
Workshop - Council NOTES

Date: Tuesday 17 February 2026
Time: 9.34 am
Venue: Camellia Chambers, Civic Offices,
53 Hereford Street, Christchurch
<https://councillive.ccc.govt.nz/meeting-calendar/>

Present

Chairperson Deputy Mayor Victoria Henstock
Members Councillor Kelly Barber
Councillor David Cartwright
Councillor Melanie Coker
Councillor Pauline Cotter
Councillor Tyrone Fields
Councillor Tyla Harrison-Hunt
Councillor Nathaniel Herz Jardine - via audio/visual link
Councillor Yani Johanson
Councillor Aaron Keown
Councillor Jake McLellan
Councillor Mark Peters

Principal Advisor

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

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The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Apologies were received from the Mayor and from Councillors MacDonald and Scandrett for absence.

Councillors Donovan and Moore were absent without apology.

Councillor Fields arrived at 9.37 am during discussion of Item 2.

Councillor Johanson arrived at 9.47 am during discussion of Item 2.

2. Traffic Signal Operation and Optimisation

Council Officers Stephen Wright, Lachlan Beban and Gerard Rooney joined the table to speak to Item 2, which was initially presented to elected members at the 3 February Workshop. Officers returned to answer questions from elected members.

Key presentation points:

- Council Officers provided a brief review of the presentation highlights from the 3 February Workshop.

Key discussion points:

- In response to elected member questions, Officers confirmed:
 - The infrastructure of intersections, (such as underground cabling), is a determining factor in what capabilities that intersection has, i.e., whether an additional green arrow, left or right, can be installed. Intersection programming is also a factor, and each is written individually based on what is required for each area/intersection.
 - There are cost considerations for any full intersection rebuild, noting that some are older (up to 50 years), and ongoing maintenance of existing intersections presents challenges as well, without introducing more features.
 - When considering intersection design, all phasing is considered – the operation of all lanes and how they are controlled by signals, to minimise wasted time and maximise efficiency.
 - The real-time operations team run the intersections with the flexibility to adjust timings and settings of the existing infrastructure if needed. They do not necessarily have budget to add infrastructure to change intersection phasing.
 - Updates to intersection infrastructure are considered as part of asset renewals, including the potential introduction of new phases such as a left or right turn.
 - Elected members can send intersections of interest and request advice on options for updates and associated costs through the councillor information email. In consideration of elected member intersection queries, staff will look to identify common themes.

- Council staff operate NZTA intersections on its behalf and do so based on the existing infrastructure. Staff cannot force NZTA to make physical changes to its intersections but could request intersection upgrades/changes.
- There is a transport network hierarchy where there's prioritisation of major arterials/suburban corridors over smaller side roads but it's a balancing act with staff utilising the tools available to make routes as efficient as possible.
- When new intersections upgrades are introduced, optimisation of surrounding intersections does generally occur, including a review of timings, etc., to try and maintain coordination between intersections.
- There are legally established minimum timeframes for pedestrian crossing signals and additional programming options that can be deployed to impose a minimum green time for every intersection, every phase.
- Officers are proposing to seek community feedback through the Life in Christchurch survey. Council staff also get ongoing feedback through the CSR system/call centre.
- Approximately 50 – 60% of intersections, particularly those in the inner city, are equipped with CCTV cameras and nearly all new and upgraded intersections are installed with these cameras.
- Regarding gridlock, the aim is to stop it before it even occurs. There are tools that may enable this, including future technologies that will be looked at as they become available.

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

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

Meeting concluded at 10.32 am.