and the advantages and disadvantages of those options, are considered.
- 4.12 No further consideration of options for PC13 is appropriate or required as the recommendations in this report are a formal step required by the RMA after the appeal period has expired. It is a formal endorsement of the decision that the Council has already made on the Panel's recommendations on PC13.
- 4.13 There is no decision for the Minister to make on Daresbury and Antonio Hall in PC14 as the PC13 decision means that they are no longer scheduled in the District Plan.
- 4.14 Making a decision to revoke these two PC14 alternative recommendations retains the Council's objective of removing the heritage scheduling of Daresbury and Antonio Hall.

## 5. Financial Implications Ngā Hīraunga Rauemi

#### Capex/Opex Ngā Utu Whakahaere

	Recommended Option
Cost to Implement	Within existing budget for Planning
Maintenance/Ongoing Costs	Nil
Funding Source	Planning budget
Funding Availability	Funded in LTP
Impact on Rates	No additional impact beyond LTP

- 5.1 The costs of staff time on Plan Change 13 have been assumed in the budgets of the Planning and Consents Unit as part of the Annual Plan and Long-Term Plan. There are no ongoing costs.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The Council is statutorily required to have an operative District Plan at all times. Issues have been identified with the heritage provisions of the District Plan which are addressed through this Plan Change. Therefore, the risk of not acting is considered greater than the risk of acting.

### Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 The Resource Management Act 1991 s73(1A) enables the Council to prepare a change to its District Plan at any time, and to progress that plan change through the process set out in Schedule 1 of the Act. In the case of PC 13, the Plan Change has been carried out through the standard RMA Schedule 1 process. PC 13 is sufficiently advanced that the “Plan Stop” changes to the RMA do not apply to PC 13.
  - 6.2.2 The Council has previously made its decisions on the recommendations of the Hearing Panel on PC13.
  - 6.2.3 Submitters have the right to appeal to the Environment Court. In this case no appeals have been received. The RMA requires that the Council now make its final decision to make those PC13 provisions operative. There can be no reconsideration of the merits of the Council’s decision at this stage, as the time for that in the RMA process has passed.
- 6.3 Other Legal Implications:
- 6.3.1 The Minister’s decision making on Daresbury and Antonio Hall in PC14 is now a nullity as there is nothing to be decided due to PC13 having removed those schedulings from the District Plan. A Council decision that revokes its December 2024 decision to refer them to the Minister is an administrative step to make that clear.

### Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
- 6.4.1 Aligns with the Council’s Strategic Framework in supporting and protecting the heritage and culture of the City.
  - 6.4.2 Is assessed as medium significance based on the Christchurch City Council’s Significance and Engagement Policy. The level of significance was determined by the number of affected parties, and the level of impact on those affected.
  - 6.4.3 Is consistent with the Council’s “Our Heritage, Our Taonga Heritage Strategy (2019-2029)” which seeks a strong regulatory framework to ensure effective protection of significant and highly significant heritage places, and a broadened range of heritage places and areas.
  - 6.4.4 The decision is consistent with Schedule 1 of the Resource Management Act and consistent with the Council’s Plans and Policies to enable public participation and engagement.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Strategic Planning and Policy
- 6.6.1 Activity: Strategic Planning and Resource Consents

- Level of Service: 9.5.1.6 Prepare plan changes to the District Plan to address issues and to implement national and regional direction, identified as a high priority by Council - Providing Council an annual update on progress with plan changes

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Community impacts and views on the merits of the plan changes were relevant and were assessed at earlier stages in these processes. They are not relevant at this formal stage of administrative steps that follow the decision making on the merits. The decision affects all the Community Boards in the City.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.8 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact on Mana Whenua, their culture and traditions.
- 6.9 Māori heritage values are specifically addressed in Chapter 9.5 of the District Plan – Ngāi Tahu values and the natural environment.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.10 The decisions in this report are likely to:
- 6.10.1 Contribute positively to adaptation to the impacts of climate change, and
  - 6.10.2 Contribute positively to emissions reductions, as outlined in 6.11 below.
- 6.11 Retention and reuse of existing building stock, rather than demolition and new construction, reduces the city's carbon footprint and extends the economic life of heritage buildings.

## 7. Next Steps Ngā Mahinga ā-muri

- 7.1 If accepted, Council Officers will publicly notify the date on which PC13 will be fully operative and by that date, make live all required changes to District Plan text and maps.
- 7.2 Further, Officers will engage with the Minister and Ministry staff to communicate that there is nothing for the Minister to decide regarding Daresbury and Antonio Hall in PC14 as the buildings and settings are no longer scheduled in the District Plan.

## Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name – Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Glenda Dixon - Senior Policy Planner Ike Kleynbos - Principal Advisor Planning Brent Pizzey - Senior Legal Counsel
<b>Approved By</b>	Darren Bridgett - Team Leader City Planning (E) Brent Pizzey - Senior Legal Counsel Ben Rhodes - Manager Planning Mark Stevenson - Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services

## 6. Cashmere / Sutherlands / Hoon Hay Valley Road - Speed Limit Changes

Reference Te Tohutoro: 25/2195010

Responsible Officer(s) Te Pou Matua: David McCormick, Senior Transport Engineer

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

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to make a decision on the proposal to change the permanent speed limit on Cashmere Road, Sutherlands Road and Hoon Hay Valley Road.
- 1.2 The report is staff generated, in response to ongoing development that has changed the nature of the streets. Approval is therefore sought to make speed limits more appropriate for the current and future environment.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Cashmere / Sutherlands / Hoon Hay Valley Road speed limit changes Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

#### Revocations and new speed limits

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

3. In relation to the speed limit on Sutherlands Road commencing at its intersection with Sparks Road and extending in a Southerly direction for 390 metres:
  - a. Revokes the existing permanent speed limit of 60 km/h.
  - b. Sets a permanent speed limit of 50 km/h.
4. In relation to the speed limit on Sutherlands Road commencing at its intersection with Muirhill Road and extending in a Northerly direction for 415 metres:
  - a. Revokes the existing permanent speed limit of 60 km/h.
  - b. Sets a permanent speed limit of 40 km/h.
5. In relation to the speed limit on Sutherlands Road commencing at its intersection with Muirhill Road and extending in a Southerly direction for 410 metres:
  - a. Revokes the existing permanent speed limit of 60 km/h.
  - b. Sets a permanent speed limit of 50 km/h.
6. In relation to the speed limit on Cashmere Road commencing 195 metres west of its intersection with Spalling Road and extending in an Easterly direction for 500 metres:
  - a. Revokes the existing permanent speed limit of 60 km/h.

- b. Sets a permanent speed limit of 40 km/h.
- 7. In relation to the speed limit on Cashmere Road commencing 60 metres east of its intersection with Sutherlands and extending in an Easterly direction to 230m southwest of its intersection with Happy Home Road:
  - a. Revokes the existing permanent speed limit of 60 km/h.
  - b. Sets a permanent speed limit of 50 km/h.
- 8. In relation to the speed limit on Hoon Hay Valley Road commencing at its intersection with Cashmere Road and extending in a Southerly direction for 810 metres:
  - a. Revokes the existing permanent speed limit of 60 km/h.
  - b. Sets a permanent speed limit of 50 km/h.
- 9. Notes that the 40km/h speed limits on Sutherlands Road and Cashmere Road will be reviewed following implementation of a footpath.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 In September 2023, the Council consulted on the draft Safer Speed Plan.
  - 3.1.1 As part of this plan, it was proposed to lower the speed on Cashmere Road, Sutherlands Road, and Hoon Hay Valley Road to 50km/h, to reflect the growing urban nature of the area. The Safer Speed Plan process was paused while awaiting the Government's replacement of the Setting of Speed Limit Rule.
  - 3.1.2 In October 2024, the Ministry of Transport released a new Setting of Speed Limits Rule 2024, revoking and replacing the 2022 Rule that the Council was operating under.
- 3.2 The new Land Transport Rule: Setting of Speed Limits 2024 (Rule) has changed the way speed limits are set. The Rule requires Road Controlling Authorities to produce certain information and carry out public consultation for any proposed speed limit changes.
  - 3.2.1 In line with this, engagement has been undertaken with local residents, businesses, and key stakeholders.
- 3.3 Following this consultation, staff have developed four options for the Council to consider:
  - 3.3.1 Reduce speed limits to 50km/h on Sutherlands Road and parts of Cashmere Road and Hoon Hay Valley Road, with a further reduction to 40km/h directly adjacent to areas without footpaths.
  - 3.3.2 Retain existing speed limits: 60km/h on all roads.
  - 3.3.3 Reduce speed limits to 50km/h on Hoon Hay Valley Road and parts of Cashmere Road, with a further reduction to 40km/h on Sutherlands Road and parts of Cashmere Road due to these stretches of roads having sections without footpaths.
  - 3.3.4 Reduce speed limits to 50 km/h on all affected roads.
- 3.4 Staff are recommending reducing speed limits to 50km/h on Sutherlands Road and parts of Cashmere Road and Hoon Hay Valley Road, with a further reduction to 40km/h directly adjacent to areas without footpaths.
  - 3.4.1 The reasons for this recommendation include:
    - Responds to the growing numbers of developments and recreation areas in the area, and associated increasing pedestrians in the area

- Recognises that there is an increased risk for users where there are no footpaths, yet limits the impact on vehicle travel times
- Partially responds to feedback received during consultation by reducing the size of the 40km/h zones.

3.4.2 Noting that when footpaths connections are built in the 40km/h zone, further consultation and a separate report to Council will be required to raise the limit to 50km/h.

#### 4. Background/Context Te Horopaki

- 4.1 In September 2023, the Council proposed lowering speed limits on Cashmere Road, Sutherlands Road, and Hoon Hay Valley Road. At the time, local residents largely supported the proposed changes.
- 4.1.1 The Council approved these changes on Sutherlands Road and Cashmere Road as part of the Interim Safe Speed Neighbourhood Management Plan. The Council was also considering speed limit changes along Hoon Hay Valley Road and Cashmere Road, from Sutherlands Road to Happy Home Road through the Draft Safer Speed Plan.
- 4.1.2 However, the new Setting of Speed Limit 2024 Rule, released by the Ministry of Transport in October 2024, meant that the previously approved changes and draft speed limit changes were no longer able to be implemented.
- 4.2 The current speed limit on these streets was set when these were rural roads with little surrounding housing.
- 4.2.1 Development along Sutherlands Road has been undertaken over the past few years with new subdivisions now fronting large sections of the road. There are more subdivisions also under construction or planned along this road.
- 4.2.2 In addition, the recently established Te Kuru wetlands and Halswell Quarry Park are well used by the local community.
- 4.2.3 There are sections of Sutherlands Road and Cashmere Road without a footpath, or where the footpaths are not connected to the wider network. Therefore, it is proposed to change the speed limits along Cashmere Road, Sutherlands Road, and Hoon Hay Valley Road to reduce the risk to users.

##### Road Environment

- 4.3 Sutherlands Road is currently posted at 60km/h.
- 4.3.1 The cross-section varies along the length, with wider sections that have been upgraded through the sub-division works, through to the existing rural road section in the middle adjacent to the wetlands. The upgraded sections have footpaths, however these end where the sub-division frontage ends. The carriageway through this section with no footpaths is approximately six metres wide. There are berms either side.
- 4.3.2 During peak times and on the weekends, people including families, walk and scoot along the road to access the wetlands or to access adjoining roads either end.
- 4.3.3 At its meeting of 17 September, the Council approved staff to provide footpaths in the missing sections along Sutherlands Road using funding from the New Footpaths Programme.





**Figure 1: Sutherlands Road close to the entrance to Te Kuru (Posted limit is 60km/h)**

- 4.4 Cashmere Road is also currently posted at 60km/h.
- 4.4.1 This road is rural in nature. The carriageway is also six metres and does not have any footpaths. There are some areas with wider shoulders, although in other areas the shoulder is narrow with steep level changes and utility poles. Roadside vegetation combined with the vertical and horizontal curves reduce visibility in many places.
- 4.4.2 This is another popular walking route for the community to access the quarry and the wetlands.
- 4.4.3 At its 17 September meeting, the Council approved staff to carry out early planning and scoping works for a footpath along Cashmere Road between Sutherlands Road and Halswell Quarry Park).



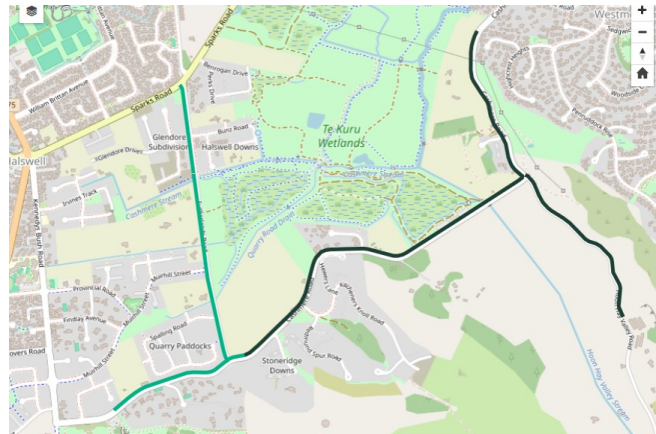
**Figure 2: Cashmere Road heading away from the Quarry (Posted limit is 60km/h)**



- 4.5 Since speeds were last changed along these sections of roads in 2019 there has been a significant increase in traffic, development and residents living in the area. This area has gone from being rural urban fringe to residential.

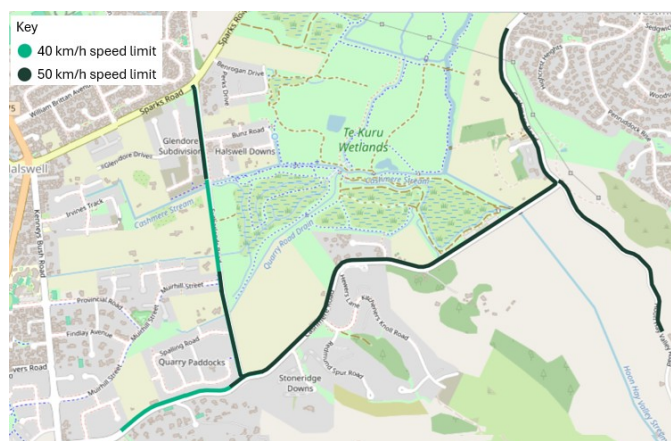
### Current Consultation

- 4.6 As part of the Setting of Speed Limits 2024 Rule, there is the ability to install 40 km/h speed limits on sections of Urban Roads which do not have footpaths.
- 4.6.1 The proposal consulted on included a permanent 40km/h speed limit for the length of Sutherlands Road, and Cashmere Road from Sutherlands Road to Halswell Quarry entrance as shown in Figure 3.



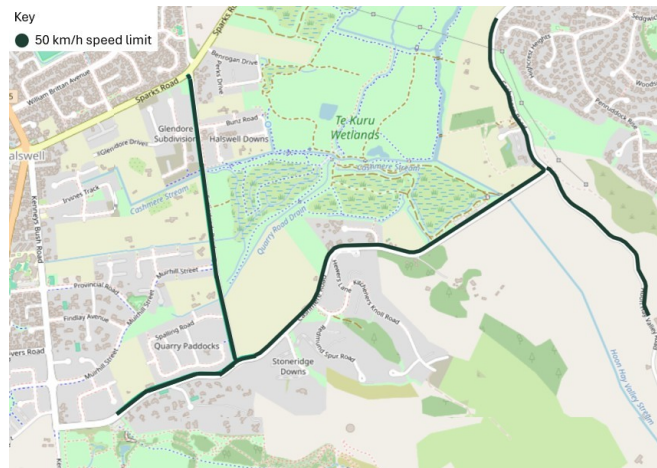
**Figure 3: Speed limit changes proposed at consultation (40km/h is light green)**

- 4.6.2 Following a review of submissions, two further options were developed for consideration by the Council:
- A 40km/h speed limit in a more condensed area directly around the missing footpaths on Sutherlands Road and Cashmere Road. The other sections of road would be reduced to 50 km/h to reflect the increase in residential traffic, turning traffic and vulnerable users in the area, as shown in Figure 4.



**Figure 4: Proposed speed limit changes following consultation (40km/h is light green) – condensed 40km/h zones**

- Reduce all affected roads to 50 km/h to reflect the increase in residential traffic, turning traffic and vulnerable users in the area, but without lower speed limits where footpaths are missing, as shown in Figure 5.



**Figure 5: Proposed speed limit changes following consultation – all affected roads 50km/h**

- 4.7 As described in sections 4.3.3 and 4.4.3, the sections proposed to be 40km/h are either being delivered or planned as part of the New Footpaths Programme.
- 4.7.1 Therefore, to provide consistent speed limits in the area for all users, the speed limits can be reviewed following implementation of the footpaths.

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.8 The following reasonably practicable options were considered and are assessed in this report:
- 4.8.1 Reduce speed limit to 50km/h, with condensed 40km/h zones where no footpaths exist
- 4.8.2 Do nothing – Maintain existing speed limits.
- 4.8.3 Reduce speed limit to 50km/h, with larger 40km/h zones where no footpaths exist
- 4.8.4 Reduce speed limit to 50km/h on all affected roads

### Options Descriptions Ngā Kōwhiringa

- 4.9 **Preferred Option:** Reduce speed limit to 50km/h, with condensed 40km/h zones where no footpaths exist

- 4.9.1 **Option Description:** This is as shown in Figure 4.

Reduce speeds to 40 km/h along sections of roads without footpaths and where levels of pedestrians are high. Reduce speeds to 50 km/h on the remaining sections of road to reflect changes in the surrounding environment.

It is proposed that the 40km/h sections be revisited when footpaths have been installed.

- 4.9.2 **Option Advantages**

- Improves safety for people walking and cycling along the road with motorists travelling at 60 km/h on a narrow carriageway.
- Improves safety for motorists parking and accessing Te Kuru Wetland facilities.
- Lessens the travel time impacts compared to Option 3.
- Partially addresses the feedback received during consultation by reducing the size of the 40km/h areas.

- 4.9.3 **Option Disadvantages**

- Slightly increases travel times for motorists over existing conditions.
- Cost to implement signs.
- Requires further consultation and reports to Council once footpath sections are installed.

4.10 **Option 2:** Do Nothing – Maintain existing speed limits.

4.10.1 **Option Description:** Retain the existing speed limit of 60 km/h along Cashmere Road, Sutherlands Road and Hoon Hay Valley Roads.

4.10.2 **Option Advantages**

- No impact to travel times.
- No cost for implementation of signs.

4.10.3 **Option Disadvantages**

- Does not improve safety for people walking, cycling and scooting.
- Does not improve safety for people parking and accessing Te Kuru Wetland.
- Ongoing development is likely to trigger further requests for speed limit reductions to be considered
- During the consultation a slight preference was shown towards lower speeds

4.11 **Option 3:** Reduce speed limit to 50km/h, with larger 40km/h zones where no footpaths exist

4.11.1 **Option Description:** This is as shown in Figure 3

Reduce speeds along Sutherlands Road and Cashmere Road (approximately east of Sutherlands Road) to 40 km/h. Reduce speeds to 50 km/h on the remaining sections of roads in the proposal to reflect changes in the surrounding environment.

It is proposed that the 40km/h sections be revisited when footpaths have been installed.

4.11.2 **Option Advantages**

- Is the safest option for people walking and cycling along the road with motorists travelling at 60 km/h on a narrow carriageway.
- Is the safest option for motorists parking and accessing Te Kuru Wetland facilities.
- Resident feedback indicated 40 km/h along full length of Sutherlands Road was supported.

4.11.3 **Option Disadvantages**

- Increases travel times for motorists.
- Cost to implement signs.
- Larger areas of 40km/h speed limits were not well supported by the majority of respondents to the consultation
- Requires further consultation and reports to Council once footpath sections are installed.

4.12 **Option 4:** Reduce speed limit to 50km/h on all affected roads

4.12.1 **Option Description:** This is as shown in Figure 5

Reduce speeds along all affected sections of Sutherlands Road, Cashmere Road and Hoon Hay Valley Road to 50 km/h to reflect changes in the surrounding environment, but no further reduction in speeds in locations with no footpath

#### 4.12.2 Option Advantages

- Improves safety for people walking and cycling along the roads from status quo
- Is the safest option for motorists parking and accessing Te Kuru Wetland facilities.
- Partially responds to feedback received during consultation – slight majority of respondents supported the 50km/h zones
- No requirement for further consultation or Council decision

#### 4.12.3 Option Disadvantages

- Increases travel times for motorists from current
- Cost to implement signs
- Does not address additional safety risk and discomfort for users in areas where there is no footpath

### Analysis Criteria Ngā Paearu Wetekina

4.13 The options have been developed to address the legislative changes introduced in the 2024 Rule. Staff have assessed all the streets proposed for speed limit changes against the requirements in the Rule.

4.13.1 The cost/benefit analysis completed for each of the options is shown in **Attachment A** (noting that only Option 3 was consulted on).

4.13.2 The estimated impacts in the cost benefit disclosure statement are based on the assumption of no growth in daily traffic volumes, and are based on the NZTA Optional Cost Impact Analysis Tool.

4.13.3 The implementation cost is based on the installation and reskinning of speed limit signs at the change points.

4.14 Staff consider there are clear benefits to introducing a lower speed limit in these locations. A reduced limit would align with the current and future developments in the area, and improve safety.

4.14.1 The lower speed limits where footpaths are missing will also provide interim safety benefits and pedestrian comfort until physical changes are made.

4.14.2 By keeping these to just the areas of road without footpaths this partially responds to the feedback received during consultation.

4.15 Setting safe and appropriate speed limits delivers multiple benefits that directly support the following goal in the Ōtautahi Christchurch Future Transport 2024–54 Strategy:

- Goal 3 – A safer transport network;
- Goal 5 – Genuine transport choices for everyone;
- Goal 6 – A vibrant, healthy and liveable city.

4.16 These benefits are strongly supported by both international and New Zealand evidence, which confirms that lower operating speeds significantly reduce crash likelihood and severity.

- 4.16.1 Even a small reduction in impact speed leads to a substantial decrease in the risk of death or serious injury — for example, the likelihood of a pedestrian surviving a collision increases markedly when vehicle speeds are reduced from 60 km/h to 50 km/h.
- 4.16.2 Implementing safe and appropriate speeds also supports Council’s level of service target to reduce deaths and serious injuries by 40%.

## 5. Financial Implications Ngā Hiraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	<b>Recommended Option – 50km/h with condensed 40km/h zones <i>Figure 4</i></b>	<b>Option 2 – Do nothing (remain at 60km/h)</b>	<b>Option 3 – 50km/h with larger 40km/h zones (as consulted) <i>Figure 3</i></b>	<b>Option 4 – Change all roads to 50km/h <i>Figure 5</i></b>
Cost to Implement	\$12,000	\$0	\$10,000	\$9,000
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	\$0	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.
Funding Source	Traffic Operations – Lines and Signs	N/a	Traffic Operations – Lines and Signs	Traffic Operations – Lines and Signs
Funding Availability	Funding available in the above-named budgets.	N/a	Funding available in the above-named budgets.	Funding available in the above-named budgets.
Impact on Rates	Nil	Nil	Nil	Nil

- 5.1 The rates are high-level estimates and are not tendered prices

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Budget risk:

Due to the value and limited scope for delivery this is expected to be extremely small.

6.2 Engineering/delivery risk: None identified.

6.3 Reputation risks:

6.3.1 Maintaining the existing higher speed limit where there is known pedestrian activity on the carriageway may present reputational risk to Council should a crash occur. This risk would be reduced once a footpath is installed and the speed limit can be revisited.

6.3.2 NZTA Director of Land Transport may not approve the speed limit changes. All speed limits proposed align with staff understanding of the requirements of the new Rule, including the information provided and consultation undertaken.

6.4 Political risk:

6.4.1 There is a risk that the public will request speed limits that are not able to be implemented under the new Rule. All speed limits proposed align with the requirements of the new Rule.

- 6.4.2 Reducing the speed limits on roads with no footpaths is likely to reduce their ranking against the criteria for the New Footpaths Programme. This could result in these sections not being prioritised for delivery (noting that increased development in this area is likely to do the opposite).

### Legal Considerations Ngā Hīraunga ā-Ture

Statutory and/or delegated authority to undertake proposals in the report:

- 6.5 The Land Transport Rule: Setting of Speed Limits 2024 requires Road Controlling Authorities (such as the Council) to set speed limits for roads under their control and sets out requirements that must be complied with when setting speed limits.
- 6.6 The Council is proposing the new speed limits in line with the method set out in Section 2.6 of the Land Transport Rule: Setting of Speed Limits 2024.
- 6.6.1 Where the alternative method outlined in Clause 2.6 is used, the Council must:
- Demonstrate compliance with Section 2.6(2), including documenting the process followed and the evidence base for the proposed speed limit.
  - Complete a cost-benefit disclosure statement that assesses the safety, economic, and network implications of the proposed change.
  - Consult on the proposed speed limit in accordance with Clause 3.8 of the Rule, and consider all submissions received.
  - Seek approval from the Director of Land Transport before confirming and setting the new speed limit.
  - Register and implement the approved speed limit in accordance with the Rule's requirements, including appropriate signage and creating the required Land Transport Record.
- 6.6.2 As per Clause 2.6 of the Rule, Staff have completed cost/benefit disclosure statements for each option, which are included in **Attachment A** of this report. Staff have also completed consultation on the proposed speed limit in accordance with clause 3.8 of the Rule, and have considered any submissions received during that consultation, which is included in Section 6.12-6.26 of this report.
- 6.6.3 The Rule requires that speed limits are entered into the National Speed Limit Register. Once the speed limit is migrated into the Register, the land transport record will become the legal instrument for the speed limits.
- 6.6.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.7 The decision-making authority for speed limit changes sits with the Council and cannot be delegated to a Committee of Council or other body.
- 6.8 Other Legal Implications:
- 6.8.1 The report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework.

### Strategy and Policy Considerations Te Whai Kaupapa here

- 6.9 The required decision:

- 6.9.1 Aligns with the [Christchurch City Council's Strategic Framework and Community Outcomes](#). Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing access to safe travel choices will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.
- 6.9.2 Are assessed as low significance based on the based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low cost of implementation and the reversibility of the project.
- 6.10 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.11 Transport
- 6.11.1 Activity: Transport
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY
  - Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <95 crashes per year
  - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.12 Consultation started on 4 July and ran until 18 August 2025.
- 6.13 Project details, [including links to the Kōrero mai | Let's Talk webpage](#), were advertised via:
- An email sent to 25 key stakeholders, including emergency services, local and national advocacy groups, residents' associations, schools and community initiatives and organisations,
  - Local community Facebook pages,
  - Hand delivery to roads on or joining Sutherlands Road, Cashmere Road and Hoon Hay Valley Road,
  - Consultation documents delivered to Te Hapua – Halswell Centre at the beginning of consultation.
- 6.14 The [Kōrero mai | Let's Talk](#) page had 1942 views throughout the consultation period.

### Summary of Submissions Ngā Tāpaetanga

- 6.15 Submissions were made by five recognised organisations and businesses, and 290 individuals. [All submissions are available on our Kōrero mai webpage.](#)
- 6.16 Submitters were asked whether they supported each proposal:
- 6.17 **Reducing Cashmere Road (from Halswell Quarry Park to Saddle Vale Rise) to 40km/h**
- Waipuna Halswell-Hornby-Riccarton Community Board, Canterbury/West Coast Automobile Association and Over the Rainbow Group did not support the proposal.
  - Spokes Canterbury and Halswell Residents Association supported the proposal.
  - Overall, 145 individuals (49%) did not support the proposal, 124 (42%) supported the proposal and 14 (5%) did not know. Seven did not answer.



6.18 Of the 17 submissions from residents on the affected road, 12 supported the proposal, three did not support the proposal and two did not know.

**6.19 Reducing Sutherlands Road to 40km/h**

- Waipuna Halswell-Hornby-Riccarton Community Board and Canterbury/West Coast Automobile Association did not support the proposal. Spokes Canterbury and Halswell Residents Association did support the proposal. Over the Rainbow Group did not know.
- Overall, 160 individuals (55%) did not support the proposal, 109 (38%) supported the proposal, 14 (5%) did not know and seven did not answer.
- Of the 16 submissions from residents on Sutherlands Road, nine did not support the proposal and seven did support the proposal.



**6.20 Reducing Cashmere Road (from Sutherlands Road to Happy Home Road) to 50km/h**

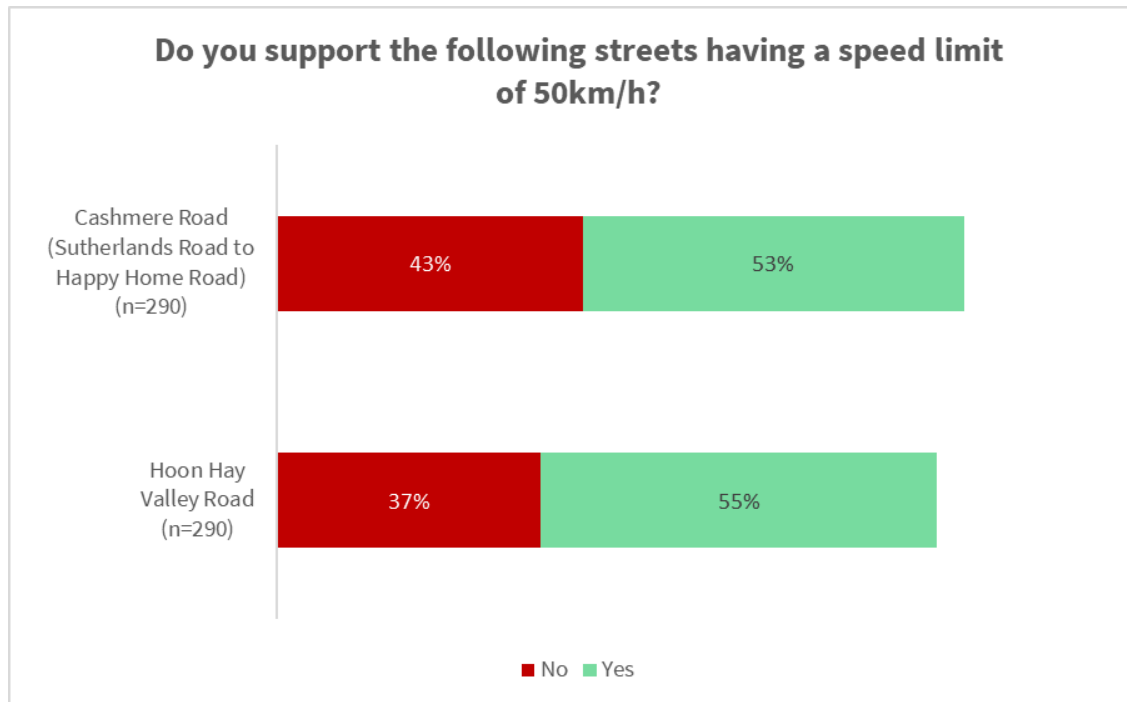
- All organisations and businesses supported the proposal.
- Overall, 158 individuals (54%) supported the proposal, 124 (43%) did not support the proposal and eight (3%) did not know.

6.21 Of the 47 submissions from residents on the affected road, 23 did not support the proposal, 21 supported the proposal and three did not know.

**6.22 Reducing Hoon Hay Valley Road to 50km/h**

- All organisations and businesses supported the proposal.
- Overall, 160 individuals (55%) supported the proposal, 107 (37%) did not support the proposal and 23 (8%) did not know.
- Of the five submissions from residents along the affected road, three did not support the proposal and two supported the proposal.





- 6.23 Submitters provided additional information to explain their preference.
- 6.24 Those who supported the proposals commented that it would improve road safety by reducing the speed (35).
- 6.25 Those who did not support the proposals made the following comments:
- The current speed limit is low enough (18)
  - There will be no impact on road safety (17)
  - Speed limit changes won't address narrow road / blind corner (16)
- 6.26 Submitters made the following requests:
- Install new footpaths in the project area, especially along Sutherlands Road and on Cashmere Road from Halswell Quarry Park to Saddle Vale Rise (126)
  - Reduce Cashmere Road and Sutherlands Road to 50km/h instead of 40km/h (43)
  - Prioritise investing in road infrastructure before changing speeds (20)
  - Install cycle lanes (12)
- 6.27 The decision affects the following wards/Community Board areas:
- 6.27.1 Waipuna Halswell-Hornby-Riccarton
- 6.27.2 Waihoru Spreydon-Cashmere-Heathcote
- 6.27.3 As the decision affects two Community Boards this has been referred directly to Council for a decision

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

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


## Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.30 The decisions in this report are likely to:
- 6.30.1 Not contribute to adaptation to the impacts of climate change.
  - 6.30.2 Contribute positively to emissions reductions.
- 6.31 Safe speeds contribute to emissions reduction including, having streets where people feel safe to walk, ride, cycle, scoot, and access public transport.

## 7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will:
- 7.1.1 Refer the proposal to the Director of Land Transport for consideration and approval
  - 7.1.2 Implement signage at proposed speed change points
  - 7.1.3 Create land transport records and enter those records into the National Speed Limit Register

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Sutherland_Cashmere_HoonHV - Cost Benefit Disclosure for Speed Change	25/2396400	27

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

Document Name – Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	David McCormick - Senior Traffic Engineer Kiran Skelton - Engagement Advisor
<b>Approved By</b>	Kathy Graham - Team Leader Traffic Operations Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure

### Cost Benefit Disclosure Statement

Option 1 (Figure 4)

Reduce speed limit to 50km/h, with condensed 40km/h zones where no footpaths

	Cashmere Road (40 km/h)	Cashmere Road (50 km/h)	Sutherlands Road (50 km/h)	Sutherlands Road (40 km/h)	Hoon Hay Valley Road
Length	0.56km	2.5km	0.80km	.45km	0.85km
Existing speed limit	60km/h	60km/h	60km/h	60km/h	60km/h
Proposed speed limit	40km/h	50km/h	50km/h	40km/h	50km/h
Number of crashes in the last five years	1 serious	0	1 minor	0	1 non-injury
Estimated reduction in the number of crashes each year	0.2 serious injury	0	0.1 minor injury	0	0.2 non-injury
Current average operating speed	52km/h	54km/h	50km/h	50km/h	45km/h
Estimated average operating speed when new speed limit is in place	47km/h	51.5km/h	47.5km/h	45km/h	42.5km/h
Estimated impact on individual travel time	4 seconds	8 seconds	3 seconds	4 seconds	4 seconds
Estimated impact on collective travel times based on annual average daily traffic volumes	506 hours per year (based on 1,175 daily vehicle movements)	2,113 hours per year (based on 2,500 daily vehicle movements)	372 hours per year (based on 1,175 daily vehicle movements)	442 hours per year (based on 1,175 daily vehicle movements)	104 hours per year (based on 250 daily vehicle movements)
Implementation cost	\$2,000	\$2,000	\$2,000	\$4,000	\$2,000

### Cost Benefit Disclosure Statement

Option 3 (Figure 3)

Reduce speed limit to 50km/h, with larger 40km/h zones where no footpaths

	Cashmere Road (40 km/h)	Cashmere Road (50 km/h)	Sutherlands Road	Hoon Hay Valley Road
Length	0.7km	2.36km	1.25km	0.85km
Existing speed limit	60km/h	60km/h	60km/h	60km/h
Proposed speed limit	40km/h	50km/h	40km/h	50km/h
Number of crashes in the last five years	1 serious	0	1 minor	1 non-injury
Estimated reduction in the number of crashes each year	0.2 serious injury	0	0.1 minor injury	0.2 non-injury
Current average operating speed	52km/h	54km/h	50km/h	45km/h
Estimated average operating speed when new speed limit is in place	47km/h	51.5km/h	45km/h	42.5km/h
Estimated impact on individual travel time	5 seconds	7 seconds	10 seconds	4 seconds
Estimated impact on collective travel times based on annual average daily traffic volumes	633 hours per year (based on 1,175 daily vehicle movements)	1,860 hours per year (based on 2,500 daily vehicle movements)	1,228 hours per year (based on 1,175 daily vehicle movements)	104 hours per year (based on 250 daily vehicle movements)
Implementation cost	\$2,000	\$2,000	\$2,000	\$2,000

### Cost Benefit Disclosure Statement

Option 4 (Figure 5)

Reduce all speed limits to 50km/h

	Cashmere Road (50 km/h)	Sutherlands Road (50 km/h)	Hoon Hay Valley Road
Length	2.56km	1.25km	0.85km
Existing speed limit	60km/h	60km/h	60km/h
Proposed speed limit	50km/h	50km/h	50km/h
Number of crashes in the last five years	1 serious	1 minor	1 non-injury
Estimated reduction in the number of crashes each year	0.2 serious injury	0.1 minor injury	0.2 non-injury
Current average operating speed	54km/h	50km/h	45km/h
Estimated average operating speed when new speed limit is in place	51.5km/h	47.5km/h	42.5km/h
Estimated impact on individual travel time	10 seconds	5 seconds	4 seconds
Estimated impact on collective travel times based on annual average daily traffic volumes	2,586 hours per year (based on 2,500 daily vehicle movements)	581 hours per year (based on 1,175 daily vehicle movements)	104 hours per year (based on 250 daily vehicle movements)
Implementation cost	\$4,000	\$6,000	\$2,000



## 7. South-East Central Neighbourhood - Speed Limit Change

Reference Te Tohutoro: 25/2268958

Responsible Officer(s) Te Pou Matua: Chris Strydom, Project Manager Transport

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

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider changes to the permanent speed limits for Worcester Street, Barbadoes Street and Hereford Street.
- 1.2 The report is written in response to the Council's resolution at its 6 August 2025 meeting where it requested staff to undertake public consultation and return with a report on reducing speed limits for Worcester Street.
  - 1.2.1 Changes to the speed limits for the Worcester Street (Latimer Square to Fitzgerald Ave) were previously approved by Council on 12 May 2022. Due to subsequent changes in the law governing speed limits, Council is unable to implement the previously approved limits.
  - 1.2.2 Any speed changes are made by the Director of Land Transport on the recommendation of the Council. They will require certain conditions to be met: these include the production of specific information, public consultation, and for decision-makers to demonstrate they have considered the information and feedback.
  - 1.2.3 Noting concerns about the potential for confusing speed limits within the central city, staff have also considered speed limit changes on parts of Hereford Street and Barbadoes Street. This would tie the 40km/h zone on Worcester Street into the 40km/h zone being considered as part of the *Te Kaha Surrounding Streets – Speed Limit Change* report, which is also being brought to the 10 December 2025 meeting.
  - 1.2.4 Public consultation has been undertaken, and this report seeks approval the new speed limits for the surrounding streets.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the South-East Central Neighbourhood - Speed Limit Change Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

#### Revocations and new speed limits

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

3. In relation to the speed limit on Worcester Street, commencing at its intersection with Latimer Square and extending in an eastern direction to Barbadoes Street:

- a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.
4. In relation to the speed limit on Worcester Street, commencing at its intersection with Barbadoes Street and extending in an eastern direction to Fitzgerald Avenue:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.
5. In relation to the speed limit on Hereford Street, commencing at its intersection with Latimer Square and extending in an eastern direction for 250m:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.
6. In relation to the speed limit on Barbadoes Street, commencing at its intersection with Hereford Street and extending in a northern direction for 200m:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Changes to the speed limits for the Worcester Street speed change had been previously approved by Council on 12 May 2022. Due to a subsequent change in the law these cannot be implemented.
- 3.2 A report was brought to Council on 06 August 2025 regarding the speed limits along Worcester Street from Latimer Square to Fitzgerald Ave.
  - 3.2.1 At this meeting Council resolved staff to undertake consultation and provide a further report to Council on reducing the speed limits for Worcester Street.
  - 3.2.2 At a previous Information Session, some Councillors had expressed concerns about driver confusion caused by the number of Speed Limit changes within the Central City. In order to address these concerns, staff have also consulted on parts of Barbadoes Street and Hereford Street as the South-East Central Neighbourhood.
  - 3.2.3 If speed limit changes for both the South-East Central Neighbourhood and Te Kaha Surrounding Streets are approved, this would create a coherent 40km/h area around the stadium, which extends up to the cycleway connection along Worcester Street.
- 3.3 In order to give the Council the opportunity to reduce speed limits in the South-East Central Neighbourhood, production of certain information and public consultation on new speed limits was required. Engagement has been undertaken with local residents and businesses, previously consulted submitters and key stakeholders.
- 3.4 Following this consultation, staff have developed 3 options for the Council to consider:
  - 3.4.1 Change speed limits: 40km/h on parts of Worcester Street; Barbadoes Street; and Hereford Street.
  - 3.4.2 Change speed limits: 40km/h on Worcester Street (Latimer to Fitzgerald) only.
  - 3.4.3 Do not change speed limits: retain 50km/h within South East Central Neighbourhood
- 3.5 Following this consultation, staff are recommending changing the speed to 40km/h within the South-East Central Neighbourhood.



3.5.1 The reasons for this recommendation include:

- Closest option to the original Council resolutions for Worcester Street, thereby reducing the risk of changes needing to be made to the approved design
- Addresses broader concerns about the variety of speed limits and changes within the Central City, and ties into the Te Kaha Surrounding Streets speed limit recommendation
- Aligns with outcomes within the South-East Central Neighbourhood Plan.
- The safety benefit of slower speeds within the central city: Worcester Street forms the connection to a Major Cycleway, and these streets are likely to see high numbers of pedestrians before and after events.
- Noting that slower permanent speeds also received support from consultation respondents.

#### 4. Background/Context Te Horopaki

4.1 The new Land Transport Rule: Setting of Speed Limits 2024 (Rule) has changed the way speed limits are set.

4.1.1 The 2024 Rule, which came into force in October 2024, revokes the 2022 Rule. This does not allow for the installation of any speed limit changes approved under the 2022 rule (or previous Council bylaws) which have not yet been implemented.

4.1.2 More detail about the rule, and its implications, is available in a Memo dated 11 April 2025, and included here as **Attachment A**.

##### **Worcester Street: previously approved speed limits**

4.2 The Council had approved that the speed limit for Worcester Street to be 30km/h on 12 May 2022.

##### **Current Consultation**

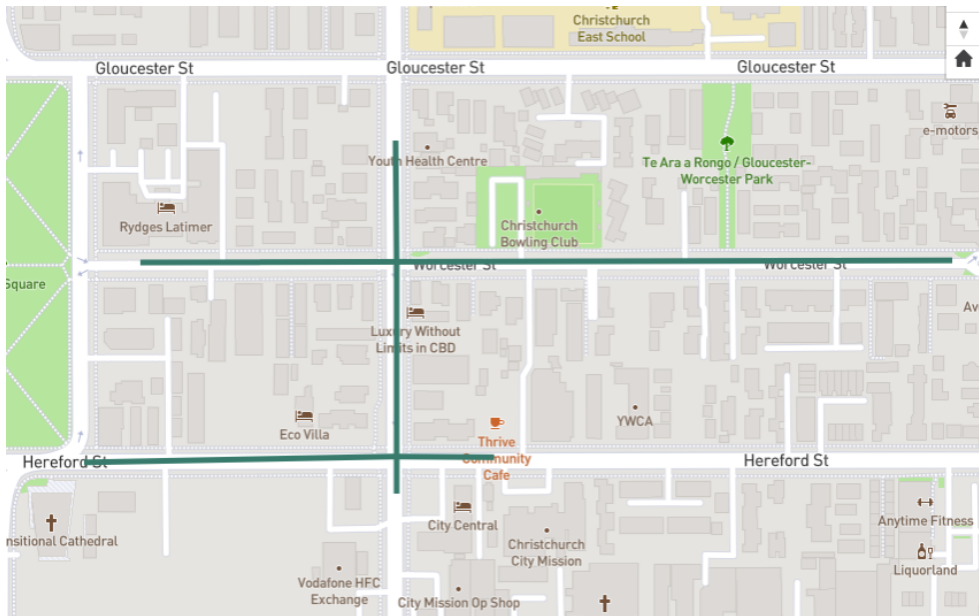
4.3 Due to the change in the law, the speed limits previously resolved for the Worcester Street project cannot be installed.

4.3.1 It is also not possible to change normal urban streets to 30km/h: they typically should be set at 50km/h, although there are some notable exceptions:

- *Urban streets with significant levels of pedestrian and/or cycling activity* (permitted 40km/h speed limits): Worcester Street, Barbadoes Street and Hereford Street is included under this classification, due to the expected large numbers of cyclists expecting using the Major Cycle Route connection, large numbers of pedestrians for events at Te Kaha Stadium.

4.3.2 To meet the requirements of the new Rule, Council has re-consulted with the public over new speed limits on Worcester Street.

4.4 Staff also included Barbadoes Street and Hereford Street in the area for consultation, under the title of the South-East Central Neighbourhood speed limit changes.



- 4.4.1 Concerns have previously been raised about the potential for driver confusion due to large numbers of speed limits within close proximity, and the potential for regular changes. By including Hereford and Barbadoes Street there is the potential to create a single 40km/h zone that encompasses the entire surround to the stadium, and extending north to encompass the connection to the Rapanui-Shag Rock Major Cycleway.
- 4.4.2 Speed limit reductions in this area is also consistent with the [South-East Central Neighbourhood Plan](#) adopted by Council on 21 August 2024.

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

Date	Subject
11 April 2025	Memo - Setting of Speed Limits Rule: Impact on Capital Projects – see <b>Attachment A</b>

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

Date	Subject
06 August 2025	Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Worcester Street (Latimer Square to Fitzgerald Ave) Agenda: <a href="https://christchurch.infocouncil.biz/Open/2025/08/CNCL_20250806_AGN_8615_AT.PDF">https://christchurch.infocouncil.biz/Open/2025/08/CNCL_20250806_AGN_8615_AT.PDF</a> Minutes: <a href="https://christchurch.infocouncil.biz/Open/2025/08/CNCL_20250806_MIN_8615_AT.PDF">https://christchurch.infocouncil.biz/Open/2025/08/CNCL_20250806_MIN_8615_AT.PDF</a>

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- Lower the speed limit within South-East Central Neighbourhood (Staff Recommendation).
- Lower the speed limit on Worcester Street only.
- Do Nothing – Revoke the existing speed limit resolutions and return all speed limits to the previous speed limits.

4.8 The following options were considered but ruled out:

- 4.8.1 Do not deliver the physical road layout changes on Worcester Street – the previous Council resolution and consultation has been purely focused on speed limits so this has not been looked at. If Council wishes to pursue this option staff would advise selecting option 3, and requesting further staff advice on the impacts of such a change to the programme.

### Options Descriptions Ngā Kōwhiringa

- 4.9 **Recommended Option (Option 1):** Lower the speed limit within South-East Central Neighbourhood

- 4.9.1 **Option Description:** Approve the speed limits as consulted. This will change to a 40km/h speed limit from the current 50km/h speed limit on the following streets:

- Worcester Street (Latimer Square to Fitzgerald Avenue)
- Hereford Street (Latimer Square to approx. 269 Hereford St)
- Barbadoes Street (Hereford St to approx. 296 Barbadoes St)

- 4.9.2 **Option Advantages**

- Aligns with original approval for Worcester Street
- Supports the delivery of the South-East Central Neighbourhood Plan
- Reduces the permanent speed limit change points within the wider area
- Expected to result in fewer crashes each year
- Supported by the majority of respondents to the consultation.

- 4.9.3 **Option Disadvantages**

- Additional budget would be required for signage
- Does not resolve the issue of potential confusion for users due to multiple speed limits (30 and 50km/h speed limits in close proximity).
- The proposed speed limit changes are estimated to increase travel times

- 4.10 **Alternative Option (Option 2):** - Lower the speed limit on Worcester Street only

- 4.10.1 **Option Description:** Approve a 40km/h speed limit on Worcester Street between Latimer Square and Fitzgerald Ave only. This would resolve the issue of a resolution that cannot be enacted, without impacting on other streets.

The affected sections of Barbadoes Street and Hereford Street would remain at 50km/h.

- 4.10.2 **Option Advantages**

- Better aligns with original approval
- Improves safety on a Major Cycleway connection, without impacting Arterial routes
- Limited impact on estimated vehicle travel times
- Partially supported by respondents to the consultation

- 4.10.3 **Option Disadvantages**

- Additional budget would be required for signage
- Does not support delivery of the South-East Central Neighbourhood Plan

- Further increases the number of speed limit change points, creating confusion for drivers in an area with a large number of different speed limits
- Does not improve safety by as much the recommended option
- Does not fully respond to consultation feedback

4.11 **Alternative Option (Option 3): - Do Nothing**

4.11.1 **Option Description:** Revoke the existing speed limit resolutions and return all speed limits to their previous 50km/h speed limits. This affects the following streets

- Worcester Street (Latimer Square to Fitzgerald Avenue)
- Hereford Street (Latimer Square to approx. 269 Hereford St)
- Barbadoes Street (Hereford St to approx. 296 Barbadoes St)

4.11.2 **Option Advantages**

- No increase to travel times.
- No cost to Council.
- Does not create further speed limit change points, noting that there already exists potential confusion for users due to multiple speed limits in close proximity that this does not address

4.11.3 **Option Disadvantages**

- Does not align with design or previous approvals for Worcester Street - risk that some re-design of Worcester Street may be required (this is likely to be small)
- The safety risk would not improve.
- Does not support the delivery of the South-East Central Neighbourhood Plan
- Not supported by the majority of respondents to the consultation.

**Analysis Criteria Ngā Paearu Wetekina**

4.12 The options have been developed to address the legislative changes introduced in the 2024 Rule. Staff have assessed all the streets requiring speed limit changes against the requirements in the Rule.

4.12.1 The cost benefit disclosure statement the proposal is provided below. The estimated impacts in the cost benefit disclosure statement are based on the assumption of no growth in daily traffic volumes. The implementation cost is based on the installation of speed limit signs at the change point.

4.12.2 The estimate figures are based on the NZTA Optional Cost Impact Analysis Tool.

Road	Worcester Street (from Latimer Square to Fitzgerald)	Barbadoes Street (from 252 Barbadoes Street and 296 Barbadoes Street)	Hereford Street (from 234 Hereford Street and 276 Hereford Street)
Distance (km)	0.7	0.22	0.2
Existing speed limit	50km/h	50km/h	50km/h
Proposed speed limit	40km/h	40km/h	40km/h
Number of crashes in the last five years	4 minor injury 7 non-injury crashes	2 minor injury 8 non-injury crashes	1 serious injury crashes 3 minor injury 1 non-injury crashes
Estimated reduction in the number of crashes each year	0.2 minor injury crashes 0.3 non-injury crashes	0.1 minor injury crashes 0.3 non-injury crashes	0.1 minor injury crashes
Current average operating speed	34km/h	41km/h	35km/h
Estimated average operating speed when new speed limit is in place	31.5km/h	38.5km/h	33.5km/h
Estimated impact on individual travel time	6 seconds	1 seconds	2 seconds
Estimated impact on collective travel times based on annual average daily traffic volumes	1,383 hours per year (based on 2,250 daily vehicle movements)	1,857 hours per year (based on 14,600 daily vehicle movements)	1,075 hours per year (based on 6,500 daily vehicle movements)
Implementation cost	\$10,000	\$10,000	\$10,000

4.13 Staff consider there are clear benefits to introducing a lower speed limit in these locations. A reduced speed limit would likely improve safety, reinforce the active transport intent of the cycleway connection, and begin the delivery of the wider neighbourhood plan. It would also reflect strong public support, as demonstrated through both the original and recent consultations.

4.14 Setting safe and appropriate speed limits delivers multiple benefits that directly support the following goal in the Ōtautahi Christchurch Future Transport 2024–54 Strategy:

- Goal 3 – A safer transport network;
- Goal 5 – Genuine transport choices for everyone;
- Goal 6 – A vibrant, healthy and liveable city.

4.15 These benefits are strongly supported by both international and New Zealand evidence, which confirms that lower operating speeds significantly reduce crash likelihood and severity.

4.15.1 Even a small reduction in impact speed leads to a substantial decrease in the risk of death or serious injury — for example, the likelihood of a pedestrian surviving a collision increases markedly when vehicle speeds are reduced from 60 km/h to 50 km/h.

4.15.2 Implementing safe and appropriate speeds also supports Council’s level of service target to reduce deaths and serious injuries by 40%.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option- Approve new speed limits	Option 2 – Lower the speed limit on Worcester Street only	Option 3 – Do Nothing
Cost to Implement	\$20,000	\$15,000	\$0
Maintenance/Ongoing Costs	The impact over the current layout will be minimal.	The impact over the current layout will be minimal.	No Change
Funding Source	#52228 Cycle Facilities & Connection Improvements	#52228 Cycle Facilities & Connection Improvements	N/A
Funding Availability	Available (see section 5.2 below)	Available (see section 5.2 below)	N/A
Impact on Rates	<0.01%	<0.01%	N/A

- 5.1 The costs are high-level estimates and are not tendered prices.
- 5.2 Note that these costs are for speed limit changes only, so do not include the previously approved road layout changes on Worcester Street. Staff believe delivery of these is in the region of \$140k, and additional funding to support this has been proposed through the Annual Plan.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Budget risk: The additional costs are expected to be relatively small for speed limit changes. To also complete the approved road layout changes will require additional budget. Staff have proposed this in the Annual Plan
- 6.2 Engineering/delivery risk: It is anticipated that delivery will be through an existing contract in the area. Delays may mean this is not possible, which could impact on time & cost.
- 6.3 Reputation risk: NZTA Director of Land Transport may not approve the speed limit changes. All speed limits proposed align with the requirements of the new Rule, including the information provided and consultation undertaken.
- 6.4 Political risk: There is a risk that the public will request speed limits that are not able to be implemented under the new Rule. All speed limits proposed align with the requirements of the new Rule.

### Legal Considerations Ngā Hīraunga ā-Ture

Statutory and/or delegated authority to undertake proposals in the report:

- 6.5 The Land Transport Rule: Setting of Speed Limits 2024 requires road controlling authorities (such as the Council) to set speed limits for roads under their control and sets out requirements that must be complied with when setting speed limits.
- 6.6 As Council do not have an approved Speed Management Plan under Section 2.5 of the Rule, staff are applying the Alternative Method set out in Section 2.6 of the Land Transport Rule: Setting of Speed Limits 2024.

- 6.6.1 Where the alternative method outlined in Clause 2.6 is used, the Council must:
- Demonstrate compliance with Section 2.6(2), including documenting the process followed and the evidence base for the proposed speed limit.
  - Complete a cost-benefit disclosure statement that assesses the safety, economic, and network implications of the proposed change.
  - Consult on the proposed speed limit in accordance with Clause 3.8 of the Rule, and consider all submissions received.
  - Seek approval from the Director of Land Transport before confirming and setting the new speed limit.
  - Register and implement the approved speed limit in accordance with the Rule's requirements, including appropriate signage and creating the required Land Transport Record.
- 6.6.2 As per Clause 2.6 of the Rule, Staff have completed a cost/benefit disclosure statement, which is included in Section 4.12 of this report. Staff have also completed consultation on the proposed speed limit in accordance with clause 3.8 of the Rule, and have considered any submissions received during that consultation, which is included in Section 6.12-6.19 of this report.
- 6.6.3 The Rule requires that speed limits are entered into the National Speed Limit Register. Once the speed limit is migrated into the Register, the land transport record will become the legal instrument for the speed limits.
- 6.6.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.7 The decision-making authority for speed limit changes sits with the Council and cannot be delegated to a Committee of Council or other body.
- 6.8 Other Legal implications:
- 6.8.1 The report has been written using a general approach previously approved of by the Legals Services Unit, and the recommendations are consistent with the policy and legislative framework.

### Strategy and Policy Considerations Te Whai Kaupapa here

- 6.9 The required decisions:
- 6.9.1 Partially aligns with the [Christchurch City Council's Strategic Framework](#). By providing safer speeds for those travelling within the city, by contributing to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.
- 6.9.2 Is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the localised area of changes but the high community interest.
- 6.10 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.11 Transport
- 6.11.1 Activity: Transport
- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <95 crashes per year

- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY

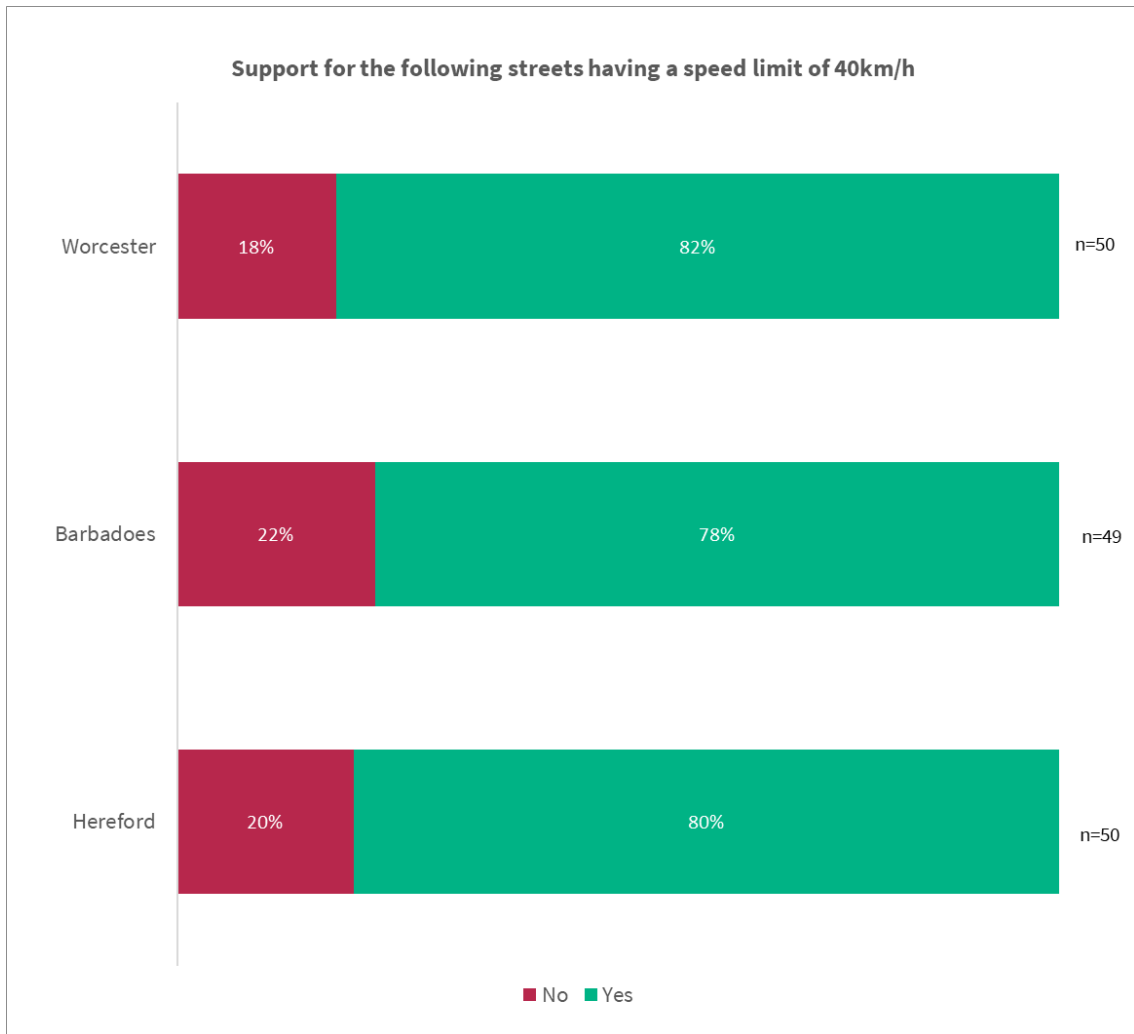
### **Community Impacts and Views Ngā Mariu ā-Hāpori**

- 6.12 Consultation started on 19 September and ran until 31 October 2025.
- 6.13 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk](#) webpage were advertised via:
- 6.13.1 An email sent to transport stakeholders, businesses and organisations on the affected streets and submitters on the previous Worcester Street cycle connection consultation.
- 6.13.2 A flyer delivered to 450 properties along Worcester Street, Barbadoes Street and Hereford Street.
- 6.14 The [Kōrero mai | Let's Talk](#) page had 196 views throughout the consultation period.

### **Summary of Submissions Ngā Tāpaetanga**

- 6.15 Submissions were made by one organisation and 49 individuals. All submissions are available on our [Kōrero mai | Let's talk webpage](#).
- 6.16 The majority of submitters were in support of a 40km/h speed limit on Worcester Street, Barbadoes Street and Hereford Street as shown in the graph below





6.17 The key reasons given by submitters for supporting the proposed speed limit were:

- Lower speeds would improve safety (6)
- There are lots of pedestrians and/or cyclists using these streets (4)

6.18 The key reasons given by submitters for opposing the proposed speed limits were:

- Cost (3)

6.19 Submitters also commented that:

- Speed limits of 30km/h would be preferred (7)
- Would like to see lower speeds extended further / on other streets in the area (7)

The decision affects the following Community Board areas:

6.20 Waipapa Papanui Innes Central Community Board.

6.21 As the affected streets are within the Central City this decision is metropolitan and a Council decision.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

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



### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.24 The decisions in this report are likely to:
- 6.24.1 Not contribute to adaptation to the impacts of climate change.
  - 6.24.2 Contribute positively to emissions reductions.
- 6.25 Safe speeds contribute to emissions reduction including, having streets where people feel safe to walk, ride, cycle, scoot, and access public transport.

## 7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will:
- 7.1.1 Refer the proposal to the Director of Land Transport for consideration and approval
  - 7.1.2 Implement signage at proposed speed change points
  - 7.1.3 Create land transport records and enter those records into the National Speed Limit Register

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Memo - Setting of Speed Limits Rule: Impact on Capital Projects	25/712526	43

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

Document Name – Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Chris Strydom - Project Manager David McCormick - Senior Traffic Engineer Krystle Anderson - Senior Engagement Advisor
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure

Memos

# Memo

Date: 11 April 2025  
From: Jacob Bradbury, Manager Planning & Delivery Transport  
To: Mayor and Councillors  
Cc: Waipapa Papanui-Innes-Central Community Board  
Executive Leadership Team  
Reference: 25/712526

## Setting of Speed Limits Rule: Impact on Capital Projects

### 1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of the Memo is to give Elected Members an understanding of the process for changing speed limits under the Land Transport Rule - Setting of Speed Limits (the Rule)
  - 1.1.1 It will cover the issues leading to the staff recommendation to retain the 30 km/h speed limit on Gloucester Street Shared Space project
  - 1.1.2 The memo will also serve as background information ahead of a future consultation on the speed limits for the Te Kaha Surrounding Streets project
- 1.2 The information in this memo is not confidential and can be made public.

### 2. Update He Pānui

#### Speed Limit Rule Changes

- 2.1 On 28 September 2024, the Land Transport Rule: Setting of Speed Limits 2024 was released, and came into force on the 30 October 2024. This is attached to this report as **Attachment A**.
  - 2.1.1 The Rule change was widely publicised as reversing previous blanket speed limit changes. Staff focus since then has been on automatic reversals and implementing 30 km/h speeds outside of school gates.
  - 2.1.2 However, it also does not allow for implementation of speeds that were set by Council under the Setting of Speed Limits 2022 Rule, which have not been installed yet.
- 2.2 For all future speed limit changes on existing roads, the Rule also places restrictions on Road Controlling Authorities (RCAs) around the limits that can be set, depending on the street classification:
  - 2.2.1 Schedule 3 of the Rule (Page 53 of **Attachment A**) defines permitted permanent speed limits for particular classifications of road. Notably, it does not allow for 30 km/h speed limits on normal urban streets.
    - Urban Street classifications (Table 1): There are 4 classifications of street, which specify limits between 10 km/h and 100 km/h.
    - Rural Street classifications (Table 2): There are 6 classifications of street, which specify limits between 50 km/h and 120 km/h.

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- Alternative permanent speed limits for certain roads (Table 3): This deals with atypical street types, such as beaches, mountainous roads, high risk intersections, unsealed roads, and urban streets with significant levels of pedestrian and/or cycling activity. The specified limits for these street types range between 10 km/h and 80 km/h.
- 2.3 Clause 3.8 of the Rule also requires RCAs to conduct consultation with the community ahead of any changes to speed limits, with some requirements that differ from the previous rules. The consultation and decision-making must meet a number of specific criteria, which include:
- Minimum consultation period of 6 weeks, notified on an internet site
  - The material must include information showing:
    - The role and function of the road; how the road is used (including the different types of road user); and why a speed limit change has been proposed rather than any other speed management intervention
    - An explanation of how the road safety aspects of the [Government Policy Statement] have been had regard to
    - A cost benefit disclosure statement
  - The consultation must have used reasonable efforts to reach a number of groups, including: schools, communities, road users (including freight providers), businesses, and adjoining RCAs
  - Must have reasonably practicable efforts to consult with Māori where the changes affect Māori land or land subject to any Māori claims settlement act
  - A summary of feedback must be provided, including an explanation of how feedback was taken into account in any final draft plan. This point in particular is no change to the current engagement processes.
- 2.3.2 The RCA must have considered this information and feedback when making a decision about their proposal for the speed limit on a piece of road.
- 2.4 Once the RCA has decided to propose a change to speed limits, they must seek the Director of Land Transport's approval.
- 2.4.1 With this, the RCA must supply information, mostly showing how it has complied with the requirements above
- 2.4.2 The Director will then give their approval, subject to the RCA having met the requirements
- 2.5 Once approval has been given and the new speed limit has been set, it must publish this on an internet site, with linked information.
- 2.6 There are separate rules for applying speed limits in other circumstances, such as within a pilot project, or for a new road.

**Gloucester Street**

- 2.7 The Gloucester Street Shared Space project (#71599) has involved a trial layout between Colombo and Manchester Streets, with a 10 km/h speed limit installed under Temporary Traffic Management.
- 2.8 After gathering public feedback and convening a Hearings Panel, Council approved this section of the street to be a permanent 10 km/h speed limit by Council at the 2 October 2024

Memos

- meeting. However, Detailed Traffic Resolutions were not available at the time, so staff were asked to return to Council for these at a later date.
- 2.9 On 05 March 2025 staff were due to present a report to Council for these resolutions, including the permanent speed limit change.
- 2.9.1 It was noted before the report was presented that the regulatory tool being used for the speed limit change was a now rescinded Bylaw, rather than the Setting of Speed Limits Rule 2024. Therefore, this would not be enforceable, so the report was pulled from the agenda.
- 2.9.2 Staff have sought legal and regulatory advice, before returning to Council with a report that now proposes not including the 10km/h speed limit.
- 2.10 Staff considered a number of options to meet the previous Council approvals, however, there is no clear and simple method to achieve this.
- 2.10.1 This may be possible by defining the street as a *Civic Space*, however, this is defined as a street "mainly intended for localised on-street activity with little or no through movement". Given the traffic volumes along Gloucester Street (~1500vpd during the trial) it does not immediately fall into this category
- 2.10.2 Other classifications would fit the nature of the street, however, these do not permit a permanent 10 km/h speed limit (eg Urban streets with significant levels of pedestrian and/or cycling activity)
- 2.10.3 Staff sought a legal opinion, which was not clear. Doubts were raised about inconsistency between these definitions, and the District Plan classification. The legal advice suggested pursuing a change to the District Plan, noting that this could take a significant period, and have significant knock-on impacts.
- 2.10.4 Staff also sought advice from previous members of the NZTA speed management assessment panel as the Director ultimately approves speed limits. As the Rule is new, it is not clear how edge cases will be dealt with, so staff cannot say with confidence whether a permanent 10 km/h speed limit would be approved.
- 2.11 The existing permanent speed limit on this street is 30 km/h, so staff have recommended retaining this

**Te Kaha Surrounding Streets**

- 2.12 The Detailed Traffic Resolutions for the streets around the One New Zealand Stadium at Te Kaha were approved by the Finance and Performance Committee on 28 June 2023. This included a number of resolutions (5-10, & 178) relating to speed limit changes, which no longer can be implemented due to the Rule. These are on the following streets:
- Madras Street (Moorhouse to Hereford) – approved 30 km/h
  - Tuam Street (Madras to Fitzgerald) - approved 30 km/h
  - Lichfield Street (Barbadoes to Fitzgerald) - approved 30 km/h
  - Duke Street (Tuam to Lichfield) - approved 30 km/h
  - Hereford Street (across Latimer Square) - approved 30 km/h
  - St Asaph Street (Ferry to Madras) - approved 30 km/h
  - Lichfield Street (Madras to Manchester) - approved 10 km/h
- 2.13 The Rule does not allow Council to meet the previously approved 30 km/h speed limits. Those streets previously approved at 30 km/h - given the expected travel patterns once the stadium

Memos



- is operational - appear to best fit into the category of *Urban streets with significant levels of pedestrian and/or cycling activity*
- 2.13.1 This category of street has a permitted speed limit of 40 km/h
- 2.14 It is likely that Council could achieve the previously approved 10km/h speed limit on Lichfield Street (Madras to Manchester). The design, and expected traffic volumes and types, would mean the street would likely fit into the category of a *Civic Space*
- 2.14.1 This category of street has a permitted speed limit of 10 km/h
- 2.15 Staff are therefore planning to conduct consultation on speed limit changes in line with the Rule (see 2.3 – 2.5 above). This will allow Council (as the decision-maker) to consider the information and community views on the proposed 40km/h and 10km/h limits described above.
- 2.15.1 Staff are commissioning safety audits to ensure that higher speed limits do not adversely affect the safety of the design. While these are not expected to raise any major issues, should further measures be required to manage safety in a higher speed environment, this will be included in the final report to Elected Members to support decision making.
- 2.15.2 Barbadoes Street from Hereford Street to Tuam Street is also expected to see high pedestrian numbers around events, however, this section of road had not been included in the initial approved speed changes. This stretch of road was expected to be considered as part of the Safe Speed Neighbourhood programme: as this programme is no longer progressing, this section of Barbadoes Street will also be consulted on.
- 2.16 Staff are planning to undertake consultation between May 2025 and July 2025.
- 2.16.1 Staff will provide more information through a briefing of Council prior to any public engagement.
- 2.16.2 Some of the information required is specialist and technical, staff have not had to produce it before, and it is likely to require significant supporting information for it to be useful for the general public. There is therefore some uncertainty around the exact date when consultation would be able to start.
- 2.16.3 While there will be a generally available website with the information about the proposed change and links to provide feedback, staff will focus on notifying and gaining feedback from the following groups:
- Previous submitters on the 2023 Te Kaha Surrounding Streets consultation
  - Businesses and residential properties located within the streets that we're proposing speed changes
  - Transport-based stakeholders
  - Other stakeholders as specified within the Rule (eg schools and tertiary educational facilities).
- 2.17 Results will then be reported back to Council for a decision on or around late August 2025.
- 2.18 Any approved speed limit changes can then be implemented, ideally ahead of the opening of the stadium in April 2026.

Memos

**3. Conclusion Whakakapinga**

- 3.1 The Setting of Speed Limits Rule 2024 has changed the process and method by which Road Controlling Authorities change speed limits. It also does not allow for speed limits previously approved but not yet enacted to be installed.
- 3.1.1 It is more prescriptive around the speed limits that can be used for particular types of road
- 3.1.2 The process requires certain information to be produced and shared with the public through a minimum six week consultation process
- 3.1.3 The RCA then seeks the approval of the Director of Land Transport for the proposed change
- 3.2 This has affected the approved 10km/h speed limit on Gloucester Street (Colombo to Manchester).
- 3.2.1 Due to the changed rules it is likely to be extremely onerous, and potentially not possible, for Council to enact the 10km/h speed limit previously approved
- 3.2.2 Staff have therefore recommended that the existing 30km/h speed limit is retained
- 3.3 This has also affected the speed limit changes previously approved on the Te Kaha Surrounding Streets project. Staff are therefore planning to undertake consultation on these speed limit changes in line with the requirements of the Rule.
- 3.3.1 There is no method for Council to achieve the approved 30km/h speed limit on the streets directly around the stadium (plus others affected), therefore staff will consult on a change to a 40km/h speed limit on these streets instead.
- 3.3.2 There is a method for Council to achieve the 10km/h speed limit approved for Lichfield Street (Manchester to Madras Street), so this will be included in the consultation.
- 3.3.3 The consultation is currently planned for May 2025 to July 2025, and staff will brief Council before any public engagement material is released.
- 3.3.4 Staff are aiming to provide information to Elected Members for a decision on or around late August 2025. This would allow any permanent changes to be enacted before the stadium is planned to open in April 2026.

**Attachments Ngā Tāpirihanga**

No.	Title	Reference
A	Land Transport Rule - Setting of Speed Limits 2024 - as at 15 January 2025	25/714157

**Signatories Ngā Kaiwaitohu**

<b>Authors</b>	Jacob Bradbury - Manager Planning & Delivery Transport Hannah Ballantyne - Senior Engagement Advisor David McCormick - Senior Traffic Engineer
<b>Approved By</b>	Lynette Ellis - Head of Transport & Waste Management





## 8. Te Kaha Surrounding Streets - Speed Limit Change

Reference Te Tohutoro: 24/559371

Responsible Officer(s) Te Jennifer Rankin, Senior Project Manager Transport

Pou Matua: Hannah Ballantyne, Senior Engagement Advisor

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider changes to the speed limits for streets adjacent to Te Kaha.
- 1.2 The report is staff generated.
  - 1.2.1 Changes to the speed limits for the Te Kaha Surrounding Streets Project were previously approved by Council on 28 June 2023. Due to subsequent changes in the law governing speed limits, the Council is unable to implement the previously approved limits.
  - 1.2.2 Any speed changes are made by the Director of Land Transport on the recommendation of the Council. They will require certain conditions to be met: these include the production of specific information, public consultation, and for decision-makers to demonstrate they have considered the information and feedback.
  - 1.2.3 Public consultation has been undertaken, and this report seeks approval of the speed limits for the streets surrounding One New Zealand at Te Kaha.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Te Kaha Surrounding Streets - Speed Limit Change Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

#### Revocations and new speed limits

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

3. In relation to the speed limit on Lichfield Street, commencing at its intersection with Manchester Street and extending in an eastern direction to Madras Street:
  - a. Revokes the existing permanent speed limit of 30 km/h.
  - b. Sets a permanent speed limit of 10 km/h.
4. In relation to the speed limit on Hereford Street, commencing at its existing intersection with Madras Street and extending in an eastern direction to Latimer Square East:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.
5. In relation to the speed limit on Madras Street, commencing at its intersection with Moorhouse Avenue and extending in a northern direction to Hereford Street:
  - a. Revokes the existing permanent speed limit of 50 km/h.

- b. Sets a permanent speed limit of 40 km/h.
- 6. In relation to the speed limit on St Asaph Street, commencing at its intersection with Madras Street and extending in an eastern direction to Ferry Road:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.
- 7. In relation to the speed limit on Tuam Street, commencing at its intersection with Madras Street and extending in an eastern direction to Fitzgerald Avenue:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.
- 8. In relation to the speed limit on Barbadoes Street, commencing at its intersection with Tuam Street and extending in a northern direction to Hereford Street:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.
- 9. In relation to the speed limit on Lichfield Street, commencing at its intersection with Barbadoes Street and extending in an eastern direction to Fitzgerald Avenue:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.
- 10. In relation to the speed limit on Duke Street, commencing at its intersection with Tuam Street and extending in a northern direction to Lichfield Street:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Changes to the speed limits for the Te Kaha Surrounding Streets Project had been approved by the Council on 28 June 2023. Due to a subsequent change in the law regarding how speed limits are set, these cannot be implemented.
- 3.2 In order to give the Council the opportunity to reduce speed limits on the streets surrounding the One NZ at Te Kaha stadium in a manner that is broadly in line with the original resolutions, the production of defined information in line with legal requirements and public consultation on new speed limits was required. Engagement has been undertaken with local residents and businesses, previously consulted submitters and key stakeholders.
- 3.3 Following this consultation, staff have developed three options for the Council to consider:
  - 3.3.1 Change speed limits: 40km/h on most affected roads, and 10km/h on Lichfield Street (west).
  - 3.3.2 Retain existing speed limits: 50km/h on most affected roads, and 30km/h on Lichfield Street (west).
  - 3.3.3 Retain the existing speed limits, but install electronic variable speed signage. This will allow speed limits to be changed at low cost during events, in line with Event Traffic Management Plans.

- 3.4 Staff are recommending changing the speed to 40km/h on roads around the stadium, and to 10km on Lichfield Street (west).

3.4.1 The reasons for this recommendation include:

- Closest option to the original Council resolutions and aligns with the physical road layout.
- The low upfront and ongoing cost for permanent signage.
- No requirement for further changes to road markings or layouts
- The safety benefit of slower speeds within the central city, particularly when large numbers of people congregate around events.

3.4.2 Noting that slower permanent speeds also received support from consultation respondents.

#### 4. Background/Context Te Horopaki

- 4.1 The new Land Transport Rule: Setting of Speed Limits 2024 (Rule) has changed the way speed limits are set.
- 4.1.1 The 2024 Rule, which came into force in October 2024, revokes the 2022 Rule. This does not allow for the installation of any speed limit changes approved under the 2022 rule (or previous Council bylaws) which have not yet been implemented.
- 4.1.2 More detail about the rule, and its implications, is available in a Memo dated 11 April 2025, and included here as **Attachment A**.

##### **Te Kaha Surrounding Streets: previously approved speed limits**

- 4.2 The Council had approved the following speed limits for the Te Kaha Surrounding Streets project on 28 June 2023.

Street	Approved speed limit
Madras Street (Moorhouse to Hereford)	30 km/h
Tuam Street (Madras to Fitzgerald)	30 km/h
Lichfield Street (Barbadoes to Fitzgerald)	30 km/h
Duke Street (Tuam to Lichfield)	30 km/h
Hereford Street (across Latimer Square)	30 km/h
St Asaph Street (Ferry to Madras)	30 km/h
Lichfield Street (Madras to Manchester)	10 km/h

- 4.3 Furthermore, the Council previously set speed limits using the Interim Speed Management Plan, which was developed in line with clause 12.10 of the Land Transport Rule: Setting of Speed Limit 2022 (the 2022 Rule). The Interim Speed Management Plan was approved by Council on 5<sup>th</sup> July 2023, and included the reduction of speed to 30 km/h along Barbados Street (Hereford to Tuam).

### Current Consultation

4.4 Due to the change in the law, the speed limits previously resolved for the Te Kaha Surrounding Streets project cannot be installed. It is also not possible to change normal urban streets to 30km/h: they typically should be set at 50km/h, although there are some notable exceptions:

- *Urban streets with significant levels of pedestrian and/or cycling activity* (permitted 40km/h speed limits): most of the streets around the stadium are included under this classification, due to the expected large numbers of pedestrians for events
- *Civic Spaces* (permitted 10-20km/h speed limits): Lichfield Street from Manchester to Madras has been designed to be shared by vehicles, trams and pedestrians, and therefore can be included under this classification.

4.5 To meet the requirements of the new Rule, the Council has re-consulted with the public over new speed limits on the streets immediately adjacent to One New Zealand Stadium at Te Kaha as shown below



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

Date	Subject
11 April 2025	Memo - Setting of Speed Limits Rule: Impact on Capital Projects 11 April 2025 (Attachment A)

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

Date	Subject
20 May 2025	Te Kaha Surrounding Streets Re-Consultation - Setting Speed Limits Rule <a href="https://christchurch.infocouncil.biz/Open/2025/05/ISCC_20250520_AGN_9976_AT.PDF">https://christchurch.infocouncil.biz/Open/2025/05/ISCC_20250520_AGN_9976_AT.PDF</a>

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- Lower the speed limit (Staff Recommendation).
- Do Nothing – Revoke the existing speed limit resolutions and return all speed limits to the previous speed limits.
- Retain previous speed limits, but install electronic variable speed signage.

### Options Descriptions Ngā Kōwhiringa

- 4.9 **Recommended Option (Option 1):** - Lower the speed limit

- 4.9.1 **Option Description:** Approve the speed limits as consulted:

- Lichfield Street between Manchester Street and Madras Street would be reduced to 10km/h
- Madras Street, Tuam Street, Barbadoes Street, Lichfield Street (between Barbadoes and Fitzgerald), Duke Street and a small section of St Asaph Street would be reduced to 40km/h.

- 4.9.2 **Option Advantages**

- Reducing the speed would be expected to have safety benefits for all users, but especially for people accessing the stadium for events.
- Aligns with the recently installed physical design
- Lowest cost of all proposed options: permanent signage has the lowest upfront capital cost, minimal operational/maintenance costs, and a longer asset life.
- Closest in outcome and intent to the original resolutions.
- Supported by the majority of respondents to the consultation.

- 4.9.3 **Option Disadvantages**

- Small additional capital cost associated with changing speed signage.
- Potential confusion for users due to multiple speed limits (30, 40 and 50km/h speed limits in close proximity)
- Slower travel times along the Madras/Barbadoes one-way corridors: for Madras Street from Moorhouse Ave to Hereford Street, this is expected to be 6 seconds slower than previous

- 4.10 **Alternative Option (Option 2):** - Do Nothing

- 4.10.1 **Option Description:** Revoke the existing speed limit resolutions and return all speed limits to the previous speed limits.

- Lichfield Street between Manchester Street and Madras Street would remain at a 30km/h speed limit.
- Madras Street, Tuam Street, Barbadoes Street, Lichfield Street (between Barbadoes and Fitzgerald), Duke Street and a small section of St Asaph Street would remain at a 50km/h speed limit.

#### **Option Advantages**

- Speed limits can remain unchanged.
- Less confusion for users caused by multiple speed limits.
- Relatively low cost: permanent signage has the lowest upfront capital cost, minimal operational/maintenance costs, and a longer asset life.

#### **4.10.2 Option Disadvantages**

- Additional capital spend would be required to adjust roading features to ensure the environment is safe at a higher than designed operating speed. A safety review has highlighted additional features such as additional line marking and cycle features.
- The safety risk for stadium users would not improve unless specific Event Traffic Management was in place.
- Least in line with the outcomes and intent of the original speed limit resolutions.
- Not supported by the majority of respondents to the consultation.

#### **4.11 Alternative Option (Option 3): - Retain existing speed limits, but install electronic variable speed signage**

**4.11.1 Option Description:** Revoke the existing speed limit resolutions and return all speed limits to the previous speed limits. However, install electronic variable speed signage in lieu of static speed signage, so lower speed limits can be installed quickly and easily for events.

Noting that any changes from the permanent speed limit would need an approved Event Traffic Management Plan (ETMP).

#### **4.11.2 Option Advantages**

- Allows for day-to-day traffic to operate under the current speed limit.
- Electronic variable speed signs could be turned on to manage the risk around events (noting the operator will be required to gain permission through temporary traffic management plans).

#### **4.11.3 Option Disadvantages**

- Speed reduction would only be in place during large events, so does not reduce the day-to-day risk.
- Electronic variable speed signs are considerably more expensive, require ongoing operational costs (particularly for communication), and have a shorter asset life.
- Different events will require varying sizes of temporary traffic management, potentially making them redundant for many event types.

## Analysis Criteria Ngā Paearu Wetekina

4.12 The options have been developed to address the legislative changes introduced in the 2024 Rule. Staff have assessed all the streets proposed for speed limit changes against the requirements in the Rule.

4.12.1 The cost/benefit analysis completed for the proposal is provided below. The estimated impacts in the cost benefit disclosure statement are based on the assumption of no growth in daily traffic volumes. The implementation cost is based on the installation of speed limit signs at the change point.

4.12.2 The estimate figures are based on the NZTA Optional Cost Impact Analysis Tool.

Road	Lichfield Street (West)	Hereford Street	Madras Street	Tuam Street	St Asaph Street	Barbadoes Street	Lichfield Street (East)	Duke Street
Distance	0.24km	0.1km	0.85km	0.63km	0.14km	0.35km	0.36km	0.12km
Existing speed limit	30km/h	50km/h	50km/h	50km/h	50km/h	50km/h	50km/h	50km/h
Proposed speed limit	10km/h	40km/h	40km/h	40km/h	40km/h	40km/h	40km/h	40km/h
Number of crashes in the last five years	2 non-injury	0	11 minor injury 15 non-injury	1 serious injury 3 minor injury 8 non-injury	0	2 minor injury 9 non-injury	0	0
Estimated reduction in the number of crashes each year	0.2 non-injury	0	0.4 minor injury 0.6 non-injury	0 serious injury 0.1 minor injury 0.3 non-injury	0	0.1 minor injury 0.4 non-injury	0	0
Current average operating speed	21km/h	29km/h	38km/h	33km/h	37km/h	41km/h	27km/h	35km/h
Estimated average operating speed when new speed limit is in place	16km/h	26.5km/h	35.5km/h	30.5km/h	34.5km/h	38.5km/h	24.5km/h	32.5km/h
Estimated impact on individual travel time	13 seconds	1 second	6 seconds	6 seconds	1 second	2 seconds	5 seconds	1 second
Estimated impact on collective travel times based on annual average daily traffic volumes	7,821 hours per year (based on 6,000 daily vehicle movements)	2,553 hours per year (based on 21,500 daily vehicle movements)	8,279 hours per year (based on 14,400 daily vehicle movements)	6,454 hours per year (based on 11,300 daily vehicle movements)	1,131 hours per year (based on 11,300 daily vehicle movements)	3,177 hours per year (based on 15,700 daily vehicle movements)	382 hours per year (based on 770 daily vehicle movements)	7 hours per year (based on 70 daily vehicle movements)
Implementation cost	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$0

4.13 Staff consider there are clear benefits to introducing a lower speed limit in this location. A reduced limit would likely improve perceptions of safety, reinforce the pedestrian intent of the area, and align with the physical street design. It would also reflect strong public support, as demonstrated through both the original and recent consultations.

4.14 Setting safe and appropriate speed limits delivers multiple benefits that directly support the following goal in the Ōtautahi Christchurch Future Transport 2024–54 Strategy:

- Goal 3 – A safer transport network;
- Goal 5 – Genuine transport choices for everyone;
- Goal 6 – A vibrant, healthy and liveable city.

4.15 These benefits are strongly supported by both international and New Zealand evidence, which confirms that lower operating speeds significantly reduce crash likelihood and severity.

4.15.1 Even a small reduction in impact speed leads to a substantial decrease in the risk of death or serious injury — for example, the likelihood of a pedestrian surviving a collision increases markedly when vehicle speeds are reduced from 50 km/h to 40 km/h.

4.15.2 Implementing safe and appropriate speeds also supports Council's level of service target to reduce deaths and serious injuries by 40%.

4.16 Reducing the speed limits would also has the lowest impact on staff resources and budget requirements.

4.16.1 It will not have significant impacts on staff time or resource availability.

4.16.2 It would eliminate any additional costs associated with carrying additional safety works: maintaining the existing speed limit would require staff to undertake additional

changes to the area to ensure the current design operates safely. An independent safety review has indicated that should the operating speeds be retained at 50 km/h staff would be required to undertake additional safety measures (e.g. additional signs and line marking), and current estimates put this at around \$31,000.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option- Approve new speed limits	Option 2 – Do Nothing	Option 3 – Install electronic variable speed limits for ETMP use
Cost to Implement	\$20,000	\$31,000	\$320,000
Maintenance/Ongoing Costs	There is no change to the currently approved design.	The impact over the currently approved design will be minimal.	High-level estimated costs indicate operation and maintenance of the 16 electronic signs would cost approximately \$15,000 per annum.
Funding Source	Speed Management Programme #75054	Speed Management Programme #75054	Speed Management Programme #75054
Funding Availability	Funding available in the above-named budgets.	Funding available in the above-named budgets.	Funding is not currently available for this level of investment without impacting on the current programme of work.
Impact on Rates	<0.001%	<0.001%	0.001%

- 5.1 The costs are high-level estimates of additional cost above the current contracted sums.
- 5.2 It should also be noted that electronic variable speed signs (option 3) have a much shorter asset life, so would require replacement within a much shorter period of time. This increases the whole of life cost to Council.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Budget risk: The additional costs are expected to be relatively small. These costs can be accommodated through the Speed Management Programme (75054) budget.
- 6.2 Engineering/delivery risk: Delivery is anticipated to be through the current contract. Delays may mean this is not possible, which could impact on time & cost.
- 6.3 Reputation risk: NZTA Director of Land Transport may not approve the speed limit changes. All speed limits proposed align with the requirements of the new Rule, including the information provided and consultation undertaken.
- 6.4 Political risk: There is a risk that the public will request speed limits that are not able to be implemented under the new Rule. All speed limits proposed align with the requirements of the new Rule.



### Legal Considerations Ngā Hiraunga ā-Ture

Statutory and/or delegated authority to undertake proposals in the report:

- 6.5 The Land Transport Rule: Setting of Speed Limits 2024 requires road controlling authorities (such as the Council) to set speed limits for roads under their control and sets out requirements that must be complied with when setting speed limits.
- 6.6 Council are proposing the new speed limits in line with the method set out in Section 2.6 of the Land Transport Rule: Setting of Speed Limits 2024.
- 6.6.1 Where the method outlined in Clause 2.6 is used, the Council must:
- Demonstrate compliance with Section 2.6(2), including documenting the process followed and the evidence base for the proposed speed limit.
  - Complete a cost-benefit disclosure statement that assesses the safety, economic, and network implications of the proposed change.
  - Consult on the proposed speed limit in accordance with Clause 3.8 of the Rule, and consider all submissions received.
  - Seek approval from the Director of Land Transport before confirming and setting the new speed limit.
  - Register and implement the approved speed limit in accordance with the Rule's requirements, including appropriate signage and creating the required Land Transport Record.
- 6.6.2 As per Clause 2.6 of the Rule, Staff have completed a cost/benefit disclosure statement, which is included in Section 4.12 of this report. Staff have also completed consultation on the proposed speed limit in accordance with clause 3.8 of the Rule, and have considered any submissions received during that consultation, which is included in Section 6.12-6.19 of this report.
- 6.6.3 The Rule requires that speed limits are entered into the National Speed Limit Register. Once the speed limit is migrated into the Register, the land transport record will become the legal instrument for the speed limits.
- 6.6.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.7 The decision-making authority for speed limit changes sits with the Council and cannot be delegated to a Committee of Council or other body.
- 6.8 Other Legal implications:
- 6.8.1 The report has been written using a general approach previously approved of by the Legals Services Unit, and the recommendations are consistent with the policy and legislative framework.

### Strategy and Policy Considerations Te Whai Kaupapa here

- 6.9 The required decisions:
- 6.9.1 Partially aligns with the [Christchurch City Council's Strategic Framework](#). By providing safer speeds for those travelling within the city, by contributing to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.

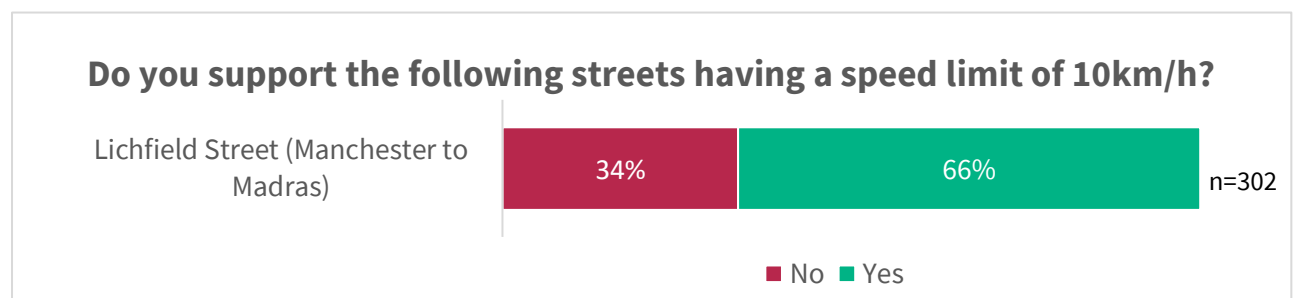
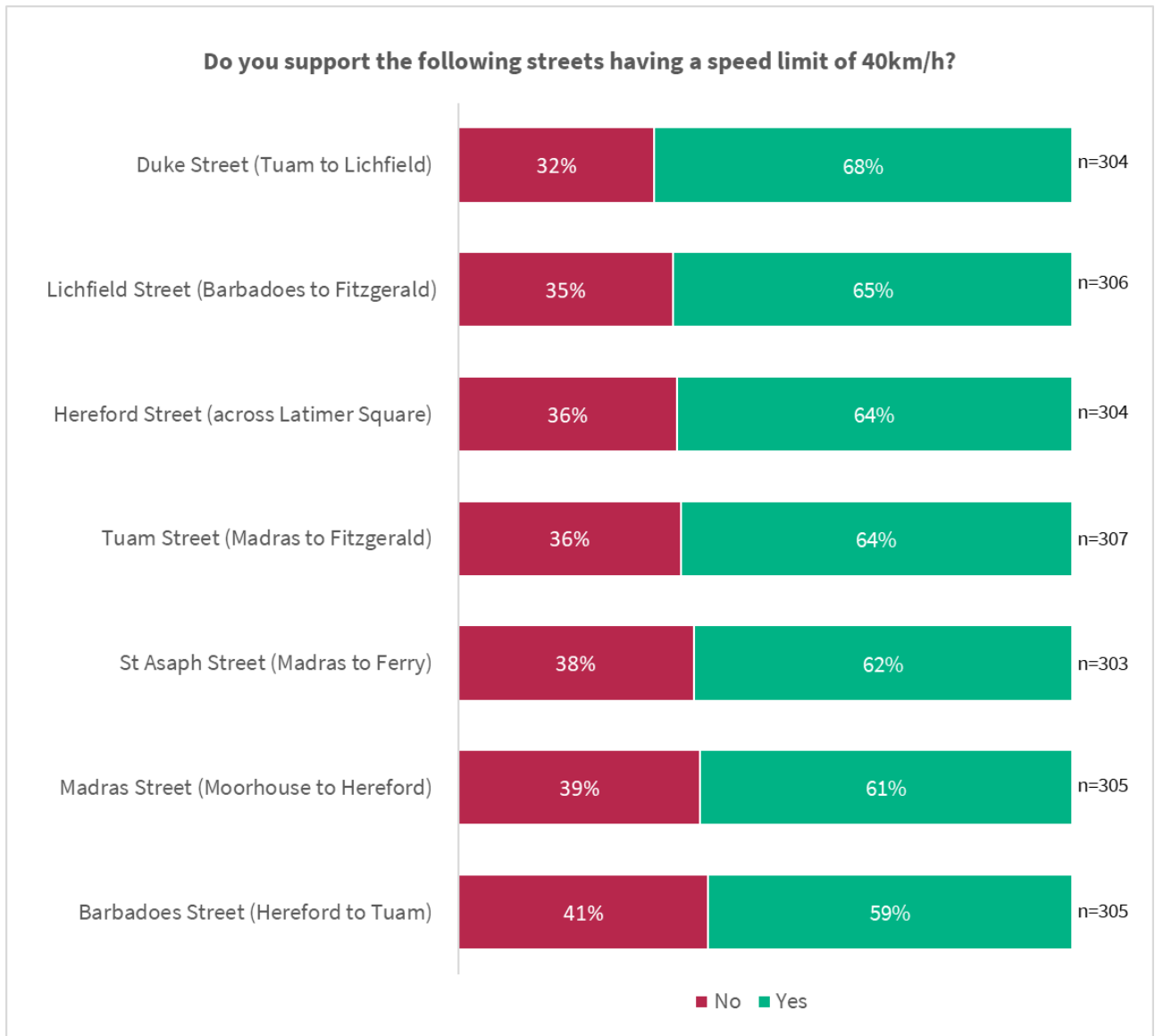
- 6.9.2 Is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the localised area of changes but the high community interest.
- 6.10 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.11 Transport
- 6.11.1 Activity: Transport
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY
  - Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <95 crashes per year
  - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.12 Consultation started on 26 May and ran until 9 July 2025. It was reopened on 29 July for a further month, with submitters notified.
- 6.13 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk](#) webpage were advertised via:
- 6.13.1 An email was sent to around 1,300 stakeholders including emergency services, to our established e-newsletter on this streets project. This also included all submitters on the 2022 [Te Kaha Surrounding Streets consultation](#), unless they elected to stop hearing updates.
- 6.13.2 A [Newsline story](#) was posted and shared to Council's Facebook page.
- 6.13.3 Consultation documents delivered to all households and businesses on the affected streets from Monday 26 May. These were also sent to absentee owners and available in Reception at Te Hononga Civic Offices.
- 6.14 The [Kōrero mai | Let's Talk](#) page had 2,800 views throughout the consultation period.

### Summary of Submissions Ngā Tāpaetanga

- 6.15 Submissions were made by 15 organisations and 298 individuals (N=313). All submissions are available on our [Kōrero mai | Let's talk webpage](#).
- 6.16 Most submitters were supportive of the proposed speed limits. The level of support for each street is displayed in the graphs below:



6.17 The key reasons given by submitters for supporting the proposed speed limits were:

- Lower speed limits improve safety (56)
- Lower speed limits would increase the amenity value of the area around the stadium (20)
- There is a lot of foot traffic in the area (19).

6.18 The key reasons given by submitters for opposing the proposed speed limits were:

- Lower speed limits should only be in place when events are on at the stadium (39)

- Madras Street (20) and Barbadoes Street (19) are main arterial routes through the city
- Lower speed limits would restrict the flow of traffic (17)
- Events at the stadium will be infrequent (17)
- Congestion naturally slows traffic so lower speed limits are not needed (14).

6.19 Submitters also commented that:

- Speed limits of 30 km/h would be preferred (75)\*
- The variety of speed limits within the central city is confusing (18).\*

*\* Noting that a 30 km/h speed limit cannot be installed under the new Rule.*

The decision affects the following Community Board areas:

6.20 Waipapa Papanui Innes Central Community Board.

6.21 As the Te Kaha Streets are within the Part A area this decision is metropolitan and a Council decision.

### **Impact on Mana Whenua Ngā Whai Take Mana Whenua**

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

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

### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

6.24 The decisions in this report are likely to:

6.24.1 Not contribute to adaptation to the impacts of climate change.

6.24.2 Contribute positively to emissions reductions.

6.25 Safe speeds contribute to emissions reduction including, having streets where people feel safe to walk, ride, cycle, scoot, and access public transport.

## **7. Next Steps Ngā Mahinga ā-muri**



7.1 If approved, staff will:

7.1.1 Refer the proposal to the Director of Land Transport for consideration and approval.

7.1.2 Implement signage at proposed speed change points.

7.1.3 Create land transport records and enter those records into the National Speed Limit Register.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Memo Setting of Speed Limits Rule: Impact on Capital Projects	25/712526	62

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

Document Name – Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Jenny Rankin - Senior Project Manager David McCormick - Senior Traffic Engineer Hannah Ballantyne - Senior Engagement Advisor Krystle Anderson - Senior Engagement Advisor
<b>Approved By</b>	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure



Memos



# Memo

Date: 11 April 2025  
From: Jacob Bradbury, Manager Planning & Delivery Transport  
To: Mayor and Councillors  
Cc: Waipapa Papanui-Innes-Central Community Board  
Executive Leadership Team  
Reference: 25/712526

## Setting of Speed Limits Rule: Impact on Capital Projects

### 1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of the Memo is to give Elected Members an understanding of the process for changing speed limits under the Land Transport Rule - Setting of Speed Limits (the Rule)
  - 1.1.1 It will cover the issues leading to the staff recommendation to retain the 30 km/h speed limit on Gloucester Street Shared Space project
  - 1.1.2 The memo will also serve as background information ahead of a future consultation on the speed limits for the Te Kaha Surrounding Streets project
- 1.2 The information in this memo is not confidential and can be made public.

### 2. Update He Pānui

#### Speed Limit Rule Changes

- 2.1 On 28 September 2024, the Land Transport Rule: Setting of Speed Limits 2024 was released, and came into force on the 30 October 2024. This is attached to this report as **Attachment A**.
  - 2.1.1 The Rule change was widely publicised as reversing previous blanket speed limit changes. Staff focus since then has been on automatic reversals and implementing 30 km/h speeds outside of school gates.
  - 2.1.2 However, it also does not allow for implementation of speeds that were set by Council under the Setting of Speed Limits 2022 Rule, which have not been installed yet.
- 2.2 For all future speed limit changes on existing roads, the Rule also places restrictions on Road Controlling Authorities (RCAs) around the limits that can be set, depending on the street classification:
  - 2.2.1 Schedule 3 of the Rule (Page 53 of **Attachment A**) defines permitted permanent speed limits for particular classifications of road. Notably, it does not allow for 30 km/h speed limits on normal urban streets.
    - Urban Street classifications (Table 1): There are 4 classifications of street, which specify limits between 10 km/h and 100 km/h.
    - Rural Street classifications (Table 2): There are 6 classifications of street, which specify limits between 50 km/h and 120 km/h.

Memos



- Alternative permanent speed limits for certain roads (Table 3): This deals with atypical street types, such as beaches, mountainous roads, high risk intersections, unsealed roads, and urban streets with significant levels of pedestrian and/or cycling activity. The specified limits for these street types range between 10 km/h and 80 km/h.
- 2.3 Clause 3.8 of the Rule also requires RCAs to conduct consultation with the community ahead of any changes to speed limits, with some requirements that differ from the previous rules. The consultation and decision-making must meet a number of specific criteria, which include:
- Minimum consultation period of 6 weeks, notified on an internet site
  - The material must include information showing:
    - The role and function of the road; how the road is used (including the different types of road user); and why a speed limit change has been proposed rather than any other speed management intervention
    - An explanation of how the road safety aspects of the [Government Policy Statement] have been had regard to
    - A cost benefit disclosure statement
  - The consultation must have used reasonable efforts to reach a number of groups, including: schools, communities, road users (including freight providers), businesses, and adjoining RCAs
  - Must have reasonably practicable efforts to consult with Māori where the changes affect Māori land or land subject to any Māori claims settlement act
  - A summary of feedback must be provided, including an explanation of how feedback was taken into account in any final draft plan. This point in particular is no change to the current engagement processes.
- 2.3.2 The RCA must have considered this information and feedback when making a decision about their proposal for the speed limit on a piece of road.
- 2.4 Once the RCA has decided to propose a change to speed limits, they must seek the Director of Land Transport's approval.
- 2.4.1 With this, the RCA must supply information, mostly showing how it has complied with the requirements above
- 2.4.2 The Director will then give their approval, subject to the RCA having met the requirements
- 2.5 Once approval has been given and the new speed limit has been set, it must publish this on an internet site, with linked information.
- 2.6 There are separate rules for applying speed limits in other circumstances, such as within a pilot project, or for a new road.

**Gloucester Street**

- 2.7 The Gloucester Street Shared Space project (#71599) has involved a trial layout between Colombo and Manchester Streets, with a 10 km/h speed limit installed under Temporary Traffic Management.
- 2.8 After gathering public feedback and convening a Hearings Panel, Council approved this section of the street to be a permanent 10 km/h speed limit by Council at the 2 October 2024

Memos

- meeting. However, Detailed Traffic Resolutions were not available at the time, so staff were asked to return to Council for these at a later date.
- 2.9 On 05 March 2025 staff were due to present a report to Council for these resolutions, including the permanent speed limit change.
- 2.9.1 It was noted before the report was presented that the regulatory tool being used for the speed limit change was a now rescinded Bylaw, rather than the Setting of Speed Limits Rule 2024. Therefore, this would not be enforceable, so the report was pulled from the agenda.
- 2.9.2 Staff have sought legal and regulatory advice, before returning to Council with a report that now proposes not including the 10km/h speed limit.
- 2.10 Staff considered a number of options to meet the previous Council approvals, however, there is no clear and simple method to achieve this.
- 2.10.1 This may be possible by defining the street as a *Civic Space*, however, this is defined as a street "mainly intended for localised on-street activity with little or no through movement". Given the traffic volumes along Gloucester Street (~1500vpd during the trial) it does not immediately fall into this category
- 2.10.2 Other classifications would fit the nature of the street, however, these do not permit a permanent 10 km/h speed limit (eg Urban streets with significant levels of pedestrian and/or cycling activity)
- 2.10.3 Staff sought a legal opinion, which was not clear. Doubts were raised about inconsistency between these definitions, and the District Plan classification. The legal advice suggested pursuing a change to the District Plan, noting that this could take a significant period, and have significant knock-on impacts.
- 2.10.4 Staff also sought advice from previous members of the NZTA speed management assessment panel as the Director ultimately approves speed limits. As the Rule is new, it is not clear how edge cases will be dealt with, so staff cannot say with confidence whether a permanent 10 km/h speed limit would be approved.
- 2.11 The existing permanent speed limit on this street is 30 km/h, so staff have recommended retaining this

**Te Kaha Surrounding Streets**

- 2.12 The Detailed Traffic Resolutions for the streets around the One New Zealand Stadium at Te Kaha were approved by the Finance and Performance Committee on 28 June 2023. This included a number of resolutions (5-10, & 178) relating to speed limit changes, which no longer can be implemented due to the Rule. These are on the following streets:
- Madras Street (Moorhouse to Hereford) – approved 30 km/h
  - Tuam Street (Madras to Fitzgerald) - approved 30 km/h
  - Lichfield Street (Barbadoes to Fitzgerald) - approved 30 km/h
  - Duke Street (Tuam to Lichfield) - approved 30 km/h
  - Hereford Street (across Latimer Square) - approved 30 km/h
  - St Asaph Street (Ferry to Madras) - approved 30 km/h
  - Lichfield Street (Madras to Manchester) - approved 10 km/h
- 2.13 The Rule does not allow Council to meet the previously approved 30 km/h speed limits. Those streets previously approved at 30 km/h - given the expected travel patterns once the stadium



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- is operational - appear to best fit into the category of *Urban streets with significant levels of pedestrian and/or cycling activity*
- 2.13.1 This category of street has a permitted speed limit of 40 km/h
- 2.14 It is likely that Council could achieve the previously approved 10km/h speed limit on Lichfield Street (Madras to Manchester). The design, and expected traffic volumes and types, would mean the street would likely fit into the category of a *Civic Space*
- 2.14.1 This category of street has a permitted speed limit of 10 km/h
- 2.15 Staff are therefore planning to conduct consultation on speed limit changes in line with the Rule (see 2.3 – 2.5 above). This will allow Council (as the decision-maker) to consider the information and community views on the proposed 40km/h and 10km/h limits described above.
- 2.15.1 Staff are commissioning safety audits to ensure that higher speed limits do not adversely affect the safety of the design. While these are not expected to raise any major issues, should further measures be required to manage safety in a higher speed environment, this will be included in the final report to Elected Members to support decision making.
- 2.15.2 Barbadoes Street from Hereford Street to Tuam Street is also expected to see high pedestrian numbers around events, however, this section of road had not been included in the initial approved speed changes. This stretch of road was expected to be considered as part of the Safe Speed Neighbourhood programme: as this programme is no longer progressing, this section of Barbadoes Street will also be consulted on.
- 2.16 Staff are planning to undertake consultation between May 2025 and July 2025.
- 2.16.1 Staff will provide more information through a briefing of Council prior to any public engagement.
- 2.16.2 Some of the information required is specialist and technical, staff have not had to produce it before, and it is likely to require significant supporting information for it to be useful for the general public. There is therefore some uncertainty around the exact date when consultation would be able to start.
- 2.16.3 While there will be a generally available website with the information about the proposed change and links to provide feedback, staff will focus on notifying and gaining feedback from the following groups:
- Previous submitters on the 2023 Te Kaha Surrounding Streets consultation
  - Businesses and residential properties located within the streets that we're proposing speed changes
  - Transport-based stakeholders
  - Other stakeholders as specified within the Rule (eg schools and tertiary educational facilities).
- 2.17 Results will then be reported back to Council for a decision on or around late August 2025.
- 2.18 Any approved speed limit changes can then be implemented, ideally ahead of the opening of the stadium in April 2026.

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### 3. Conclusion Whakakapinga

- 3.1 The Setting of Speed Limits Rule 2024 has changed the process and method by which Road Controlling Authorities change speed limits. It also does not allow for speed limits previously approved but not yet enacted to be installed.
  - 3.1.1 It is more prescriptive around the speed limits that can be used for particular types of road
  - 3.1.2 The process requires certain information to be produced and shared with the public through a minimum six week consultation process
  - 3.1.3 The RCA then seeks the approval of the Director of Land Transport for the proposed change
- 3.2 This has affected the approved 10km/h speed limit on Gloucester Street (Colombo to Manchester).
  - 3.2.1 Due to the changed rules it is likely to be extremely onerous, and potentially not possible, for Council to enact the 10km/h speed limit previously approved
  - 3.2.2 Staff have therefore recommended that the existing 30km/h speed limit is retained
- 3.3 This has also affected the speed limit changes previously approved on the Te Kaha Surrounding Streets project. Staff are therefore planning to undertake consultation on these speed limit changes in line with the requirements of the Rule.
  - 3.3.1 There is no method for Council to achieve the approved 30km/h speed limit on the streets directly around the stadium (plus others affected), therefore staff will consult on a change to a 40km/h speed limit on these streets instead.
  - 3.3.2 There is a method for Council to achieve the 10km/h speed limit approved for Lichfield Street (Manchester to Madras Street), so this will be included in the consultation.
  - 3.3.3 The consultation is currently planned for May 2025 to July 2025, and staff will brief Council before any public engagement material is released.
  - 3.3.4 Staff are aiming to provide information to Elected Members for a decision on or around late August 2025. This would allow any permanent changes to be enacted before the stadium is planned to open in April 2026.

### Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Land Transport Rule - Setting of Speed Limits 2024 - as at 15 January 2025	25/714157

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	Jacob Bradbury - Manager Planning & Delivery Transport Hannah Ballantyne - Senior Engagement Advisor David McCormick - Senior Traffic Engineer
<b>Approved By</b>	Lynette Ellis - Head of Transport & Waste Management

## 9. MCR Nor'West Arc - Speed Limit Change

Reference Te Tohutoro: 25/2269431

Responsible Officer(s) Te Pou Matua: Jennifer Rankin, Senior Project Manager Transport

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

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider changes to the speed limits for streets associated with the Nor West Arc cycleway; namely Aorangi Road, Condell Avenue and Matsons Avenue.
- 1.2 The report is written in response to the Council's resolution at its 6 August 2025 meeting where it requested staff to undertake public consultation and return with a report on reducing speed limits for these streets.
  - 1.2.1 Changes to the speed limits for the Nor'West Arc Cycleway were previously approved by the Council in February 2022. Due to subsequent changes in the law governing speed limits, Council is unable to implement those previously approved limits.
  - 1.2.2 Any speed changes are made by the Director of Land Transport on the recommendation of the Council. They will require certain conditions to be met: these include the production of specific information, public consultation, and for decision-makers to demonstrate they have considered the information and feedback.
  - 1.2.3 Public consultation has been undertaken, and this report seeks approval of the speed limits for the streets along the route of the Nor'West Arc Major Cycleway.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the MCR Nor'West Arc - Speed Limit Change Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

#### Revocations and new speed limits

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

3. In relation to the speed limit on Aorangi Road, commencing at its intersection with Ilam Road and extending in a northerly direction to Condell Avenue:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.
4. In relation to the speed limit on Condell Avenue, commencing at its existing intersection with Aorangi Road and extending in a westerly direction to Matsons Ave:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.

5. In relation to the speed limit on Matsons Avenue, commencing at its intersection with Condell Avenue and extending in a northern direction to Harewood Road:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40 km/h.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Changes to the speed limits for the Nor West Arc cycleway Project had been approved by Council in February 2022. Due to a subsequent change in the law these cannot be implemented.
- 3.2 At the Council meeting of 6<sup>th</sup> August 2025 staff were requested to undertake consultation on lowering the speed limits and provide a report to the Council.
  - 3.2.1 In order to give the Council the opportunity to reduce speed limits on the streets associated with the Nor West Arc cycleway in a manner that is broadly in line with the original resolutions, production of certain information and public consultation on new speed limits was required.
  - 3.2.2 Engagement has been undertaken with local residents and businesses, previously consulted submitters and key stakeholders.
- 3.3 Following this consultation, staff have developed 2 options for the Council to consider:
  - 3.3.1 Change speed limits: 40km/h on proposed roads- Aorangi Road, Condell Avenue and Matson Avenue.
  - 3.3.2 Retain existing speed limits: 50km/h on proposed roads- Aorangi Road, Condell Avenue and Matson Avenue.
- 3.4 Staff are recommending changing the speed to 40km/h on the roads associated with the Nor West Arc cycleway.
  - 3.4.1 The reasons for this recommendation include:
    - Closest option to the original Council resolutions and aligns with the approved physical road layout.
    - This is the safest option on streets expected to have large numbers of people walking and cycling.
    - The cost impact is low – both for upfront installation, and for ongoing operation and maintenance.
    - Low risk that further changes to road markings or layouts will be required.
  - 3.4.2 Noting that slower permanent speeds also received support from consultation respondents.

### 4. Background/Context Te Horopaki

- 4.1 The new Land Transport Rule: Setting of Speed Limits 2024 (Rule) has changed the way speed limits are set.

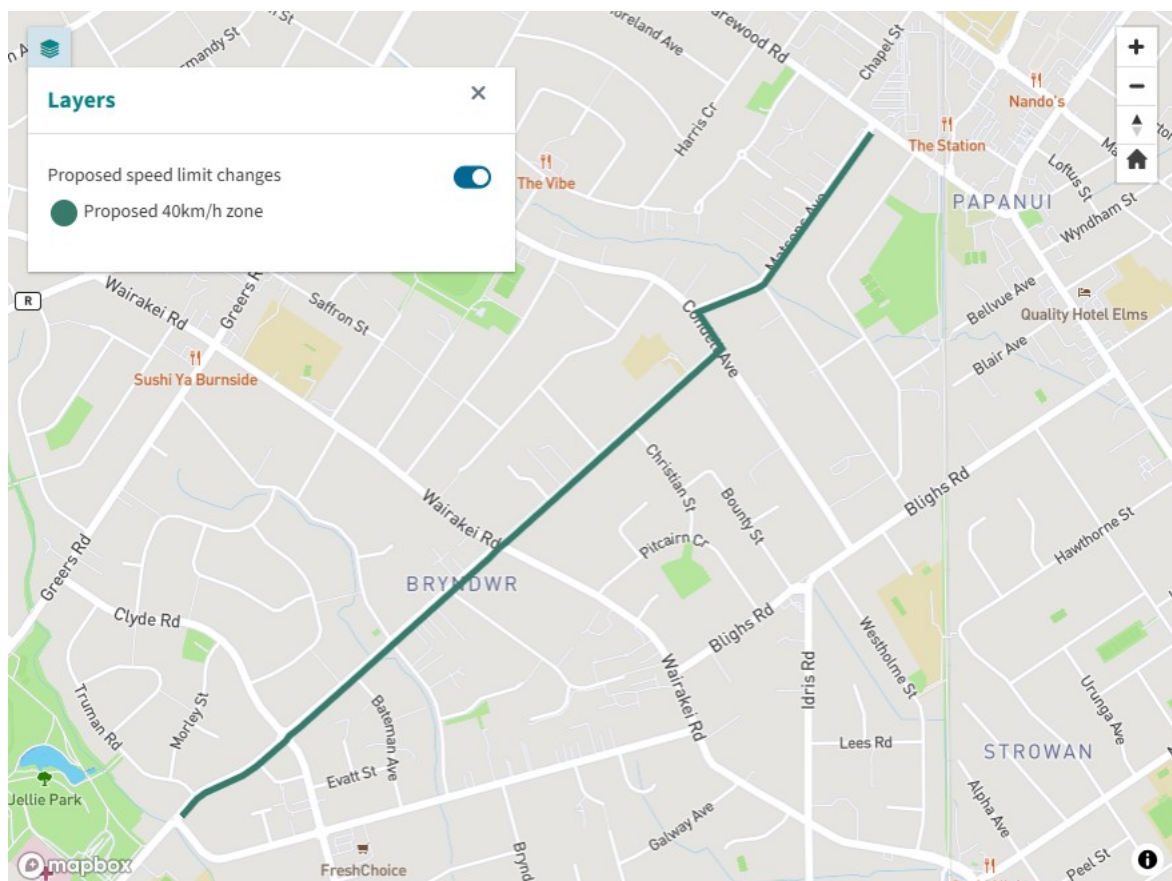
- 4.1.1 The 2024 Rule, which came into force in October 2024, revokes the 2022 Rule. This does not allow for the installation of any speed limit changes approved under the 2022 rule (or previous Council bylaws) which have not yet been implemented.
- 4.1.2 More detail about the rule, and its implications, is available in a Memo dated 11 April 2025, and included here as **Attachment A**.

#### Nor West Arc Cycleway: previously approved speed limits

- 4.2 On 3 February 2022 the Council had approved that speed limits be reduced to 40km/h along Section 3 of the Nor West Arc Cycleway Project and associated cul-de-sacs.
- 4.3 On 25 August 2022 the Council had approved the Detailed Traffic Resolutions, which included reductions in the speed limits, for the section from the University to the Ilam/Aorangi intersection.

#### Current Consultation

- 4.4 Due to the change in the law, some of the speed limits previously resolved for the Nor West Arc Cycleway project cannot be installed.
  - 4.4.1 Due the requirements of the Rule, there is no ability for Council to reduce the speed limits on the associated side roads and cul-de-sacs. Therefore resolutions related to this were revoked at the Council meeting at 6<sup>th</sup> August 2025.
  - 4.4.2 Those streets directly along the route of the Major Cycleway would fall into the category of “*Urban streets with significant levels of pedestrian and/or cycling activity*”, so could be changed to a 40 km/h limit.
- 4.5 To meet the requirements of the new Rule, and in line with the Council decision of 6<sup>th</sup> August 2025, the public has been re-consulted over new speed limits on the streets immediately adjacent to the Nor West Arc Cycleway as shown below:



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

Date	Subject
11 April 2025	Memo - Setting of Speed Limits Rule: Impact on Capital Projects 11 April 2025 (Attachment A)

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

Date	Subject
06 August 2025	Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Nor' West Arc Section 3 (University to Harewood Road) <a href="https://christchurch.infocouncil.biz/Open/2025/08/CNCL_20250806_MIN_8615_AT.PDF">https://christchurch.infocouncil.biz/Open/2025/08/CNCL_20250806_MIN_8615_AT.PDF</a>

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- Lower the speed limit (Staff Recommendation).
- Do Nothing – Revoke the existing speed limit resolutions and return all speed limits to the previous speed limits.

### Options Descriptions Ngā Kōwhiringa

4.9 **Recommended Option (Option 1):** - Lower the speed limit.

4.9.1 **Option Description:** Approve the speed limits as consulted:

- Aorangi Road, commencing at its intersection with Ilam Road and extending in a northerly (direction) to Condell Avenue would be reduced to 40km/h
- Condell Avenue, commencing at its existing intersection with Aorangi Road and extending in a westerly (direction) to Matsons Ave would be reduced to 40km/h
- Matsons Avenue, commencing at its intersection with Condell Avenue and extending in a northern (direction) to Harewood Road would be reduced to 40km/h

4.9.2 **Option Advantages**

- Reducing the speed would be expected to have safety benefits for all users, but especially for cyclists using and accessing the new cycleway.
- Aligns with the approved road layout.
- Expected to result in 0.3 fewer non-injury crashes each year.
- Closest in outcome and intent to the original resolutions.
- Supported by the majority of respondents to the consultation.

4.9.3 **Option Disadvantages**

- Small additional capital cost associated with installing speed signage.
- Potential confusion for users due to multiple speed limits (40 and 50km/h speed limits in close proximity)
- The proposed speed limit changes are estimated to increase travel times along Aorangi Road, Condell Avenue and Matson Avenue by between 0.5 second and 10 seconds

#### 4.10 Alternative Option (Option 2): - Do Nothing

4.10.1 **Option Description:** Revoke the existing speed limit resolutions and return all speed limits to the previous speed limits.

- Aorangi Road, Condell Avenue and Matsons Avenue would remain at a 50km/h speed limit.

#### 4.10.2 Option Advantages

- Speed limits can remain unchanged: reduced vehicle travel times
- Less confusion for users caused by multiple speed limits
- Lowest cost: minimal additional speed signage required

#### 4.10.3 Option Disadvantages

- The safety risk for the cycleway users would be slightly higher
- Least in line with the outcomes and intent of the original resolution
- Not supported by the majority of respondents to the consultation

### Analysis Criteria Ngā Paearu Wetekina

4.11 The options have been developed to address the legislative changes introduced in the 2024 Rule. Staff have assessed all the streets requiring speed limit changes against the requirements in the Rule.

4.11.1 The cost/benefit analysis completed for the proposal is provided below. The estimated impacts in the cost benefit disclosure statement are based on the assumption of no growth in daily traffic volumes. The implementation cost is based on the installation of speed limit signs at the change point.

4.11.2 The estimate figures are based on the NZTA Optional Cost Impact Analysis Tool.

Road	Aorangi Road from Ilam Road to Condell Avenue	Condell Avenue from Aorangi Road to Matsons Avenue	Matsons Avenue from Matsons Avenue to Harewood Road
Distance (km)	1.55	0.1	0.6
Existing speed limit	50km/h	50km/h	50km/h
Proposed speed limit	40km/h	40km/h	40km/h
Number of crashes in the last five years	1 minor injury 4 non-injury crashes	1 non-injury crashes	2 non-injury crashes
Estimated reduction in the number of crashes each year	0 minor injury crashes 0.2 non-injury crashes	0	0.1 non injury crashes
Current average operating speed	38km/h	44km/h	33km/h
Estimated average operating speed when new speed limit is in place	35.5km/h	41.5km/h	31.5km/h
Estimated impact on individual travel time	10 seconds	0.5 seconds	5 seconds
Estimated impact on collective travel times based on annual average daily traffic volumes	7,454 hours per year (based on 6,900 daily vehicle movements)	463 hours per year (based on 9,000 daily vehicle movements)	4,960 hours per year (based on 8,850 daily vehicle movements)
Implementation cost	\$75,000	\$10,000	\$15,000



- 4.12 Staff consider there are benefits to introducing a lower speed limit in this location. A reduced limit would likely improve perceptions of safety, reinforce the cycle priority of this corridor, and align with the physical street design. It would also reflect strong public support as demonstrated through both the original and recent consultations.
- 4.13 Setting safe and appropriate speed limits delivers multiple benefits that directly support the following goal in the Ōtautahi Christchurch Future Transport 2024–54 Strategy:
- Goal 3 – A safer transport network;
  - Goal 5 – Genuine transport choices for everyone;
  - Goal 6 – A vibrant, healthy and liveable city.
- 4.14 These benefits are strongly supported by both international and New Zealand evidence, which confirms that lower operating speeds significantly reduce crash likelihood and severity.
- 4.14.1 Even a small reduction in impact speed leads to a substantial decrease in the risk of death or serious injury — for example, the likelihood of a pedestrian surviving a collision increases markedly when vehicle speeds are reduced from 50 km/h to 40 km/h.
- 4.14.2 Implementing safe and appropriate speeds also supports Council’s level of service target to reduce deaths and serious injuries by 40%.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option- Approve new speed limits	Option 2 – Do Nothing
Cost to Implement	\$55,000	\$0
Maintenance/Ongoing Costs	There is no change to the currently approved design.	No Change
Funding Source	Speed Management Programme #75054	N/A
Funding Availability	Funding available in the above-named budgets.	N/A
Impact on Rates	<0.001%	N/A

- 5.1 The costs are high-level estimates and are not tendered prices.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Budget risk: The number of side roads mean there will be a large number of signs. These costs can be accommodated through the Speed Management Programme (75054) budget.
- 6.2 Engineering/delivery risk: Delivery is anticipated to be through the current and future contracts. Delays may mean this is not possible, which could impact on time & cost.
- 6.3 Reputation risk: NZTA Director of Land Transport may not approve the speed limit changes. All speed limits proposed align with the requirements of the new Rule, including the information provided and consultation undertaken.



- 6.4 Political risk: There is a risk that the public will request speed limits that are not able to be implemented under the new Rule. All speed limits proposed align with the requirements of the new Rule.

### Legal Considerations Ngā Hīraunga ā-Ture

Statutory and/or delegated authority to undertake proposals in the report:

- 6.5 The Land Transport Rule: Setting of Speed Limits 2024 requires road controlling authorities (such as the Council) to set speed limits for roads under their control and sets out requirements that must be complied with when setting speed limits.
- 6.6 Council are proposing the new speed limits in line with the method set out in Section 2.6 of the Land Transport Rule: Setting of Speed Limits 2024.
- 6.6.1 Where the method outlined in Clause 2.6 is used, the Council must:
- Demonstrate compliance with Section 2.6(2), including documenting the process followed and the evidence base for the proposed speed limit.
  - Complete a cost-benefit disclosure statement that assesses the safety, economic, and network implications of the proposed change.
  - Consult on the proposed speed limit in accordance with Clause 3.8 of the Rule, and consider all submissions received.
  - Seek approval from the Director of Land Transport before confirming and setting the new speed limit.
  - Register and implement the approved speed limit in accordance with the Rule's requirements, including appropriate signage and creating the required Land Transport Record.
- 6.6.2 As per Clause 2.6 of the Rule, Staff have completed a cost/benefit disclosure statement, which is included in Section 4.11 of this report. Staff have also completed consultation on the proposed speed limit in accordance with clause 3.8 of the Rule, and have considered any submissions received during that consultation, which is included in Section 6.12-6.19 of this report.
- 6.6.3 The Rule requires speed limits are entered into the National Speed Limit Register. Once the speed limit is migrated into the Register, the land transport record will become the legal instrument for the speed limits.
- 6.6.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.7 The decision-making authority for speed limit changes sits with the Council and cannot be delegated to a Committee of Council or other body.
- 6.8 Other Legal implications:
- 6.8.1 The report has been written using a general approach previously approved of by the Legals Services Unit, and the recommendations are consistent with the policy and legislative framework.

### Strategy and Policy Considerations Te Whai Kaupapa here

- 6.9 The required decisions:
- 6.9.1 Partially aligns with the Christchurch City Council's Strategic Framework. By providing safer speeds for those travelling within the city, by contributing to a green,

liveable city, where our neighbourhoods and communities are accessible and well-connected.

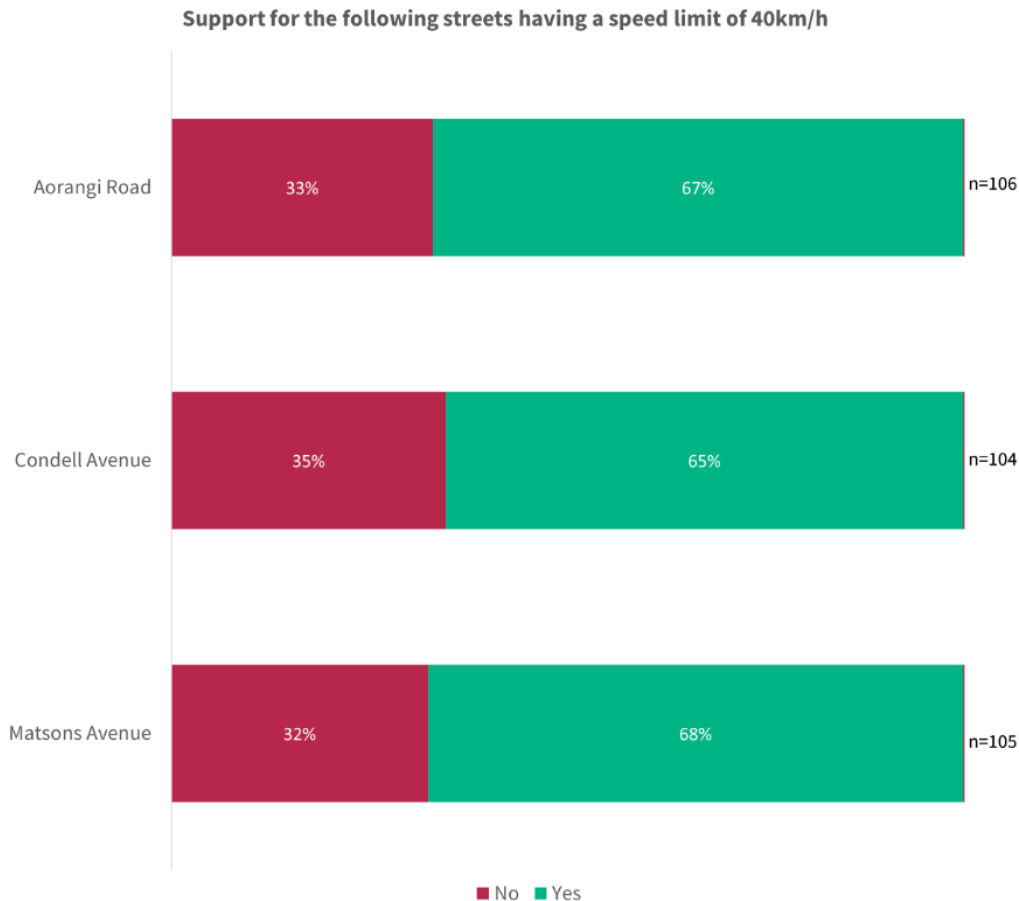
- 6.9.2 Is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact, but large numbers affected and high community interest.
- 6.10 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.11 Transport
- 6.11.1 Activity: Transport
- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <95 crashes per year
  - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents
  - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.12 Consultation started on 19 September and ran until 31 October 2025.
- 6.13 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk](#) webpage were advertised via:
- 6.13.1 An email sent to transport stakeholders and submitters on the previous Nor'West Arc cycleway consultation
- 6.13.2 A flyer to 415 properties along Aorangi Road, Condell Avenue and Matsons Avenue
- 6.14 The [Kōrero mai | Let's Talk](#) page had 502 views throughout the consultation period.

### Summary of Submissions Ngā Tāpaetanga

- 6.15 Submissions were made by two organisations and 104 individuals. All submissions are available on our [Kōrero mai | Let's talk webpage](#).
- 6.16 Most submitters supported 40km/h speed limits on all streets proposed as shown in the graphs below.



6.17 The key reasons given by submitters for supporting the proposed speed limit were:

- Lower speeds would improve safety (22)
- There are lots of pedestrians and/or cyclists using this street (8)

6.18 The key reasons given by submitters for opposing the proposed speed limits were:

- The cycleway or road layout changes are enough to improve safety (12)
- Cost (10)
- The reduction in estimated crashes is not justified (6)

6.19 Submitters also commented that:

- Speed limits of 30km/h would be preferred (14)

The decision affects the following Community Board areas:

6.20 Waimāero Fendalton-Waimariri-Harewood Community Board

6.21 Waipapa Papanui-Innes-Central Community Board

6.22 As this relates to the Major Cycleway Programme this decision is metropolitan and a Council decision

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

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


### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.25 The decisions in this report are likely to:
- 6.25.1 Not contribute to adaptation to the impacts of climate change.
  - 6.25.2 Contribute positively to emissions reductions.
- 6.26 Safe speeds contribute to emissions reduction including, having streets where people feel safe to walk, ride, cycle, scoot, and access public transport.

## 7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will:
- 7.1.1 Refer the proposal to the Director of Land Transport for consideration and approval
  - 7.1.2 Implement signage at proposed speed change points
  - 7.1.3 Create land transport records and enter those records into the National Speed Limit Register

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Memo - Setting of Speed Limits Rule: Impact on Capital Projects	25/712526	77

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

Document Name – Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Jenny Rankin - Senior Project Manager Krystle Anderson - Senior Engagement Advisor David McCormick - Senior Traffic Engineer
<b>Approved By</b>	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure

Memos

# Memo

Date: 11 April 2025  
From: Jacob Bradbury, Manager Planning & Delivery Transport  
To: Mayor and Councillors  
Cc: Waipapa Papanui-Innes-Central Community Board  
Executive Leadership Team  
Reference: 25/712526

## Setting of Speed Limits Rule: Impact on Capital Projects

### 1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of the Memo is to give Elected Members an understanding of the process for changing speed limits under the Land Transport Rule - Setting of Speed Limits (the Rule)
  - 1.1.1 It will cover the issues leading to the staff recommendation to retain the 30 km/h speed limit on Gloucester Street Shared Space project
  - 1.1.2 The memo will also serve as background information ahead of a future consultation on the speed limits for the Te Kaha Surrounding Streets project
- 1.2 The information in this memo is not confidential and can be made public.

### 2. Update He Pānui

#### Speed Limit Rule Changes

- 2.1 On 28 September 2024, the Land Transport Rule: Setting of Speed Limits 2024 was released, and came into force on the 30 October 2024. This is attached to this report as **Attachment A**.
  - 2.1.1 The Rule change was widely publicised as reversing previous blanket speed limit changes. Staff focus since then has been on automatic reversals and implementing 30 km/h speeds outside of school gates.
  - 2.1.2 However, it also does not allow for implementation of speeds that were set by Council under the Setting of Speed Limits 2022 Rule, which have not been installed yet.
- 2.2 For all future speed limit changes on existing roads, the Rule also places restrictions on Road Controlling Authorities (RCAs) around the limits that can be set, depending on the street classification:
  - 2.2.1 Schedule 3 of the Rule (Page 53 of **Attachment A**) defines permitted permanent speed limits for particular classifications of road. Notably, it does not allow for 30 km/h speed limits on normal urban streets.
    - Urban Street classifications (Table 1): There are 4 classifications of street, which specify limits between 10 km/h and 100 km/h.
    - Rural Street classifications (Table 2): There are 6 classifications of street, which specify limits between 50 km/h and 120 km/h.

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- Alternative permanent speed limits for certain roads (Table 3): This deals with atypical street types, such as beaches, mountainous roads, high risk intersections, unsealed roads, and urban streets with significant levels of pedestrian and/or cycling activity. The specified limits for these street types range between 10 km/h and 80 km/h.
- 2.3 Clause 3.8 of the Rule also requires RCAs to conduct consultation with the community ahead of any changes to speed limits, with some requirements that differ from the previous rules. The consultation and decision-making must meet a number of specific criteria, which include:
- Minimum consultation period of 6 weeks, notified on an internet site
  - The material must include information showing:
    - The role and function of the road; how the road is used (including the different types of road user); and why a speed limit change has been proposed rather than any other speed management intervention
    - An explanation of how the road safety aspects of the [Government Policy Statement] have been had regard to
    - A cost benefit disclosure statement
  - The consultation must have used reasonable efforts to reach a number of groups, including: schools, communities, road users (including freight providers), businesses, and adjoining RCAs
  - Must have reasonably practicable efforts to consult with Māori where the changes affect Māori land or land subject to any Māori claims settlement act
  - A summary of feedback must be provided, including an explanation of how feedback was taken into account in any final draft plan. This point in particular is no change to the current engagement processes.
- 2.3.2 The RCA must have considered this information and feedback when making a decision about their proposal for the speed limit on a piece of road.
- 2.4 Once the RCA has decided to propose a change to speed limits, they must seek the Director of Land Transport's approval.
- 2.4.1 With this, the RCA must supply information, mostly showing how it has complied with the requirements above
- 2.4.2 The Director will then give their approval, subject to the RCA having met the requirements
- 2.5 Once approval has been given and the new speed limit has been set, it must publish this on an internet site, with linked information.
- 2.6 There are separate rules for applying speed limits in other circumstances, such as within a pilot project, or for a new road.

**Gloucester Street**

- 2.7 The Gloucester Street Shared Space project (#71599) has involved a trial layout between Colombo and Manchester Streets, with a 10 km/h speed limit installed under Temporary Traffic Management.
- 2.8 After gathering public feedback and convening a Hearings Panel, Council approved this section of the street to be a permanent 10 km/h speed limit by Council at the 2 October 2024

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- meeting. However, Detailed Traffic Resolutions were not available at the time, so staff were asked to return to Council for these at a later date.
- 2.9 On 05 March 2025 staff were due to present a report to Council for these resolutions, including the permanent speed limit change.
- 2.9.1 It was noted before the report was presented that the regulatory tool being used for the speed limit change was a now rescinded Bylaw, rather than the Setting of Speed Limits Rule 2024. Therefore, this would not be enforceable, so the report was pulled from the agenda.
- 2.9.2 Staff have sought legal and regulatory advice, before returning to Council with a report that now proposes not including the 10km/h speed limit.
- 2.10 Staff considered a number of options to meet the previous Council approvals, however, there is no clear and simple method to achieve this.
- 2.10.1 This may be possible by defining the street as a *Civic Space*, however, this is defined as a street "mainly intended for localised on-street activity with little or no through movement". Given the traffic volumes along Gloucester Street (~1500vpd during the trial) it does not immediately fall into this category
- 2.10.2 Other classifications would fit the nature of the street, however, these do not permit a permanent 10 km/h speed limit (eg Urban streets with significant levels of pedestrian and/or cycling activity)
- 2.10.3 Staff sought a legal opinion, which was not clear. Doubts were raised about inconsistency between these definitions, and the District Plan classification. The legal advice suggested pursuing a change to the District Plan, noting that this could take a significant period, and have significant knock-on impacts.
- 2.10.4 Staff also sought advice from previous members of the NZTA speed management assessment panel as the Director ultimately approves speed limits. As the Rule is new, it is not clear how edge cases will be dealt with, so staff cannot say with confidence whether a permanent 10 km/h speed limit would be approved.
- 2.11 The existing permanent speed limit on this street is 30 km/h, so staff have recommended retaining this

**Te Kaha Surrounding Streets**

- 2.12 The Detailed Traffic Resolutions for the streets around the One New Zealand Stadium at Te Kaha were approved by the Finance and Performance Committee on 28 June 2023. This included a number of resolutions (5-10, & 178) relating to speed limit changes, which no longer can be implemented due to the Rule. These are on the following streets:
- Madras Street (Moorhouse to Hereford) – approved 30 km/h
  - Tuam Street (Madras to Fitzgerald) - approved 30 km/h
  - Lichfield Street (Barbadoes to Fitzgerald) - approved 30 km/h
  - Duke Street (Tuam to Lichfield) - approved 30 km/h
  - Hereford Street (across Latimer Square) - approved 30 km/h
  - St Asaph Street (Ferry to Madras) - approved 30 km/h
  - Lichfield Street (Madras to Manchester) - approved 10 km/h
- 2.13 The Rule does not allow Council to meet the previously approved 30 km/h speed limits. Those streets previously approved at 30 km/h - given the expected travel patterns once the stadium

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- is operational - appear to best fit into the category of *Urban streets with significant levels of pedestrian and/or cycling activity*
- 2.13.1 This category of street has a permitted speed limit of 40 km/h
- 2.14 It is likely that Council could achieve the previously approved 10km/h speed limit on Lichfield Street (Madras to Manchester). The design, and expected traffic volumes and types, would mean the street would likely fit into the category of a *Civic Space*
- 2.14.1 This category of street has a permitted speed limit of 10 km/h
- 2.15 Staff are therefore planning to conduct consultation on speed limit changes in line with the Rule (see 2.3 – 2.5 above). This will allow Council (as the decision-maker) to consider the information and community views on the proposed 40km/h and 10km/h limits described above.
- 2.15.1 Staff are commissioning safety audits to ensure that higher speed limits do not adversely affect the safety of the design. While these are not expected to raise any major issues, should further measures be required to manage safety in a higher speed environment, this will be included in the final report to Elected Members to support decision making.
- 2.15.2 Barbadoes Street from Hereford Street to Tuam Street is also expected to see high pedestrian numbers around events, however, this section of road had not been included in the initial approved speed changes. This stretch of road was expected to be considered as part of the Safe Speed Neighbourhood programme: as this programme is no longer progressing, this section of Barbadoes Street will also be consulted on.
- 2.16 Staff are planning to undertake consultation between May 2025 and July 2025.
- 2.16.1 Staff will provide more information through a briefing of Council prior to any public engagement.
- 2.16.2 Some of the information required is specialist and technical, staff have not had to produce it before, and it is likely to require significant supporting information for it to be useful for the general public. There is therefore some uncertainty around the exact date when consultation would be able to start.
- 2.16.3 While there will be a generally available website with the information about the proposed change and links to provide feedback, staff will focus on notifying and gaining feedback from the following groups:
- Previous submitters on the 2023 Te Kaha Surrounding Streets consultation
  - Businesses and residential properties located within the streets that we're proposing speed changes
  - Transport-based stakeholders
  - Other stakeholders as specified within the Rule (eg schools and tertiary educational facilities).
- 2.17 Results will then be reported back to Council for a decision on or around late August 2025.
- 2.18 Any approved speed limit changes can then be implemented, ideally ahead of the opening of the stadium in April 2026.



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### 3. Conclusion Whakakapinga

- 3.1 The Setting of Speed Limits Rule 2024 has changed the process and method by which Road Controlling Authorities change speed limits. It also does not allow for speed limits previously approved but not yet enacted to be installed.
  - 3.1.1 It is more prescriptive around the speed limits that can be used for particular types of road
  - 3.1.2 The process requires certain information to be produced and shared with the public through a minimum six week consultation process
  - 3.1.3 The RCA then seeks the approval of the Director of Land Transport for the proposed change
- 3.2 This has affected the approved 10km/h speed limit on Gloucester Street (Colombo to Manchester).
  - 3.2.1 Due to the changed rules it is likely to be extremely onerous, and potentially not possible, for Council to enact the 10km/h speed limit previously approved
  - 3.2.2 Staff have therefore recommended that the existing 30km/h speed limit is retained
- 3.3 This has also affected the speed limit changes previously approved on the Te Kaha Surrounding Streets project. Staff are therefore planning to undertake consultation on these speed limit changes in line with the requirements of the Rule.
  - 3.3.1 There is no method for Council to achieve the approved 30km/h speed limit on the streets directly around the stadium (plus others affected), therefore staff will consult on a change to a 40km/h speed limit on these streets instead.
  - 3.3.2 There is a method for Council to achieve the 10km/h speed limit approved for Lichfield Street (Manchester to Madras Street), so this will be included in the consultation.
  - 3.3.3 The consultation is currently planned for May 2025 to July 2025, and staff will brief Council before any public engagement material is released.
  - 3.3.4 Staff are aiming to provide information to Elected Members for a decision on or around late August 2025. This would allow any permanent changes to be enacted before the stadium is planned to open in April 2026.

### Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Land Transport Rule - Setting of Speed Limits 2024 - as at 15 January 2025	25/714157

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	Jacob Bradbury - Manager Planning & Delivery Transport Hannah Ballantyne - Senior Engagement Advisor David McCormick - Senior Traffic Engineer
<b>Approved By</b>	Lynette Ellis - Head of Transport & Waste Management



## 10. Antigua Street (Moorhouse to St Asaph) - Speed Limit Changes

Reference Te Tohutoro: 25/2256452

Responsible Officer(s) Te Pou Matua: Lindsay White, Senior Project Manager - Transport

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

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider changes to the speed limits for Antigua Street between Moorhouse Avenue and St Asaph Street.
- 1.2 The report is written in response to the Council's resolution at its 6 August 2025 meeting where it requested staff to undertake public consultation and return with a report on reducing speed limits for these streets.
  - 1.2.1 Changes to the speed limits for the Antigua Street Cycle Network (Tuam- Moorhouse) project were previously approved by Council on 12 May 2022. Due to subsequent changes in the law governing speed limits, Council is unable to implement the previously approved limits.
  - 1.2.2 Any speed changes are made by the Director of Land Transport on the recommendation of the Council. They require certain conditions to be met which include the production of specific information, public consultation, and for decision-makers to demonstrate they have considered the information and feedback.
  - 1.2.3 Public consultation has been undertaken, and this report recommends the amended speed limits for the above streets.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Antigua Street (Moorhouse to St Asaph) - Speed Limit Changes Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

#### Revocations and new speed limits

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

3. In relation to the speed limit on Antigua Street, commencing at its intersection with Moorhouse Avenue and extending in a Northerly direction for 378m to its intersection with St Asaph Street:
  - a. Revokes the existing permanent speed limit of 50 km/h.
  - b. Sets a permanent speed limit of 40km/h.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Changes to the speed limits for the Antigua Street Cycle Network (Tuam-Moorhouse) project were approved by the Council on 12 May 2022. Due to a subsequent change in the law these cannot be implemented.
- 3.2 At its 6 August 2025 meeting, the Council requested staff to undertake consultation on lowering the speed limits and provide a report back to the Council.
  - 3.2.1 In order to give the Council the opportunity to reduce speed limits on Antigua Street in a manner that is broadly in line with the original resolutions, production of certain information and public consultation on new speed limits was required.
  - 3.2.2 Engagement has been undertaken with local residents and businesses, previously consulted submitters and key stakeholders.
- 3.3 Following this consultation, staff have developed two options for the Council to consider:
  - 3.3.1 Change speed limits: 40km/h on Antigua Street
  - 3.3.2 Retain existing speed limits: 50km/h on Antigua Street
- 3.4 Staff are recommending changing the speed to 40km/h along Antigua Street from Moorhouse Avenue to St Asaph Street.
  - 3.4.1 The reasons for this recommendation include:
    - Closest option to the original Council resolutions and aligns with the recently installed physical road layout.
    - The improved comfort for pedestrians within the central city, particularly when large numbers of people travel from surrounding streets and parking locations to events at Parakiore Recreation and Sports Centre.
    - Relatively low cost, and no requirement for further changes to road markings or layouts
    - While vehicle travel times are expected to increase, the effect is small (~2 seconds)
  - 3.4.2 Noting that slower permanent speeds also received support from consultation respondents.

### 4. Background/Context Te Horopaki

- 4.1 The new Land Transport Rule: Setting of Speed Limits 2024 (Rule) has changed the way speed limits are set.
  - 4.1.1 The 2024 Rule, which came into force in October 2024, revokes the 2022 Rule. This does not allow for the installation of any speed limit changes approved under the 2022 rule (or previous Council bylaws) which have not yet been implemented.
  - 4.1.2 More detail about the rule, and its implications, is available in a memo dated 11 April 2025, and included here as **Attachment A**.

#### **Antigua Street Cycle Network (Tuam- Moorhouse): previously approved speed limits**

- 4.2 The Council had approved that the speed limit for the Antigua Street Cycle Network (Tuam-Moorhouse) project to be 30km/h on 12 May 2022.

- 4.2.1 As the section of Antigua Street from St Asaph Street to Tuam Street had already been resolved at 30km/h, this approval applied to the section of Antigua Street from Moorhouse Avenue to St Asaph Street.

### Current Consultation

- 4.3 Due to the change in the law, the speed limits previously resolved for the Antigua Street Cycle Network (Tuam- Moorhouse) project cannot be installed.
- 4.3.1 It is also not possible to change normal urban streets to 30km/h: they typically should be set at 50km/h, although there are some notable exceptions:
- *Urban streets with significant levels of pedestrian and/or cycling activity* (permitted 40km/h speed limits): Antigua Street is included under this classification, due to the high current users of the cycleway, and expected large numbers of pedestrians for events at Parakiore Recreation and Sports Centre.
- 4.3.2 To meet the requirements of the new Rule, the Council has re-consulted with the public over new speed limits on Antigua Street between its intersection with Moorhouse Avenue and St Asaph Street.



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

Date	Subject
11 April 2025	Memo - Setting of Speed Limits Rule: Impact on Capital Projects 11 April 2025 -see <b>Attachment A.</b>

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

Date	Subject
6 Aug 2025	Council Setting of Speed Limits Rule 2024 Non-installed – Antigua Street (Moorhouse to St Asaph) Agenda: <a href="https://christchurch.infocouncil.biz/Open/2025/08/CNCL_20250806_AGN_8615_AT.PDF">https://christchurch.infocouncil.biz/Open/2025/08/CNCL_20250806_AGN_8615_AT.PDF</a> Minutes: <a href="https://christchurch.infocouncil.biz/Open/2025/08/CNCL_20250806_MIN_8615_AT.PDF">https://christchurch.infocouncil.biz/Open/2025/08/CNCL_20250806_MIN_8615_AT.PDF</a>

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- 4.6.1 Lower the speed limit to 40km/h along Antigua Street from its intersection with Moorhouse Avenue and its intersection with St Asaph Street.
- 4.6.2 Do Nothing- Revoke the existing speed limit resolutions and return all speed limits to the previous speed limits.

### Options Descriptions Ngā Kōwhiringa

- 4.7 **Recommended Option (Option 1):** Lower the speed limit to 40km/h along Antigua Street from its intersection with Moorhouse Avenue and its intersection with St Asaph Street.

- 4.7.1 **Option Description:** Approve the speed limits as consulted.

- Antigua Street would be reduced to 40km/h from its intersection with Moorhouse Avenue and its intersection with St Asaph Street.

- 4.7.2 **Option Advantages**

- Reducing the speed would be expected to improve pedestrian and cycle comfort, particularly for people accessing Parakiore Recreation and Sports Centre for events.
- Would reinforce the recent layout changes.
- Closest in outcome and intent to the original resolutions.
- Supported by the majority of respondents to the consultation.

- 4.7.3 **Option Disadvantages**

- There are no estimated crash reductions.
- Small additional capital cost associated with changing speed signage.
- Potential confusion for users due to multiple speed limits (30 and 50km/h speed limits in close proximity).
- Slower travel times along Antigua Street. This is expected to be 2 seconds slower than previous travel times. Slower speeds are supported by the approved and constructed Antigua Street design, which features traffic calming measures.

- 4.8 **Alternative Option (Option 2):** - Do Nothing

- 4.8.1 **Option Description:** Revoke the existing speed limit resolutions and return all speed limits to the previous speed limits.

- Antigua Street from its intersection with Moorhouse Avenue and its intersection with St Asaph Street would remain at 50 km/h.

- 4.8.2 **Option Advantages**

- Speed limits can remain unchanged: no change to vehicle travel times.
- Less confusion for users caused by multiple speed limits.
- Lowest cost: minimal additional speed signage required.

- 4.8.3 **Option Disadvantages**

- The pedestrian comfort level for Parakiore Recreation and Sports Centre users would not improve.
- Least in line with the outcomes and intent of the original resolution.
- Not supported by the majority of respondents to the consultation.

### Analysis Criteria Ngā Paearu Wetekina

4.9 The options have been developed to address the legislative changes introduced in the 2024 Rule. Staff have assessed all the streets requiring speed limit changes against the requirements in the Rule.

4.9.1 The cost/benefit analysis completed for the proposal is provided below. The estimated impacts in the cost benefit disclosure statement are based on the assumption of no growth in daily traffic volumes. The implementation cost is based on the installation of speed limit signs at the change point.

4.9.2 The estimate figures are based on the NZTA Optional Cost Impact Analysis Tool.

Road	Antigua Street (from Moorhouse Avenue to St Asphah Street)
Distance (km)	0.3
Existing speed limit	50km/h
Proposed speed limit	40km/h
Number of crashes in the last five years	1 serious injury 1 minor injury 1 non-injury
Estimated reduction in the number of crashes each year	0
Current average operating speed	36km/h
Estimated average operating speed when new speed limit is in place	33.5km/h
Estimated impact on individual travel time	2 seconds
Estimated impact on collective travel times based on annual average daily traffic volumes	1,417 hours per year (based on 6,060 daily vehicle movements)
Implementation cost	\$10,000

4.10 Staff consider there are benefits to introducing a lower speed limit in this location. A reduced limit would likely improve perceptions of safety; reinforce the cycle priority of this corridor, and would be consistent with the physical design. It would also reflect strong public support, as demonstrated through both from the original consultation and the recently undertaken consultation.

4.11 Setting safe and appropriate speed limits delivers multiple benefits that directly support the following goal in the Ōtautahi Christchurch Future Transport 2024–54 Strategy:

- Goal 3 – A safer transport network;
- Goal 5 – Genuine transport choices for everyone;
- Goal 6 – A vibrant, healthy and liveable city.

4.12 These benefits are strongly supported by both international and New Zealand evidence, which confirms that lower operating speeds significantly reduce crash likelihood and severity.

4.12.1 Even a small reduction in impact speed leads to a substantial decrease in the risk of death or serious injury — for example, the likelihood of a pedestrian surviving a collision increases markedly when vehicle speeds are reduced from 50 km/h to 40 km/h.

4.12.2 Implementing safe and appropriate speeds also supports Council’s level of service target to reduce deaths and serious injuries by 40%.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option 1- Approve new speed limits	Option 2 – Do Nothing
Cost to Implement	\$10,000	\$0
Maintenance/Ongoing Costs	There is no change to the currently approved design.	There is no change to the currently approved design in terms of layout or signage
Funding Source	Antigua Street Cycle Network (Moorhouse – Tuam) project	N/A
Funding Availability	Funding available in the above-named budgets.	N/A
Impact on Rates	<0.001%	N/A

5.1 The costs are high-level estimates and are not tendered prices.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Budget risk: The main project has now been completed, so there may be additional costs for re-mobilisation.
- 6.2 Engineering/delivery risk: None above BAU.
- 6.3 Reputation risk: NZTA Director of Land Transport may not approve the speed limit changes. All speed limits proposed align with the requirements of the new Rule, including the information provided and consultation undertaken.
- 6.4 Political risk: There is a risk that the public will request speed limits that are not able to be implemented under the new Rule. All speed limits proposed align with the requirements of the new Rule.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.5 The Land Transport Rule: Setting of Speed Limits 2024 requires road controlling authorities (such as the Council) to set speed limits for roads under their control and sets out requirements that must be complied with when setting speed limits.
- 6.6 The Council are proposing the new speed limits in line with the method set out in Section 2.6 of the Land Transport Rule: Setting of Speed Limits 2024.
  - 6.6.1 Where the alternative method outlined in Clause 2.6 is used, the Council must:
    - Demonstrate compliance with Section 2.6(2), including documenting the process followed and the evidence base for the proposed speed limit.
    - Complete a cost–benefit disclosure statement that assesses the safety, economic, and network implications of the proposed change.



- Consult on the proposed speed limit in accordance with Clause 3.8 of the Rule, and consider all submissions received.
  - Seek approval from the Director of Land Transport before confirming and setting the new speed limit.
  - Register and implement the approved speed limit in accordance with the Rule's requirements, including appropriate signage and creating the required Land Transport Record.
- 6.6.2 As per Clause 2.6 of the Rule, Staff have completed a cost/benefit disclosure statement, which is included in Section 4.9 of this report. Staff have also completed consultation on the proposed speed limit in accordance with clause 3.8 of the Rule, and have considered any submissions received during that consultation, which is included in Section 6.12-6.19 of this report.
- 6.6.3 The Rule requires that speed limits are entered into the National Speed Limit Register. Once the speed limit is migrated into the Register, the land transport record will become the legal instrument for the speed limits.
- 6.6.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.7 The decision-making authority for speed limit changes sits with the Council and cannot be delegated to a Committee of Council or other body.
- 6.8 Other Legal implications:
- 6.8.1 The report has been written using a general approach previously approved of by the Legals Services Unit, and the recommendations are consistent with the policy and legislative framework.

### Strategy and Policy Considerations Te Whai Kaupapa here

- 6.9 The required decision:
- 6.9.1 Partially aligns with the [Christchurch City Council's Strategic Framework](#). By providing safer speeds for those travelling within the city, by contributing to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.
- 6.9.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low cost, impact and reversibility. This keeps the overall assessment score low, despite the likely public interest.
- 6.9.3 Is consistent with Council's Plans and Policies.
- 6.10 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.11 Transport
- 6.11.1 Activity: Transport
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY
  - Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <95 crashes per year

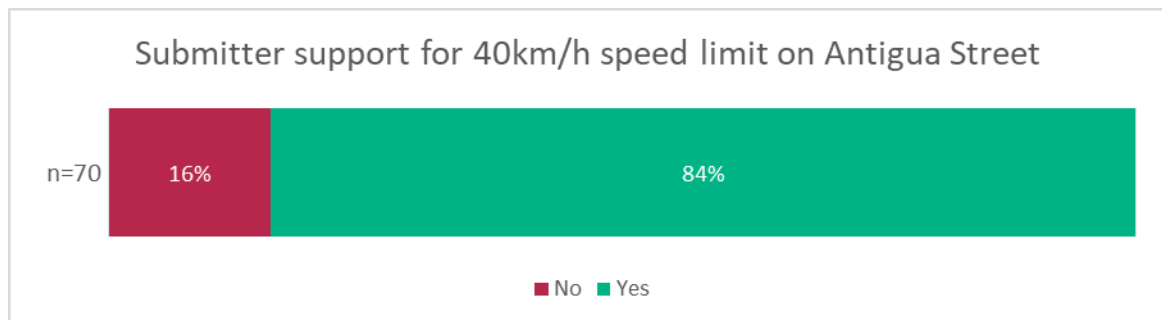
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.12 Consultation started on 19 September and ran until 31 October 2025.
- 6.13 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk](#) webpage were advertised via:
- 6.13.1 An email sent to transport stakeholders, businesses and organisations on Antigua Street and submitters on the previous Antigua Street Cycle Network (Tuam-Moorhouse) consultation.
- 6.14 The [Kōrero mai | Let's Talk](#) page had 251 views throughout the consultation period.

### Summary of Submissions Ngā Tāpaetanga

- 6.15 Submissions were made by three businesses, one organisation and 66 individuals. All submissions are available on our [Kōrero mai | Let's talk webpage](#).
- 6.16 The majority of submitters (59, 84%) were in support of a 40km/h speed limit on Antigua Street from Moorhouse Avenue to St Asaph Street as shown in the graph below



- 6.17 The key reasons given by submitters for supporting the proposed speed limit were:
- Parakiore Recreation and Sports Centre would attract more people using the street (16)
  - Lower speeds would improve safety (15)
  - There are lots of pedestrians and/or cyclists already using this street (5)
- 6.18 The key reasons given by submitters for opposing the proposed speed limits were:
- There is no estimated crash reduction (4)
  - Cost (3)
  - It will increase congestion / travel times (3)
- 6.19 Submitters also commented that:
- Speed limits of 30km/h would be preferred (26)\*
- \* Noting that a 30 km/h speed limit cannot be installed under the new Rule.
- 6.20 The decision affects the following wards/Community Board areas:
- 6.20.1 Waipapa Papanui-Innes-Central Community Board.
- 6.20.2 The project sits adjacent to the boundary with the Waihoru Spreydon-Cashmere-Heathcote Community board area, with much of the travel to and from the site coming from this board area, so they are likely to retain a high level of interest.

- 6.20.3 As Antigua Street is within the Central City this decision is metropolitan and a Council decision.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

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


### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.23 The decisions in this report are likely to:
- 6.23.1 Not contribute to adaptation to the impacts of climate change.
  - 6.23.2 Contribute positively to emissions reductions.
- 6.24 Safe speeds contribute to emissions reduction including, having streets where people feel safe to walk, ride, cycle, scoot, and access public transport.

## 7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will:
- 7.1.1 Refer the proposal to the Director of Land Transport for consideration and approval
  - 7.1.2 Implement signage at proposed speed change points
  - 7.1.3 Create land transport records and enter those records into the National Speed Limit Register

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Memo - Setting of Speed Limits Rule: Impact on Capital Projects	25/712526	93

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Lindsay White - Senior Project Manager
Approved By	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure

Memos

# Memo

Date: 11 April 2025  
From: Jacob Bradbury, Manager Planning & Delivery Transport  
To: Mayor and Councillors  
Cc: Waipapa Papanui-Innes-Central Community Board  
Executive Leadership Team  
Reference: 25/712526

## Setting of Speed Limits Rule: Impact on Capital Projects

### 1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of the Memo is to give Elected Members an understanding of the process for changing speed limits under the Land Transport Rule - Setting of Speed Limits (the Rule)
  - 1.1.1 It will cover the issues leading to the staff recommendation to retain the 30 km/h speed limit on Gloucester Street Shared Space project
  - 1.1.2 The memo will also serve as background information ahead of a future consultation on the speed limits for the Te Kaha Surrounding Streets project
- 1.2 The information in this memo is not confidential and can be made public.

### 2. Update He Pānui

#### Speed Limit Rule Changes

- 2.1 On 28 September 2024, the Land Transport Rule: Setting of Speed Limits 2024 was released, and came into force on the 30 October 2024. This is attached to this report as **Attachment A**.
  - 2.1.1 The Rule change was widely publicised as reversing previous blanket speed limit changes. Staff focus since then has been on automatic reversals and implementing 30 km/h speeds outside of school gates.
  - 2.1.2 However, it also does not allow for implementation of speeds that were set by Council under the Setting of Speed Limits 2022 Rule, which have not been installed yet.
- 2.2 For all future speed limit changes on existing roads, the Rule also places restrictions on Road Controlling Authorities (RCAs) around the limits that can be set, depending on the street classification:
  - 2.2.1 Schedule 3 of the Rule (Page 53 of **Attachment A**) defines permitted permanent speed limits for particular classifications of road. Notably, it does not allow for 30 km/h speed limits on normal urban streets.
    - Urban Street classifications (Table 1): There are 4 classifications of street, which specify limits between 10 km/h and 100 km/h.
    - Rural Street classifications (Table 2): There are 6 classifications of street, which specify limits between 50 km/h and 120 km/h.

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- Alternative permanent speed limits for certain roads (Table 3): This deals with atypical street types, such as beaches, mountainous roads, high risk intersections, unsealed roads, and urban streets with significant levels of pedestrian and/or cycling activity. The specified limits for these street types range between 10 km/h and 80 km/h.
- 2.3 Clause 3.8 of the Rule also requires RCAs to conduct consultation with the community ahead of any changes to speed limits, with some requirements that differ from the previous rules. The consultation and decision-making must meet a number of specific criteria, which include:
- Minimum consultation period of 6 weeks, notified on an internet site
  - The material must include information showing:
    - The role and function of the road; how the road is used (including the different types of road user); and why a speed limit change has been proposed rather than any other speed management intervention
    - An explanation of how the road safety aspects of the [Government Policy Statement] have been had regard to
    - A cost benefit disclosure statement
  - The consultation must have used reasonable efforts to reach a number of groups, including: schools, communities, road users (including freight providers), businesses, and adjoining RCAs
  - Must have reasonably practicable efforts to consult with Māori where the changes affect Māori land or land subject to any Māori claims settlement act
  - A summary of feedback must be provided, including an explanation of how feedback was taken into account in any final draft plan. This point in particular is no change to the current engagement processes.
- 2.3.2 The RCA must have considered this information and feedback when making a decision about their proposal for the speed limit on a piece of road.
- 2.4 Once the RCA has decided to propose a change to speed limits, they must seek the Director of Land Transport's approval.
- 2.4.1 With this, the RCA must supply information, mostly showing how it has complied with the requirements above
- 2.4.2 The Director will then give their approval, subject to the RCA having met the requirements
- 2.5 Once approval has been given and the new speed limit has been set, it must publish this on an internet site, with linked information.
- 2.6 There are separate rules for applying speed limits in other circumstances, such as within a pilot project, or for a new road.

**Gloucester Street**

- 2.7 The Gloucester Street Shared Space project (#71599) has involved a trial layout between Colombo and Manchester Streets, with a 10 km/h speed limit installed under Temporary Traffic Management.
- 2.8 After gathering public feedback and convening a Hearings Panel, Council approved this section of the street to be a permanent 10 km/h speed limit by Council at the 2 October 2024

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- meeting. However, Detailed Traffic Resolutions were not available at the time, so staff were asked to return to Council for these at a later date.
- 2.9 On 05 March 2025 staff were due to present a report to Council for these resolutions, including the permanent speed limit change.
- 2.9.1 It was noted before the report was presented that the regulatory tool being used for the speed limit change was a now rescinded Bylaw, rather than the Setting of Speed Limits Rule 2024. Therefore, this would not be enforceable, so the report was pulled from the agenda.
- 2.9.2 Staff have sought legal and regulatory advice, before returning to Council with a report that now proposes not including the 10km/h speed limit.
- 2.10 Staff considered a number of options to meet the previous Council approvals, however, there is no clear and simple method to achieve this.
- 2.10.1 This may be possible by defining the street as a *Civic Space*, however, this is defined as a street "mainly intended for localised on-street activity with little or no through movement". Given the traffic volumes along Gloucester Street (~1500vpd during the trial) it does not immediately fall into this category
- 2.10.2 Other classifications would fit the nature of the street, however, these do not permit a permanent 10 km/h speed limit (eg Urban streets with significant levels of pedestrian and/or cycling activity)
- 2.10.3 Staff sought a legal opinion, which was not clear. Doubts were raised about inconsistency between these definitions, and the District Plan classification. The legal advice suggested pursuing a change to the District Plan, noting that this could take a significant period, and have significant knock-on impacts.
- 2.10.4 Staff also sought advice from previous members of the NZTA speed management assessment panel as the Director ultimately approves speed limits. As the Rule is new, it is not clear how edge cases will be dealt with, so staff cannot say with confidence whether a permanent 10 km/h speed limit would be approved.
- 2.11 The existing permanent speed limit on this street is 30 km/h, so staff have recommended retaining this

**Te Kaha Surrounding Streets**

- 2.12 The Detailed Traffic Resolutions for the streets around the One New Zealand Stadium at Te Kaha were approved by the Finance and Performance Committee on 28 June 2023. This included a number of resolutions (5-10, & 178) relating to speed limit changes, which no longer can be implemented due to the Rule. These are on the following streets:
- Madras Street (Moorhouse to Hereford) – approved 30 km/h
  - Tuam Street (Madras to Fitzgerald) - approved 30 km/h
  - Lichfield Street (Barbadoes to Fitzgerald) - approved 30 km/h
  - Duke Street (Tuam to Lichfield) - approved 30 km/h
  - Hereford Street (across Latimer Square) - approved 30 km/h
  - St Asaph Street (Ferry to Madras) - approved 30 km/h
  - Lichfield Street (Madras to Manchester) - approved 10 km/h
- 2.13 The Rule does not allow Council to meet the previously approved 30 km/h speed limits. Those streets previously approved at 30 km/h - given the expected travel patterns once the stadium

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- is operational - appear to best fit into the category of *Urban streets with significant levels of pedestrian and/or cycling activity*
- 2.13.1 This category of street has a permitted speed limit of 40 km/h
- 2.14 It is likely that Council could achieve the previously approved 10km/h speed limit on Lichfield Street (Madras to Manchester). The design, and expected traffic volumes and types, would mean the street would likely fit into the category of a *Civic Space*
- 2.14.1 This category of street has a permitted speed limit of 10 km/h
- 2.15 Staff are therefore planning to conduct consultation on speed limit changes in line with the Rule (see 2.3 – 2.5 above). This will allow Council (as the decision-maker) to consider the information and community views on the proposed 40km/h and 10km/h limits described above.
- 2.15.1 Staff are commissioning safety audits to ensure that higher speed limits do not adversely affect the safety of the design. While these are not expected to raise any major issues, should further measures be required to manage safety in a higher speed environment, this will be included in the final report to Elected Members to support decision making.
- 2.15.2 Barbadoes Street from Hereford Street to Tuam Street is also expected to see high pedestrian numbers around events, however, this section of road had not been included in the initial approved speed changes. This stretch of road was expected to be considered as part of the Safe Speed Neighbourhood programme: as this programme is no longer progressing, this section of Barbadoes Street will also be consulted on.
- 2.16 Staff are planning to undertake consultation between May 2025 and July 2025.
- 2.16.1 Staff will provide more information through a briefing of Council prior to any public engagement.
- 2.16.2 Some of the information required is specialist and technical, staff have not had to produce it before, and it is likely to require significant supporting information for it to be useful for the general public. There is therefore some uncertainty around the exact date when consultation would be able to start.
- 2.16.3 While there will be a generally available website with the information about the proposed change and links to provide feedback, staff will focus on notifying and gaining feedback from the following groups:
- Previous submitters on the 2023 Te Kaha Surrounding Streets consultation
  - Businesses and residential properties located within the streets that we're proposing speed changes
  - Transport-based stakeholders
  - Other stakeholders as specified within the Rule (eg schools and tertiary educational facilities).
- 2.17 Results will then be reported back to Council for a decision on or around late August 2025.
- 2.18 Any approved speed limit changes can then be implemented, ideally ahead of the opening of the stadium in April 2026.



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### 3. Conclusion Whakakapinga

- 3.1 The Setting of Speed Limits Rule 2024 has changed the process and method by which Road Controlling Authorities change speed limits. It also does not allow for speed limits previously approved but not yet enacted to be installed.
  - 3.1.1 It is more prescriptive around the speed limits that can be used for particular types of road
  - 3.1.2 The process requires certain information to be produced and shared with the public through a minimum six week consultation process
  - 3.1.3 The RCA then seeks the approval of the Director of Land Transport for the proposed change
- 3.2 This has affected the approved 10km/h speed limit on Gloucester Street (Colombo to Manchester).
  - 3.2.1 Due to the changed rules it is likely to be extremely onerous, and potentially not possible, for Council to enact the 10km/h speed limit previously approved
  - 3.2.2 Staff have therefore recommended that the existing 30km/h speed limit is retained
- 3.3 This has also affected the speed limit changes previously approved on the Te Kaha Surrounding Streets project. Staff are therefore planning to undertake consultation on these speed limit changes in line with the requirements of the Rule.
  - 3.3.1 There is no method for Council to achieve the approved 30km/h speed limit on the streets directly around the stadium (plus others affected), therefore staff will consult on a change to a 40km/h speed limit on these streets instead.
  - 3.3.2 There is a method for Council to achieve the 10km/h speed limit approved for Lichfield Street (Manchester to Madras Street), so this will be included in the consultation.
  - 3.3.3 The consultation is currently planned for May 2025 to July 2025, and staff will brief Council before any public engagement material is released.
  - 3.3.4 Staff are aiming to provide information to Elected Members for a decision on or around late August 2025. This would allow any permanent changes to be enacted before the stadium is planned to open in April 2026.

### Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Land Transport Rule - Setting of Speed Limits 2024 - as at 15 January 2025	25/714157

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	Jacob Bradbury - Manager Planning & Delivery Transport Hannah Ballantyne - Senior Engagement Advisor David McCormick - Senior Traffic Engineer
<b>Approved By</b>	Lynette Ellis - Head of Transport & Waste Management



## 11. Waimakariri Road and Whitchurch Place - Speed Limit Change

Reference Te Tohutoro: 25/2195039

Responsible Officer(s) Te Pou Matua: David McCormick, Senior Transport Engineer

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

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to make a decision on the proposal to change the permanent speed limit on Whitchurch Place and a section of Waimakariri Road.
- 1.2 The report is staff generated.
  - 1.2.1 The decision of Council (on the recommendation of the Hearings Panel) for the Wheels to Wings Cycleway (28 July 2022) included resolutions that these streets would have 50km/h permanent speed limit, with a 40km/h variable speed limit at school travel times. Due to delays with the project Detailed Traffic Resolutions have not previously been brought to enact this.
  - 1.2.2 At the meeting of 18 June 2025 Council approved a variable speed limit for the Harewood School zone, which included these streets.
    - This made the variable speed limit 30 km/h during school travel times, in line with the Land Transport Rule: Setting of Speed Limits 2024.
    - Outside of school travel times, the speed limit remains at 50km/h on Harewood Road, and 60km/h on Waimakariri Road and Whitchurch Place.
  - 1.2.3 Therefore, the current speed limits on streets within the school zone are inconsistent with each other, and not in line with previous Council decisions.
  - 1.2.4 Staff have brought this report at this time as the change would complement the installation of a safer crossing on Waimakariri Road, expected to be constructed in early-2026.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Waimakariri Road and Whitchurch Place - Speed Limit Change Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

#### Revocations and new speed limits

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

3. In relation to the speed limit on Waimakariri Road, commencing at its intersection with Harewood Road and extending in a Northerly direction for 200 metres:
  - a. Revokes the existing permanent speed limit of 60 km/h.

- b. Sets a permanent speed limit of 50 km/h.
- 4. In relation to the speed limit on Whitchurch Place, commencing at its intersection with Waimakariri Road and extending in a Southwesterly direction for the full length:
  - a. Revokes the existing permanent speed limit of 60 km/h.
  - b. Sets a permanent speed limit of 50 km/h.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Speed Limits for the southern end of Waimakariri Road, and Whitchurch Place, have been proposed to be reduced on multiple occasions.
  - 3.1.1 In July 2022 Council accepted the recommendations of the Wheels to Wings Hearings Panel, which included resolutions for these streets to have a 50km/h speed limit, reducing to 40km/h during school travel times.
  - 3.1.2 In September 2023, Council consulted on the draft Safer Speed Plan which proposed to lower the speed on Whitchurch Place and Waimakariri Road to 50km/h. The Safer Speed Plan process was paused in April 2024.
  - 3.1.3 In October 2024, Ministry of Transport released a new Setting of Speed Limits Rule 2024 (the Rule), revoking and replacing the 2022 Rule. The 2024 Rule has changed the way speed limits are set, meaning these previous proposals and resolutions cannot be enacted.
- 3.2 On 18 June 2025, the Council approved that the school zone around Harewood School (encompassing parts of Harewood Road and Waimakariri Road, and all of Whitchurch Place) would have a variable speed limit.
  - 3.2.1 When installed, this will reduce speed limits on these streets to 30km/h at school travel times.
  - 3.2.2 Outside of school travel times, the speed limit on Harewood Road remains at 50km/h, and 60km/h on Waimakariri Road and Whitchurch Place
- 3.3 In early-2026 work is planned on improvements around Harewood School, including new crossings on Harewood Road and Waimakariri Road.
  - 3.3.1 Reductions to the 60km/h speed limits on Waimakariri Road and Whitchurch Place would complement these changes, further improving pedestrian comfort when using the crossings.
  - 3.3.2 Therefore, Council staff have sought community views and preferences on these proposals in line with the new Rule.
- 3.4 Following this consultation, staff have developed 2 options for the Council to consider:
  - 3.4.1 Change speed limits outside of school travel times: 50km/h on proposed roads: 200m of Waimakariri Road, and all of Whitchurch Place.
  - 3.4.2 Retain existing speed limits outside of school travel times: 60km/h on all of Waimakariri Road and Whitchurch Place.
- 3.5 Staff are recommending changing the speed limit to 50 km/h on the roads proposed.
  - 3.5.1 The reasons for this recommendation include:

- One pass approach – speed limit is changed alongside road layout changes, and ensures speed limits align with the physical road design.
- Removes an inconsistency where a permanent speed limit sign is located within the school variable speed limit zone
- Low installation cost (~\$2,000 for new signs)
- Support received during consultation

3.5.2 Noting that:

- Proposed speed limit changes are estimated to increase travel times along Waimakariri Road and Whitchurch Place by 1 and 7 seconds respectively
- There are no estimated crash reductions

## 4. Background/Context Te Horopaki

- 4.1 The new Land Transport Rule: Setting of Speed Limits 2024 (Rule) has changed the way speed limits are set.

4.1.1 The 2024 Rule, which came into force in October 2024, revokes the 2022 Rule. This does not allow for the installation of any speed limit changes approved under the 2022 rule (or previous Council bylaws) which have not yet been implemented.

### Waimakariri/Whitchurch: previously approved speed limits

- 4.2 On 28 July 2022, the Council approved the recommendations from the Wheels to Wings Hearings Panel. This included two resolutions around speed limits in this area:

4) “Approves extending an existing 40km/h school speed zone on Waimakariri Road and Whitchurch Place”.

14) “Approves extending an existing 50km/h speed restriction further northeast along Waimakariri Road”

4.2.1 Due to ongoing uncertainty around delivery of the project, Detailed Traffic Resolutions for the areas to be delivered were not brought to Council until much later.

- 4.3 In September 2023, the Council consulted on the draft Safer Speed Plan. As part of this plan, it was proposed to lower the speed on Whitchurch Place and Waimakariri Road to 50km/h. The Safer Speed Plan process was paused in April 2024 while awaiting the Government’s replacement of the Setting of Speed Limit Rule.

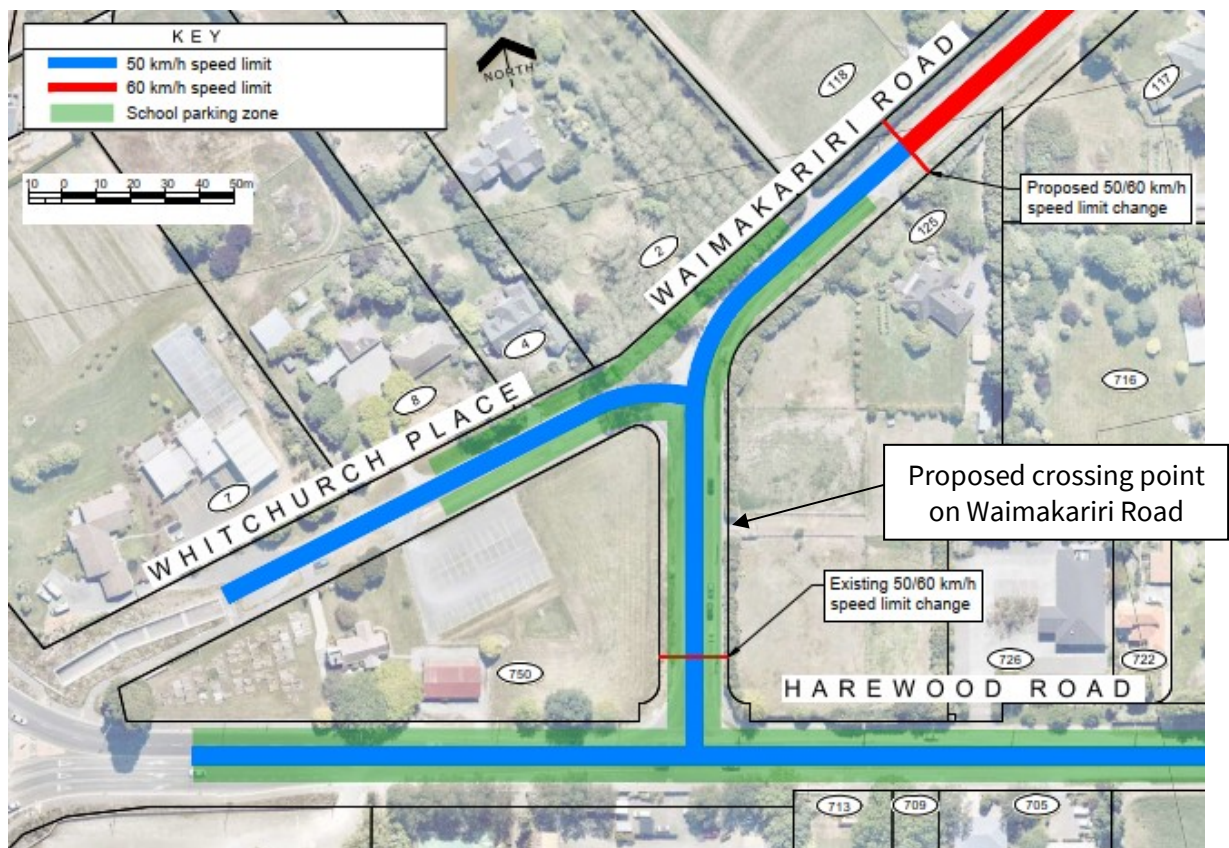
- 4.4 On 18 June 2025, the Council approved variable speed limits around schools in line with the Rule. This has resulted in the area around Harewood School (shown in red) having a 30km/h speed limit during school travel times. However, this did not affect permanent speed limits outside of the school travel times.



- 4.5 On 20 August 2025, the Council decided to proceed with the physical layout changes in this area. Due to the requirements of the Rule and uncertainty around the scope for delivery, staff had not undertaken consultation, so were not in a position to include Detailed Traffic Resolutions for speed changes at that time.

#### Current Consultation

- 4.6 The speed limit change is proposed to complement the installation of the approved crossing point on Waimakariri Road for children and families travelling to Harewood School.
- 4.6.1 Waimakariri Road is a peri-urban road connecting Sawyers Arms Road and Harewood Road. Under the proposal, the speed limit on Whitchurch Place would also become 50km/h as it is within the 50km/h zone. Whitchurch Place is a cul-de-sac measuring approximately 150 metres.
- 4.6.2 The crossing point has been approved as [part of the Wheels to Wings project](#). There is a high number of vulnerable users in the area due to the presence of the school and the Harewood Road cycle underpass at State Highway 1.
- 4.7 The current speed limit change point from 50 to 60km/h does not incorporate the full extent of the Harewood School pick up and drop off area. It has been noted that parents picking up school children are currently parking and walking from outside the 50 km/h speed limit area.



**Figure 1: Proposed speed limit changes aligning with school parking zone**

- 4.8 The current speed limit change point also creates some confusion for users, as the location of the permanent speed limit sign is within the variable speed limit for Harewood School.

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- Change the speed limit to 50km/h on Waimakariri Road and Whitchurch Place (Staff Recommendation).
- Do Nothing – Maintain existing speed limits.

4.10 The following options were considered but ruled out:

- 4.10.1 Change the speed limit to 50km/h on Waimakariri Road and Whitchurch Place, with a 40km/h variable speed limit during school travel times (Hearings Panel recommended option) – This has been ruled out as it does not comply with the Land Transport Rule: Setting of Speed Limits 2024 or further Council decisions.

### Options Descriptions Ngā Kōwhiringa

4.11 **Preferred Option:** Change the speed limit to 50km/h on Waimakariri Road and Whitchurch Place

4.11.1 **Option Description:** Change the speed limit to 50km/h on Whitchurch Place and parts of Waimakariri Road outside of school travel times; noting that the variable speed limit of 30km/h during school travel times would remain

#### 4.11.2 Option Advantages

- Improves pedestrian and cycle comfort in an area where there are a high number of vulnerable users.
- Reduce driver confusion by making speed limits within the school zone consistent at all times, and removing the permanent speed limit sign out of the extent of the school variable speed limit.
- Will support and complement road layout changes being delivered under another project.
- Supported by the majority of respondents to the consultation.

#### 4.11.3 Option Disadvantages

- There are no estimated crash reductions.
- Small additional capital cost associated with installing speed signage.
- Slight increase to travel times.

4.12 **Alternative Option (Option 2):** Do Nothing – Maintain existing speed limits

4.12.1 **Option Description:** Maintain existing speed limits on Waimakariri Road and Whitchurch Place (60km/h); noting that the variable speed limit of 30km/h during school travel times would remain.

#### 4.12.2 Option Advantages

- No increase to travel times.
- No cost to the Council.

#### 4.12.3 Option Disadvantages

- Keeps points of potential confusion for drivers: does not align speeds within the school zone, and retains the permanent speed limit sign within the extent of the school variable speed limit.



- Does not respond to feedback received during consultation.

### Analysis Criteria Ngā Paearu Wetekina

4.13 The options have been developed to address the legislative changes introduced in the 2024 Rule. Staff have assessed all the streets proposed for speed limit changes against the requirements in the Rule.

4.13.1 The cost/benefit analysis completed for the proposal is provided below. The estimated impacts in the cost benefit disclosure statement are based on the assumption of no growth in daily traffic volumes. The implementation cost is based on the installation of speed limit signs at the change point.

4.13.2 The estimate figures are based on the NZTA Optional Cost Impact Analysis Tool.

	Waimakariri Road	Whitchurch Place
Length	0.2km	0.15km
Existing speed limit	60km/h	60km/h
Proposed speed limit	50km/h	50km/h
Number of crashes in the last five years	0	0
Estimated reduction in the number of crashes each year	0	0
Current average operating speed	49km/h	15km/h
Estimated average operating speed when new speed limit is in place	46.5km/h	12.5km/h
Estimated impact on individual travel time	1 second	7 seconds
Estimated impact on collective travel times based on annual average daily traffic volumes	21 hours per year (based on 250 daily vehicle movements)	44 hour per year (based on 60 daily vehicle movements)
Implementation cost	\$2,000	\$0

4.13.3 While the NZTA Optional Cost Impact Analysis Tool estimates a seven-second travel time impact for Whitchurch Place compared with one second for Waimakariri Road, this should be interpreted with caution. As a short cul-de-sac with minimal traffic, Whitchurch Place is unlikely to experience any measurable change in actual travel conditions.

4.14 Staff consider there are benefits to introducing a lower speed limit in this location. A reduced limit would likely improve perceptions of safety, reinforce the pedestrian intent of the area, and align with the physical street design. It would also reflect strong public support, as demonstrated through the recent consultation. It would also remove potential confusion for drivers by making speed limits consistent throughout the school zone.

4.15 Setting safe and appropriate speed limits delivers multiple benefits that directly support the following goal in the Ōtautahi Christchurch Future Transport 2024–54 Strategy:

- Goal 3 – A safer transport network;
- Goal 5 – Genuine transport choices for everyone;
- Goal 6 – A vibrant, healthy and liveable city.

4.16 These benefits are strongly supported by both international and New Zealand evidence, which confirms that lower operating speeds significantly reduce crash likelihood and severity.



- 4.16.1 Even a small reduction in impact speed leads to a substantial decrease in the risk of death or serious injury — for example, the likelihood of a pedestrian surviving a collision increases markedly when vehicle speeds are reduced from 60 km/h to 50 km/h.
- 4.16.2 Implementing safe and appropriate speeds also supports the Council's level of service target to reduce deaths and serious injuries by 40%.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do Nothing
Cost to Implement	\$2,000	\$0k
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	N/A
Funding Source	Traffic Operations – Lines and Signs	N/A
Funding Availability	Funding available in the above-named budgets.	N/A
Impact on Rates	Nil	Nil

- 5.1 The costs are high-level estimates and are not tendered prices.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Budget risk: Due to overall value and delivery alongside a larger project, this is expected to be extremely small.
- 6.2 Engineering/delivery risk: Delivery is anticipated to be through the project installing the pedestrian crossing. Delays may mean this is not possible, which could impact on time & cost.
- 6.3 Reputation risk: NZTA Director of Land Transport may not approve the speed limit changes. All speed limits proposed align with the requirements of the new Rule, including the information provided and consultation undertaken.
- 6.4 Political risk: There is a risk that the public will request speed limits that are not able to be implemented under the new Rule. All speed limits proposed align with the requirements of the new Rule.

### Legal Considerations Ngā Hīraunga ā-Ture

Statutory and/or delegated authority to undertake proposals in the report:

- 6.5 The Land Transport Rule: Setting of Speed Limits 2024 requires Road Controlling Authorities (such as the Council) to set speed limits for roads under their control and sets out requirements that must be complied with when setting speed limits.
- 6.6 The Council is proposing the new speed limits in line with the method set out in Section 2.6 of the Land Transport Rule: Setting of Speed Limits 2024.
- 6.6.1 Where the method outlined in Clause 2.6 is used, the Council must:

- Demonstrate compliance with Section 2.6(2), including documenting the process followed and the evidence base for the proposed speed limit.
- Complete a cost-benefit disclosure statement that assesses the safety, economic, and network implications of the proposed change.
- Consult on the proposed speed limit in accordance with Clause 3.8 of the Rule, and consider all submissions received.
- Seek approval from the Director of Land Transport before confirming and setting the new speed limit.
- Register and implement the approved speed limit in accordance with the Rule's requirements, including appropriate signage and creating the required Land Transport Record.

6.6.2 As per Clause 2.6 of the Rule, Staff have completed a cost/benefit disclosure statement, which is included in Section 4.13 of this report. Staff have also completed consultation on the proposed speed limit in accordance with clause 3.8 of the Rule, and have considered any submissions received during that consultation, which is included in Section 6.12-6.17 of this report.

6.6.3 The Rule requires that speed limits are entered into the National Speed Limit Register. Once the speed limit is migrated into the Register, the land transport record will become the legal instrument for the speed limits.

6.6.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.7 The decision-making authority for speed limit changes sits with the Council and cannot be delegated to a Committee of Council or other body.

6.8 Other Legal Implications:

6.8.1 The report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework.

### **Strategy and Policy Considerations Te Whai Kaupapa here**

6.9 The required decision:

6.9.1 Partially aligns with the [Christchurch City Council's Strategic Framework](#). By providing safer speeds for those travelling within the city, by contributing to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.

6.9.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of people affected by the proposed speed limit change.

6.10 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.11 Transport

6.11.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY
- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <95 crashes per year

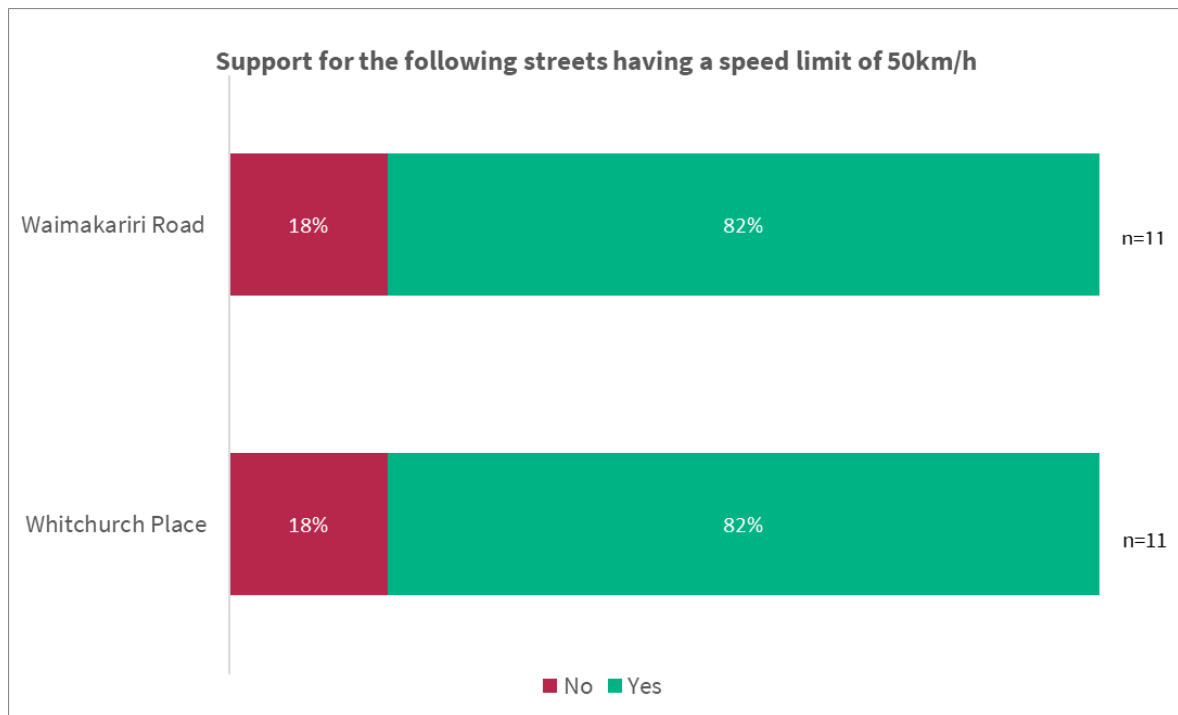
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.12 Consultation started on 4 July and ran until 17 August 2025.
- 6.13 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk](#) webpage were advertised via:
- 6.13.1 An email sent to transport stakeholders, organisations on Whitchurch Place, Harewood School and Playcentre.
- 6.13.2 A letter was sent to residents along Waimakariri Road and Whitchurch Place.
- 6.14 The [Kōrero mai | Let's Talk](#) page had 278 views throughout the consultation period.

### Summary of Submissions Ngā Tāpaetanga

- 6.15 Submissions were made by two organisations and nine individuals. All submissions are available on our Kōrero mai | Let's talk webpage.
- 6.16 The majority of submitters (9, 82%) were in support of lower speeds on Waimakariri Road and Whitchurch Place as shown in Figure 2 below.



**Figure 2: Results of community engagement on the proposal**

- 6.17 Some submitters requested for speeds to be lower and/or some asked for the lower speeds to be extended to a wider area.
- 6.18 The decision affects the following wards/Community Board areas:
- 6.18.1 Waimāero Fendalton-Waimairi-Harewood Community Board.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

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

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.21 The decisions in this report are likely to:
- 6.21.1 Not contribute to adaptation to the impacts of climate change.
  - 6.21.2 Contribute positively to emissions reductions.
- 6.22 Safe speeds contribute to emissions reduction including, having streets where people feel safe to walk, ride, cycle, scoot, and access public transport.

## 7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will:
- 7.1.1 Refer the proposal to the Director of Land Transport for consideration and approval.
  - 7.1.2 Implement signage at the proposed speed limit change points.
  - 7.1.3 Create land transport records and enter those records into the National Speed Limit Register.

## Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name – Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	David McCormick - Senior Traffic Engineer Krystle Anderson - Senior Engagement Advisor Cory Shaw - Legal Counsel
<b>Approved By</b>	Kathy Graham - Team Leader Traffic Operations Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure

## 12. 109 Salisbury Street - Proposed Parking Restrictions - P5

Reference Te Tohutoro: 25/2418651

Responsible Officer(s) Te  
Pou Matua: Sahan Lalpe, Traffic Engineer

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

**Secretarial Note:** This report was previously considered by the Central City Parking Restrictions Committee at its meeting on 22 August 2025<sup>1</sup> (refer Item 6). At that time, the Committee resolved to let the item lie on the table to seek further feedback from residents<sup>2</sup>. The feedback received is included in **Attachment B**. No other substantive changes have been made and the Officer Recommendations have not changed. As the Committee has not been re-established in the new term, the decision-making authority now sits with the Council.

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval of the Council to introduce a new parking restriction outside The Youth Hub at 109 Salisbury Street.
- 1.2 This report has been written in response to a request for this restriction from The Youth Hub in consultation with the Community Liaison Group.
- 1.3 The proposed time restriction is five minutes, active between 8am to 6pm only. The restrictions will enable visitors to The Youth Hub to undertake pick-up/drop-off activities outside the facilities.
- 1.4 It also enables courier, taxi, rideshare and delivery drivers to perform similar activities.
- 1.5 The recommended option is to install a P5 time restriction as shown on **Attachment A**.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the 109 Salisbury Street - Proposed Parking Restrictions - P5 Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. In accordance with Clause 6(2) of the Christchurch City Council Traffic & Parking Bylaw 2017 revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 below.
4. Approves that the parking of all vehicles be restricted to a maximum period of 5 minutes, in accordance with Clause 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Salisbury Street commencing at a point 118 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 18 metres as

<sup>1</sup> [https://christchurch.infocouncil.biz/Open/2025/08/CCPRC\\_20250822\\_AGN\\_10646\\_AT.PDF](https://christchurch.infocouncil.biz/Open/2025/08/CCPRC_20250822_AGN_10646_AT.PDF)

<sup>2</sup> [https://christchurch.infocouncil.biz/Open/2025/08/CCPRC\\_20250822\\_MIN\\_10646\\_AT\\_WEB.htm](https://christchurch.infocouncil.biz/Open/2025/08/CCPRC_20250822_MIN_10646_AT_WEB.htm)

detailed on **Attachment A** (TG151614, Issue 3, dated 24/11/2025). This is to apply between 8am and 6pm only.

5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

### 3. Background/Context Te Horopaki

- 3.1 The request was raised by The Youth Hub in consultation with the Community Liaison Group.
- 3.2 The Community Liaison Group was established with representatives of the Victoria Neighbourhood Association (or subsequent resident association). The Group was established as part of the resource consent conditions to be a forum for the dissemination of information from the consent holder (i.e., the Youth Hub) and affected neighbours.
- 3.3 The basis for the request for the P5 restriction is from a resource consent condition (RMA/2024/3268):

8. All car parking spaces within the Salisbury Street car park, with the exception of any parking space for the disabled, shall be marked as P5 time restricted. This condition shall cease to apply if P5 parking spaces become available on Salisbury Street adjacent to the site.

Figure 1: RMA/2024/3268 - Condition 8.

- 3.4 The cessation of the above condition would allow the Youth Hub to operate their off-street park with longer stay parking. Long stay parking is needed for the operation of the facility, as it provides more space on-site for important visits (e.g. police officers).
- 3.5 Staff carried out a site visit on 6 May 2025 to help assess the request.
- 3.6 The proposed P5 time restriction aligns with Christchurch City's Central City Parking Policy<sup>3</sup>, in particular: to encourage short stay parking within the 'Residential Central City'.
- 3.7 The short stay parking (i.e. P5) at this location is considered to have several benefits to the community:
  - 3.7.1 Youth Hub gets a pick-up / drop-off facility that is directly outside the facility, which encourages visitors to use it and thereby generate a higher turnover at this location.
  - 3.7.2 The higher turnover is more likely to keep the space clear for drivers, when they need to use it.
  - 3.7.3 A space that is kept clear, or one with a higher turnover than the current situation (i.e. long stay parking), has the added benefit of improving sightlines for drivers exiting Gracefield Avenue.
  - 3.7.4 The short-stay parking can be used by multiple users (e.g. delivery drivers, rideshare, taxi drivers).
  - 3.7.5 The restriction is taking up three spaces, a relatively small footprint.
  - 3.7.6 The restriction is applicable between 8am to 6pm. Outside these hours the space is unrestricted and can be used by residents and visitors to the area.
- 3.8 No other options were considered. The P5 restriction was considered to be the most efficient solution to meet the needs of the request.

<sup>3</sup> <https://ccc.govt.nz/assets/Documents/Transport/Parking/Central-City-Parking-Policy-2021.pdf>

## 4. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$1,000 to write report including consultation and site visit.	\$1,000 to write report in including consultation and site visits
Cost to implement	\$1,000 to install new signs with line marking	\$0
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	\$0
Funding Source	Traffic Operations Team's 'Road Marking and Signs' budget.	n/a

## 5. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

5.1 None identified.

### Legal Considerations Ngā Hīraunga ā-Ture

5.2 Statutory and/or delegated authority to undertake proposals in the report:

5.2.1 Part 1, Clause 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.

5.2.2 Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to subsequently amend or revoke any resolution made under this bylaw at any time.

5.2.2 The Committee has delegated authority from the Council to exercise the delegations as set out in Part D of the Register of Delegations. The Committee has delegated authority to approve parking and stopping restrictions within the area described as Plan A of the Register of Delegations.

5.2.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

5.3 Other Legal Implications:

5.3.1 There is no other legal context, issue, or implication relevant to this decision.

5.3.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

### Strategy and Policy Considerations Te Whai Kaupapa here

5.4 The required decision:

5.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).

5.4.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.

- 5.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 5.5 The community engagement and consultation outlined in this report reflect the assessment.
- 5.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 5.7 Transport
- 5.7.1 Activity: Transport
- Level of Service: 10.3.3 Maintain customer satisfaction with the ease of use of Council on-street parking facilities - >=50%

### **Community Impacts and Views Ngā Mariu ā-Hāpori**

- 5.8 The proposal was consulted on with the following groups:
- 5.8.1 The Youth Hub, through them and the various organisations that use the facility.
- 5.8.2 The Community Liaison Group, which represent the views of The Youth Hub's neighbours.
- 5.8.3 The wider community through Victoria Neighbourhood Association (VNA) also provided feedback, this can be seen in **Appendix B**.
- 5.8.4 Both, the community using the facility and residents, support this proposal.
- 5.9 The Youth Hub supports the proposal and are happy with the recommendation in this report. The following groups were also consulted and expressed positive support for the proposed parking restriction:
- 5.9.1 Christchurch Youth Council – Runaka Taiho O Ōtautahi
- 5.9.2 Canterbury Youth Workers Collective – Rerenga Awa
- 5.9.3 Christchurch Methodist Mission – Youth Hub Housing Manager & Social Services Manager
- 5.9.4 Te Tahi Youth
- 5.9.5 Voyce – Whakarongo Mai
- 5.9.6 Collaborative Trust
- 5.9.7 Community Colleges New Zealand (Comcol)
- 5.10 The Team Leader Parking Compliance supports the recommended option.

### **Impact on Mana Whenua Ngā Whai Take Mana Whenua**

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

### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**





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



6. Next Steps Ngā Mahinga ā-muri

6.1 If approved, staff will arrange for the new road marking and signs to be installed.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	P5 Parking Restriction Proposal	25/2420131	114
B  	P5 support letter - Victoria Neighbourhood Association Inc (VNA) - 17 September 2025	25/2419285	115

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Sahan Lalpe - Traffic Engineer
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management





**Victoria Neighbourhood Association Inc (VNA)**  
[vnachristchurch@gmail.com](mailto:vnachristchurch@gmail.com)

Secretary Marjorie Manthei  
Chair: Marg McEvedy

17 September 2025

**To:** Melissa Ronayne, The Youth Hub  
Dame Sue Bagshaw, The Youth Hub

**Cc** Sahan Laipe, Traffic Engineer, Traffic Operations Team [sahan.laipe@ccc.govt.nz](mailto:sahan.laipe@ccc.govt.nz)  
Craig Jorgensen, Team Leader, RMA Monitoring [craig.jorgensen@ccc.govt.nz](mailto:craig.jorgensen@ccc.govt.nz)

**Re Proposal for P5 parking allocation, Salisbury Street**

The Victoria Neighbourhood Association, as well as other residents living near the Salisbury St entrance to the Youth Hub, support the addition of P5 parking spaces on the north side of the street, in front of the Hub.

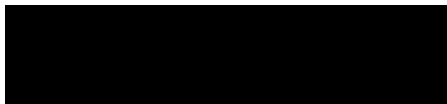
We agree with the proposal and the rationale presented by the Youth Hub for this move, which was also discussed during Environment Court-arranged mediation before final approval for the site was confirmed.

The VNA and our reps on the Community Liaison Group were consulted about this specific proposal in May 2025. As requested, we contacted residents / owners living near the Salisbury St entrance of the Hub. No one objected to the proposal. The only comments included “must be monitored if it’s going to work” and “won’t make any difference to me, so OK to proceed”.

We also included an item about the proposal in our 4 July Newsletter. Again, no objections or problems raised. The VNA Committee added that the additional signs (“No Stopping”) to be erected on Gracefield Avenue are essential and need to be included as part of the proposal’s approval.

The VNA Committee discussed the proposal again on 16 September, after learning that the Council did not approve the P5 allocation. It was agreed that we write this letter of support and urge the Council to approve the proposal as soon as possible.

Regards



Marjorie Manthei  
VNA Secretary

*Copy also forwarded to CLG reps: Agnes White, Murray Jamieson, Mark Dixon, Geoff Banks*



## 13. Discretionary Response Fund Application - MOVE Ōtautahi

Reference Te Tohutoro: 25/2331313

Responsible Officer(s) Te Lynette Foster, Community Funding Advisor

Pou Matua: John Filsell, Head of Community Support & Partnerships

Accountable ELT Andrew Rutledge, General Manager Citizens and Community

Member Pouwhakarae:

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider an application for funding from its 2025/26 Discretionary Response Fund from MOVE Ōtautahi Inc. towards the Parakiore Circus Studio Fit-out.
- 1.2 The origin of this report is an application to the Discretionary Response Fund by MOVE Ōtautahi Inc.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Discretionary Response Fund Application - MOVE Ōtautahi report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant from the 2025/26 Citywide Discretionary Response Fund of \$24,074 to MOVE Ōtautahi Inc towards the Parakiore Circus Studio Fit-out.

### 3. Key Points Ngā Take Matua

#### Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority 'Manage ratepayers' money wisely.' Recommendations are also consistent with the Strengthening Communities Together Strategy.
  - 3.1.1 MOVE'S vision to make artistic movement as a form of human expression accessible for all is strongly aligned to the strategic outcomes of Recreation Sport and Events:
    - Participation: meeting the needs of our diverse communities.
    - Partnership: working with community organisations to enable the provision of sport, recreation and play experiences.
    - Place: providing accessible, activity friendly environments that encourage participation.
  - 3.1.2 MOVE has a varied programme of movement classes that include opportunities for the very young and aged population, aligning to Objectives 1.4, 1.5 and 1.6 of the Strengthening Communities Together Strategy, providing access to arts, culture, and recreation and ensuring that intergenerational learning opportunities are supported.
  - 3.1.3 MOVE's programme significantly aligns with the city's arts and creativity strategy Toi Ōtautahi within the strategic action area 'Create and Encounter' by providing

opportunities to create and experience the arts across a range of places and spaces so that a diversity of art forms and of cultures are visible.

### Decision Making Authority Te Mana Whakatau

- 3.2 Decisions on the allocation of the metropolitan Discretionary Response Fund over \$15,000 are made by the Council. The Officer Recommendations to the Council are consistent with Council-adopted policies and fund criteria.
- 3.3 The Fund does not cover:
- 3.3.1 Legal challenges or the Environment Court challenges against the Council, Council Controlled organisations. or Community Board decisions
  - 3.3.2 Projects or initiatives that change the scope of a Council project or lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).
- 3.4 A full list of funding requirements can be viewed here:  
<https://ccc.govt.nz/culture-and-community/community-funding/discretionary-response-fund>

### Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.5 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 3.6 The significance level was determined by the number of people affected and/or with an interest. The Discretionary Response Fund is a level of service in the LTP; the application meets the Fund criteria and is intended to support the installation of essential equipment within the agreed scope of a Council recreational and sporting facility. For the above reasons this decision is not significant to mana whenua and the advice of Te Tiriti Team has not been sought.
- 3.7 Due to the assessment of low significance this application has been assessed by Council staff with applicable expertise and subject matter knowledge. It has also been discussed with the applicant. No further community engagement and consultation is required.

### Discussion Kōrerorero

- 3.8 The purpose of the Discretionary Response Fund is to assist community groups with emergency or unforeseen situations. Grants associated to this fund are to support community-focused organisations whose projects contribute to the strengthening of community wellbeing in the Christchurch city area.
- 3.9 The current application is eligible and meets the Council's criteria.
- 3.10 To date this financial year, \$51,970 has been awarded from the 2025/26 Discretionary Response Fund to seven organisations.
- 3.11 The attached Decision Matrix provides further information for the application. This includes organisational details, project details, financial information and a staff assessment commentary.
- 3.12 A summary of the request is provided below.


Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
<a href="#">DRF25/261034CW</a>	MOVE Ōtautahi Inc	Parakiore Circus Studio Fit-Out	\$24,074	\$24,074

## 4. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 4.1 The applicant received funding \$20,000 from the 2025/26 Strengthening Communities Fund. A full funding history is included in the decision-making matrix attached to this report.
- 4.2 At the time of writing, the balance of the 2025/26 Discretionary Response Fund is \$174,979. If Council support the staff recommendation the remaining balance available for allocation will be \$150,905.
- 4.3 The funding source is the Discretionary Response Fund. There is no additional impact on rates or other financial considerations.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	DRF Matrix MOVE Otautahi December 25	25/2363607	120

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Lynette Foster - Community Funding Advisor Jacqui Jeffrey - Acting Team Lead Community Funding
<b>Approved By</b>	John Filsell - Head of Community Support and Partnerships Andrew Rutledge - General Manager Citizens and Community



CITYWIDE DISCRETIONARY RESPONSE FUND 2025/26 DECISION MATRIX

Organisation Name	Project	Request Budget	Recommendation	
<p><b>MOVE Ōtautahi Inc</b></p> <p><b>Funding History</b></p> <p>2025/26 - \$20,000 (Transitioning into the MOVE Studios at Parakiore) SCF CW 2024/25 - \$20,000 (Ensuring MOVE is ready for opening day) SCF M 2023/24 - \$15,000 (Tutor fees for pilot programme prior to Parakiore opening) DRF M 2021/22 - 15,000 (Organisational Capacity Building for Human Performance: Preparing for MOVE at Parakiore) DRF M</p>	<p><b>Parakiore Circus Studio Fit-out</b></p> <p>MOVE Ōtautahi is in the final stages of preparations to open the MOVE Studios in Parakiore in January 2026. They are applying for funding towards essential rigging equipment for the gantries in the circus studio. The equipment will enable them to offer aerial circus classes from Day One, ensuring 50 hours of programming a week in the circus studio, attracting between 600-750 participants each week.</p>	<p><b>Total Cost: \$62,202</b></p> <p><b>Requested Amount: \$24,074</b></p> <p><b>39% percentage requested</b></p> <p><b>Other Sources of Funding</b></p> <p>Regen Fund 2022 - for essential equipment bought in 2024 \$12,318</p> <p><b>Other Grant Funding</b></p> <p><b>Contribution Sought Towards:</b></p> <p>Rigging gear for the gantries - \$13,524 Installation - \$8,550 Safety equipment - \$2,000</p>	<p><b>Recommended Amount</b></p> <p>\$24,074</p> <p>That the Council makes a grant of \$24,074 from its Citywide Discretionary Response Fund 2025/26 to MOVE Ōtautahi Inc towards Parakiore Circus Studio Fit-out.</p>	1
<p><b>Outcomes that will be achieved through this project</b></p> <p>1. A fully operational circus studio - without the equipment purchased through this grant, we will not be able to operate this studio as intended. This is a one-off expenditure of permanent benefit to the studio, Parakiore, our organisation, our delivery partners, the circus community and the people of Christchurch.</p> <p>2. Being able to offer a wide range of aerial circus activities from Day One - these activities are designed to appeal to a diverse range of people, from total beginners to experienced practitioners, from young people to older adults. Many of the activities are specifically aimed at people who have never thought they could come along to a circus class. Our target attendance in the circus studio (one of three MOVE studios) is 600-750 a week with a total target of 18,000 in the first six months (to 30 June 2026) - based on 50+ hours of circus programming per week with 12-15 participants per class. It will take us some time to gain momentum. The list of circus classes planned for Term One is included in the additional information document.</p> <p>3. Contracting 25-30 circus tutors to deliver our activities - we do not have in-house tutors and will work in partnership with existing tutors and circus schools - therefore directly contributing to the growth and health of the circus community in the city.</p>		<p><b>Staff Assessment</b></p> <p>This project is considered priority one because</p> <p>MOVE Ōtautahi was born from Christchurch City Council's 'Share an Idea' 2012 campaign following the region's earthquakes. The suggestion to incorporate circus and dance studios in a new recreation and sport centre, now known as Parakiore, was put forward and adopted by Council. The concept of placing artistic movement in a major sport and recreation centre, represents an incredible opportunity for the arts, health, education, sport and recreation sectors to positively engage people with movement. In December 2022, Council signed a Management Services Agreement with MOVE to manage and operate the Performance Movement Studios. MOVE pays a management fee to Council for this exclusive right.</p> <p>In 2022 MOVE received a significant grant of \$492,070 from the Ministry of Culture and Heritage, however this funding needed to be fully expended by June 2024, the date Parakiore was due to be open. At that time the aerial circus gantry was not installed, and the specification were unknown, therefore this rigging equipment was not able to be purchased. A resubmitted application to Lotteries for equipment has recently been declined due to pressure on their funding round. Additional applications to other funders are underway but there is considerable time pressure to purchase the required equipment to activate Studio 2.</p> <p>In addition to supporting Council's sport and recreation outcomes, MOVE's partnership model where it works with, and builds the capacity of, existing organisations rather than duplicating activity supports the city's arts and creativity strategy Toi Ōtautahi through its support of local movement practitioners to forge sustainable careers. MOVE has already demonstrated proof of concept through the delivery of a variety of pilot programmes that took place in other Council facilities, supporting 140 practitioners and 27 organisations with direct employment, however without appropriate fitout in Studio 2, this programme cannot grow.</p> <p><b>Rationale for staff recommendation:</b></p> <ul style="list-style-type: none"><li>• MOVE as an organisation was established for the purpose of activating the studio spaces in Parakiore, to date Council has invested \$70,000 to support this entity.</li><li>• Activation of Studio 2 is reliant on the purchase of the aerial rigging equipment to begin offering programmes from January 2026.</li><li>• The delay with the opening of Parakiore has added significant costs to MOVE which were not budgeted for and they have been unable to run the large number of programmes they had scheduled in the small amount of space they managed to hire around the city.</li><li>• MOVE'S vision to make artistic movement as a form of human expression accessible for all is strongly aligned to the strategic outcomes of People, Place Participation and Partnership in the Recreation Sport and Events strategy and Toi Ōtautahi, the Arts strategy.</li></ul>		

Request Number: DRF25/261034CW



## 14. Councillor Remuneration

Reference Te Tohutoro: 25/2371242

Responsible Officer(s) Te Pou Matua: Jo Daly, Council Governance Advisor

Accountable ELT Member Pouwhakarae: Helen White, General Counsel / Director of Legal & Democratic Services

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek a resolution from the Council on a proposal for submission to the Remuneration Authority for the allocation of the governance remuneration pool for councillor remuneration.
- 1.2 The report is to fulfil the legislative requirement that requires a council to decide on how it wishes to distribute the governance remuneration pool among its councillors according to its governance structure.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Councillor Remuneration Report.
2. Approves the distribution of the governance remuneration pool for submission to the Remuneration Authority as below:
  - a. Deputy Mayor remuneration (115% of councillor remuneration): \$145,631
  - b. Councillor remuneration: \$126,636
3. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
4. Authorises the Council Governance Advisor to complete the required documentation for submission to the Remuneration Authority.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Remuneration Authority (the Authority) is the independent statutory body established by Parliament to set the remuneration of key officer holders, including elected members of local authorities<sup>4</sup>.
- 3.2 The Authority sets a governance remuneration pool for each council, including a minimum allowable remuneration for councillors. Councils are required to consider and recommend allocation of this pool to recognise any positions of additional responsibility and set councillor remuneration. The entire pool must be allocated.
- 3.3 The [Local Government Elected Members \(2025/26\) Determination 2025](https://www.remauthority.govt.nz/local-government-members) has set the governance remuneration pool and councillors minimum allowable remuneration that applies from the 2025 elections. For Christchurch City Council the pool is \$2,045,171 and the minimum allowable remuneration for a councillor is \$107,940.

<sup>4</sup> <https://www.remauthority.govt.nz/local-government-members>

- 3.4 The Officer Recommendations are based on recognising that the Deputy Mayor is a position of additional responsibility. The recommended 115% of Councillor remuneration for the Deputy Mayor is the same ratio that has been allocated for the last four Council terms.
- 3.5 The additional responsibilities of the Deputy Mayor include:
  - 3.5.1 Performing the duties and responsibilities of the Mayor if he is absent, prevented by illness in undertaking his duties or if there is a vacancy in the office of the Mayor.
  - 3.5.2 Deputising for the Mayor when he has competing commitments, including chairing meetings, addressing the media, representing the Mayor or Council and other duties.
  - 3.5.3 Supporting the Mayor to work with Councillors to fulfil the strategic priorities of the Council and decision-making processes.
- 3.6 The base annual remuneration for 15 Councillors is recommended to be set at \$126,636, representing an equal share of the balance of the pool.
- 3.7 Following the Council's decision, Officers will submit this recommendation, with the required supporting documentation to the Authority.
- 3.8 The Authority will consider the Council's recommendation and issue a determination by early March 2026. Once the determination is gazetted, Councillor remuneration will be backdated until the day members took office, and any position(s) of additional responsibility backdated to take effect from or the day the appointment was made.

#### 4. Background/Context Te Horopaki

- 4.1 The Authority determines the remuneration for elected councillors, mayors and regional council chairs within a local government pay scale size index which considers the size of governance role of each council, the average time required by a local government member on a council of a particular size and a general comparison with parliamentary salaries.
- 4.2 Remuneration for community board members and members of Auckland local boards is not determined according to the local government pay scale because of the distinctive structure and responsibilities of these boards.
- 4.3 The size index for territorial authorities is based on:
  - Population (source: Stats NZ estimated resident population)
  - Total operating expenditure (source: Stats NZ local authority financial statistics)
  - Total asset value (source: Stats NZ local authority financial statistics)
  - Socioeconomic deprivation index (source: University of Otago Socioeconomic Deprivation Indices.)
- 4.4 The governance remuneration pool set is for councillor remuneration. Remuneration for the mayor and community board members is set directly by the Authority in its annual determination.
- 4.5 Annual remuneration for the Mayor from the 2025 elections is \$220,000. Community board remuneration considers population calculations, with chairpersons receiving twice the remuneration of members. From the 2025 elections the range for community board member annual remuneration is from \$11,821 to \$30,315 depending upon the board, and board chairpersons \$23,640 to \$60,630.

- 4.6 Councillors do not receive additional remuneration as appointees to community boards. No member of a local authority or a community board may be paid for more than one office at any one time under any of the provisions in the local government elected members determination. If a member holds two or more offices, the remuneration payable to that member is that payable for the office for which the highest annual remuneration is payable.
- 4.7 The Authority deems that the Christchurch City Council councillor position is a full-time role.
- 4.8 The Authority is also responsible for setting the entitlements of allowances and fees for elected members. This report addresses only the allocation of the governance remuneration pool.

#### **Options Considered Ngā Kōwhiringa Whaiwhakaaro**

- 4.9 The Council can consider and recommend positions of additional responsibility, that should be recognised by additional remuneration, along with the allocation of the pool to remunerate other councillors equally.
- 4.10 This report has considered that:
  - 4.10.1 The position of Deputy Mayor is recommended as a position of additional responsibility and remunerated at 115% of the remuneration of a Councillor, \$145,631.
  - 4.10.2 The base remuneration for councillors is \$126,636.
  - 4.10.3 That the entire governance remuneration pool is allocated.
- 4.11 The Council can consider if other positions within its governance structure include additional responsibilities and should also be recommended for additional remuneration. This may require an amendment on the base remuneration for councillors.

## **5. Financial Implications Ngā Hīraunga Rauemi**

### **Capex/Opex Ngā Utu Whakahaere**

- 5.1 The governance remuneration pool is operational expenditure that is required to be allocated.

## **6. Considerations Ngā Whai Whakaaro**

### **Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau**

- 6.1 The risk of not making a decision and recommendation on any position with additional responsibility and allocation of the governance remuneration pool is that the Authority's amending determination will be delayed.

### **Legal Considerations Ngā Hīraunga ā-Ture**

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
  - 6.2.1 The Council is required to consider and make a recommendation on councillor remuneration and allocation of the governance pool for recommendation to the Authority.
- 6.3 Other Legal Implications:
  - 6.3.1 The governance remuneration pool must be fully allocated. The Council's recommendation must be submitted to the Authority by 30 January 2026.

### **Strategy and Policy Considerations Te Whai Kaupapa here**

- 6.4 The required decision:

- 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
- 6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The Council is allocating a governance pool determined by the Authority in the manner prescribed by the Authority.
- 6.4.3 Is consistent with the Council's Plans and Policies.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Governance
  - 6.6.1 Activity: Governance and Decision-Making
    - Level of Service: 4.1.2 No complaints regarding statutory compliance are upheld by the ombudsman or the Courts - 100% compliance
    - Level of Service: 4.1.18 Resident satisfaction with participation in and contribution to Council decision-making (understanding decision making) - At least 33%

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 This decision applies to remuneration for all Councillors in Christchurch and Banks Peninsula.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

## 7. Next Steps Ngā Mahinga ā-muri

- 7.1 Following the Council's consideration and decision, Officers will submit this recommendation, with the required supporting documentation, to the Remuneration Authority. This must be submitted by 30 January 2026.
- 7.2 The Remuneration Authority will consider the Council's recommendation and issue an amending determination by early March 2026. Remuneration changes will be backdated until the day members came into office (17 October 2025) or the date of appointment for any positions of authority.

## Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Jo Daly - Council Governance Advisor
Approved By	Megan Pearce - Manager Democratic Services Helen White - General Counsel / Director of Legal & Democratic Services



## 15. Chief Executive Recruitment Update

Reference Te Tohutoro: 25/2443804

### 1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to update the Council on the recruitment of the Council's next Chief Executive.

### 2. Chairperson's Recommendations

That the Council:

1. [Receives the report on the recruitment of the Council's next Chief Executive.](#)

### 3. Detail Te Whakamahuki

- 3.1 The Christchurch City Council's Chief Executive Performance and Employment Committee acts for and advises the Council on all matters relating to the Chief Executive's employment including recruitment, remuneration, performance and relationship management.
- 3.2 The Council must appoint a Chief Executive for a term of up to five years. The decision to appoint or reappoint the Chief Executive must be made by the full council and cannot be delegated.
- 3.3 Schedule 7 of the [Local Government Act 2002](#) (the Act) outlines the appointment process:
  - 3.3.1 The Chief Executive must be appointed by resolution of the Council.
  - 3.3.2 Throughout the process, the Council is required to act as a good employer. This includes impartially selecting the best candidate on merit, ensuring safe and fair working conditions, and promoting equal employment opportunities.
  - 3.3.3 At the expiry of a Chief Executive's term, the position is deemed vacant and must be re-advertised.
  - 3.3.4 As an exception, following a formal performance review, the Council may reappoint the incumbent for a further term of up to two years without advertising.
- 3.4 The current Chief Executive's contract expires 26 June 2026. She has advised that she does not wish to be reappointed.

### Auditor General Advice on Appointing a Chief Executive

- 3.5 The Auditor-General has advised that appointing a Chief Executive is one of the most important decisions a council makes. The Chief Executive, as the Council's primary adviser, senior manager, and employer of staff, is critical to ensuring the work of the local authority is conducted lawfully, effectively, and efficiently.
- 3.6 Given the importance of the role, the recruitment process must be undertaken thoroughly and professionally. It should give all elected members confidence that the appointee has the knowledge, skills, and attributes required to fulfil the position.

### Recruitment Process

- 3.7 The Chief Executive Performance and Employment Committee has initiated the process for seeking expressions of interest from companies or individuals to provide advice and assistance during recruitment.

- 3.8 The full Council will approve the appointment of the professional advisor.
- 3.9 It is intended that the Mayor and all Councillors participate in the recruitment process. The full Council will agree on the following steps (unless it decides to delegate any of these activities):
  - 3.9.1 The recruitment process to be used.
  - 3.9.2 The job description.
  - 3.9.3 The values and behaviours the Chief Executive will be expected to display and promote within the organisation.
  - 3.9.4 The personal characteristics, knowledge, skills, and attributes required.
  - 3.9.5 The terms of the employment agreement, including remuneration.

#### **4. Conclusion**

- 4.1 The current Chief Executive's contract expires on 26 June 2026, and she has confirmed she does not wish to be reappointed. As a result, the Council must now initiate a formal recruitment process in accordance with the Local Government Act 2002 to ensure a new Chief Executive is appointed. This process will be undertaken thoroughly and transparently, giving elected members confidence that the successful candidate has the skills, experience, and attributes required to lead the organisation effectively.

#### **Signatories Ngā Kaiwaitohu**

**Author**                      **Mayor Phil Mauger**

#### **Attachments Ngā Tāpirihanga**

There are no attachments to this report.



## 16. Resolution to Exclude the Public

[Section 48, Local Government Official Information and Meetings Act 1987.](#)

**Note:** The grounds for exclusion are summarised in the following table. The full wording from the Act can be found in [section 6](#) or [section 7](#), depending on the context.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely the items listed overleaf.

Reason for passing this resolution: a good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

### Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
  - (b) Shall form part of the minutes of the local authority.”

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PUBLIC INTEREST CONSIDERATION	POTENTIAL RELEASE REVIEW DATE AND CONDITIONS
17.	LAND PURCHASE OPPORTUNITY	S7(2)(H), S7(2)(I)	COMMERCIAL ACTIVITIES, CONDUCT NEGOTIATIONS	THIS ITEM RELATES TO AN OPPORTUNITY TO PURCHASE LAND OF STRATEGIC IMPORTANCE. THE DISCLOSURE OF THE COUNCIL'S INTEREST MAY ADVERSELY AFFECT ITS COMMERCIAL POSITION. IT IS CONSIDERED THAT THE PROTECTION OF THE COMMERCIAL POSITION OUTWEIGHS THE PUBLIC INTEREST DURING THE TENDER AND NEGOTIATION PERIOD.	27 NOVEMBER 2026  27 NOVEMBER 2026 OR ON THE COMPLETION OF A PURCHASE PROCESS, SHOULD THE COUNCIL DECIDE TO TRY TO ACQUIRE THE PROPERTY
18.	WASTE MANAGEMENT AND MINIMISATION PLAN REVIEW	S7(2)(B)(II), S7(2)(H)	PREJUDICE COMMERCIAL POSITION, COMMERCIAL ACTIVITIES	THERE IS CONSIDERABLE PUBLIC INTEREST IN THE WASTE MANAGEMENT AND MINIMISATION PLAN. HOWEVER, THIS WILL BE LARGELY SATISFIED DURING THE PUBLIC CONSULTATION PROCESS. BY DISCUSSING THIS MATTER PUBLICLY AT THIS STAGE, IT COULD PREJUDICE THE COMMERCIAL POSITION OF THE COUNCIL WHICH OUTWEIGHS THE PUBLIC INTEREST.	1 JULY 2027  UPON CONFIRMATION THAT THE WASTE MANAGEMENT AND MINIMISATION PLAN HAS BEEN ADOPTED.

# Karakia Whakamutunga

Kia whakairia te tapu

Kia wātea ai te ara

Kia turuki whakataha ai

Kia turuki whakataha ai

Haumi e. Hui e. Tāiki e

