
Waitai
Coastal-Burwood-Linwood Community Board
AGENDA

Notice of Meeting Te Pānui o te Hui:

The ordinary meeting of the Waitai Coastal-Burwood-Linwood Community Board will be held on:

Date: Tuesday 7 April 2026
Time: 4 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

Membership Ngā Mema

Chairperson	Paul McMahon
Deputy Chairperson	Jackie Simons
Members	Kelly Barber
	Celeste Donovan
	Alex Hewison
	Yani Johanson
	Greg Mitchell
	Kim Money
	Mihi-Rose Tipene

31 March 2026

Principal Advisor
Chris Turner-Bullock
Manager Community Governance
Tel: 941 8233
christopher.turner@ccc.govt.nz

Meeting Advisor
Cindy Sheppard
Community Board Advisor
Tel: 941 6547
cindy.sheppard@ccc.govt.nz
Website: 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:
<https://www.youtube.com/@waitaicoastal-burwood-linw3626/streams>

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

Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

TABLE OF CONTENTS NGĀ IHIRANGI

Karakia Tīmatanga	5
C 1. Apologies Ngā Whakapāha	5
B 2. Declarations of Interest Ngā Whakapuaki Aronga	5
C 3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua	5
B 4. Public Forum Te Huinga Whānui	5
B 5. Deputations by Appointment Ngā Huinga Whakaritenga.....	5
B 6. Presentation of Petitions Ngā Pākikitanga	6
B 7. Briefings.....	14

STAFF REPORTS

C 8. Bus stop upgrades on Beach and Estuary Roads	17
C 9. Proposed Road Names - 257 Breezes Road, Wainoni	33
C 10. Marine Parade/Bridge Street - Proposed No Stopping Restrictions	37
C 11. Pages Road - Proposed No Stopping Restrictions	43
C 12. Marshland Road / Main North Road / Spencerville Road Intersection Improvements	49
C 13. Chelsea Street Renewal - Linwood Woolston CRAF	57
C 14. Brighton Mall Upgrade	77
C 15. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Burwood East Residents Assosiation	101
C 16. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Kawai Rangatahi	105
B 17. Waitai Coastal-Burwood-Linwood Community Board Area Report - April 2026	109
B 18. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi.....	138

Karakia Whakamutunga

Actions Register Ngā Mahinga Tuwhera

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 hauhūnga Tīhei Mauri Ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.
--	--

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. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

That the minutes of the Waitai Coastal-Burwood-Linwood Community Board meeting held on [Monday, 9 March 2026](#) be confirmed (refer page 7).

4. Public Forum Te Huinga Whānui

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

4.1 Fire Engineering Research

Paul Horne, Lecturer at University of Canterbury will address the Board in relation to a proposed research experiment in the residential red zone to look at the performance of mass-timber buildings in fire.

4.2 Chris Carrow – Parking in the New Brighton Area

Chris Carrow, caretaker of the Roy Stokes Hall, will address the Board in relation to a proposal for parking in the New Brighton area.

5. 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.

5.1 Bus Stop upgrades on Beach and Estuary Roads

Kerry Frederikson, local resident will address the Board in relation to Item 8, Bus Stop upgrades on Beach and Estuary Roads – specifically bus stop 26557.

6. Presentation of Petitions Ngā Pākikitanga

There were no petitions received at the time the agenda was prepared.

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

Waitai
Coastal-Burwood-Linwood Community Board
OPEN MINUTES

Date: Monday 9 March 2026
Time: 4.01 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

Present

Chairperson	Paul McMahon
Deputy Chairperson	Jackie Simons
Members	Kelly Barber
	Celeste Donovan
	Alex Hewison
	Yani Johanson
	Greg Mitchell
	Kim Money
	Mihi-Rose Tipene

Principal Advisor

Chris Turner-Bullock
Manager Community Governance
Tel: 941 8233
christopher.turner@ccc.govt.nz

Meeting Advisor

Cindy Sheppard
Community Board Advisor
Tel: 941 6547
cindy.sheppard@ccc.govt.nz
Website: www.ccc.govt.nz

To watch meetings, live, or previous recordings, go to:

<https://www.youtube.com/@waitaicoastal-burwood-linw3626/streams>

To view copies of Agendas and Minutes, go to:

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



Karakia Tīmatanga

The agenda was dealt with in the following order. Where no voting record is shown, the item was carried unanimously by those present.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved CBCC/2026/00018

That the apologies for possible early departure from Yani Johanson and Alex Hewison, be accepted.

Kelly Barber/Jackie Simons

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Part C

Community Board Resolved CBCC/2026/00019

That the minutes of the Waitai Coastal-Burwood-Linwood Community Board meeting held on Monday, 9 February 2026 be confirmed.

Jackie Simons/Greg Mitchell

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Linwood Rugby League Football Club

Representatives of the Linwood Rugby League Football Club did not attend the meeting.

4.2 Play Preservation Trust

Emma Woods and Naomi Ishihara addressed the Board in relation to their upcoming project.

After questions from members, the Chairperson thanked Emma and Naomi for their presentation.

Attachments

A Play Preservation Trust Presentation

B Play Preservation Trust Statement

4.3 Smith Street Community Farm

Mary Smith and Sven Christiansen, on behalf of Smith Street Community Farm, addressed the Board in relation to the Better Off Funding they recently received and shared progress on their projects.

After questions from members, the Chairperson thanked Mary and Sven for their update.

4.4 Phillip Ridge

Phillip Ridge, local resident, addressed the Board in relation to freedom camping issues in North Beach and New Brighton.

After questions from members, the Chairperson thanked Phillip for his presentation.

Attachments

- A Phillip Ridge Presentation - Freedom Camping
- B Phillip Ridge - Presentation handout - Freedom Camping

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 North Beach Parking Restrictions

David East, Acting Chair of the North Beach Residents' Association, addressed the Board in relation to item 10, North Beach Parking Restrictions.

The Chairperson thanked David for his update.

Item 10 of these minutes records the Boards decision on this matter.

Attachments

- A North Beach Residents Association Statement - North Beach Parking Restrictions

5.2 North Beach Parking Restrictions

Trudy Burrows, local resident, addressed the Board in relation to item 10, North Beach Parking Restrictions.

The Chairperson thanked Trudy for her update.

Item 10 of these minutes records the Boards decision on this matter.

Attachments

- A Trudy Burrows Statement - North Beach Parking Restrictions

5.5 North Beach Parking Restrictions

Daphne McCurdy, local resident, addressed the Board in relation to item 10, North Beach Parking Restrictions.

After questions from members, the Chairperson thanked Daphne for her update.

Item 10 of these minutes records the Boards decision on this matter.

5.3 Wainoni Park Landscape Plan

Adam Gardner on behalf of Sport Canterbury, addressed the Board in relation to item 8, Wainoni Park Landscape Plan.

After questions from members, the Chairperson thanked Adam for his update.

Item 8 of these minutes records the Boards decision on this matter.

Attachments

- A Sport Canterbury Statement - Wainoni Park Landscape Plan

5.4 Wainoni Park Landscape Plan

Raneigh Smith on behalf of Eastern Eagles Rugby League and Malcolm Humm, Chief Executive Officer of Ngā Puna Wai Sports Hub, addressed the Board in relation to item 8, Wainoni Park Landscape Plan.

After questions from members, the Chairperson thanked Raneigh and Malcolm for their updates.

Item 8 of these minutes records the Boards decision on this matter.

Attachments

- A Eastern Eagles Statement - Wainoni Park Landscape Plan
- B Malcolm Humm Statement - Wainoni Park Landscape Plan

The meeting adjourned between 5.03pm and 5.06pm.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence

Community Board Resolved CCBCC/2026/00020 Original Officer Recommendation accepted without change

Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the correspondence from Stephen Wood in relation to a refuge crossing on Burwood Road and refer to staff for investigation and response back to the Board.

Celeste Donovan/Jackie Simons

Carried

8. Wainoni Park Landscape Plan

Council Officers in attendance spoke to the accompanying report.

The Board took into consideration the deputation received at 5.3 and 5.4 above.

Community Board Resolved CCBCC/2026/00021 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Wainoni Park Landscape Plan 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 the updated Wainoni Park Landscape Plan in Agenda Attachment A.
4. Approves the removal of two (2) trees to accommodate a new pathway identified in the Landscape Plan.

Kelly Barber/Greg Mitchell

Carried

9. Porthills Paragliding Schools - proposed new licences

Community Board Resolved CCBCC/2026/00022 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Porthills Paragliding Schools- proposed new licences 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. Approve licences for a period of five years with two rights of renewal, to Christchurch Paragliding Ltd; Cloudbase Ventures Ltd; Progress Paragliding Ltd; for access to the site described as Pt Lot 2 DP 9714, CB6D/180 shown site 21 Attachment A of the agenda report
4. Requests that the Manager Property Consultancy do all things necessary and make any decisions at his sole discretion that are consistent with the intent of this report to implement the resolutions above including completing negotiations and administering the terms and conditions of the new licences.

Jackie Simons/Alex Hewison

Carried

10. North Beach parking restrictions

Council Officers in attendance spoke to the accompanying report.

The Board took into consideration the deputation received at 5.1, 5.2 and 5.5 above.

Community Board Resolved CCBCC/2026/00023 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the North Beach parking restrictions 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. In accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, revokes any previously approved resolution within the North Beach Car Park, pertaining to the parking of all vehicles to a maximum period of 360 minutes, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, as detailed in agenda Attachment A (TG150177b, dated 20/02/2026).
4. Approves that, in accordance with clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 180 minutes within the areas of North Beach Car Park, as detailed in agenda Attachment A (TG150177b, dated 20/02/2026). This restriction is to apply between the hours of 7am and 7pm, Monday to Sunday; AND.
5. Approves that, in accordance with clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 30 minutes within the areas of North Beach Car Park, as detailed in agenda Attachment A (TG150177b, dated 20/02/2026). This restriction is to apply between the hours of 7am and 7pm, Monday to Sunday.
6. 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).

Kim Money/Celeste Donovan

Carried

11. Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations

Community Board Resolved CCBCC/2026/00024

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations 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. Appoints a Board member(s) as its representative on each of the following organisations for the 2025-28 term:
 - a. **Outside organisations/other:**
 - New Brighton Community Gardens – Alex Hewison
 - New Brighton Historical Society – Alex Hewison
 - New Brighton Project – Celeste Donovan
 - Pukeko Centre – Celeste Donovan
 - Renew Brighton – Kim Money
 - Roy Stokes Hall Trust – Alex Hewison

Paul McMahon/Jackie Simons

Carried

12. Waitai Coastal-Burwood-Linwood Community Board Area Report - March 2026

Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - March 2026.

Community Board Resolved CCBCC/2026/00025

Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - March 2026.
2. Requests a briefing from Three Waters on the investigation of the Wastewater Treatment Plant outfall option as soon as practical and that the Community Board be invited to the Council Information Session on this topic.

Celeste Donovan/Jackie Simons

Carried

13. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi

Part B

Members exchanged information on matters of interest:

- Wastewater Treatment Plant Ocean Outfall Option
- QEII event space
- Marine Parade shared path concerns at North Beach carpark
- Traffic Management Plan concerns with recent events – Round the Bay and Coast to Coast
- Upcoming events – Duke Festival, Estuary Fest and Sandcastle event
- Environment Canterbury bus route concerns (bus route 135)
- Closed public toilets in the Board area.
- Bromley Fair – attendance
- Bromley Community Centre concerns with trees around the facility and carpark
- Wastewater Treatment Plant live dashboard should be available online in due course
- Portlink site – noise concerns

Karakia Whakamutunga

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

Meeting concluded at 5.53pm.

CONFIRMED THIS 7th DAY OF APRIL 2026

PAUL MCMAHON
CHAIRPERSON

7. Briefings

Reference Te Tohutoro: 26/405206

Responsible Officer(s) Te Pou Matua: Cindy Sheppard, Community Board Advisor

Accountable ELT Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose of Report Te Pūtake Pūrongo

The Board will be briefed on the following:

Subject	Presenter(s)	Unit/Organisation
Wastewater Treatment Plant Community Response Update	Gary Watson	Community Support and Partnerships Unit

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

- Notes the information supplied during the Briefings.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

8. Bus stop upgrades on Beach and Estuary Roads

Reference Te Tohutoro: 26/328232

Responsible Officer(s) Te Pou Matua: Mansour Johari, Passenger Transport Engineer

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 To approve proposed bus stop improvements on Beach and Estuary Roads.
- 1.2 This report has been prepared by staff in response to community requests and a request from the Community Board.
- 1.3 The proposed bus stop upgrades were consulted on together and are presented in a single report to streamline time and costs. However, the decisions concerning each bus stop are independent, and they can be pursued separately if necessary.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Bus stop upgrades on Beach and Estuary Roads 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. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to parking or stopping restrictions and traffic controls made pursuant to any bylaw to the extent that they conflict with the parking or stopping restrictions and traffic controls described in resolutions 4 to 12 below.

Bus stop 18584 – Beach Road near Bower Avenue (Agenda Attachment A)

4. Pursuant to Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that the existing bus stop on the southern side of Beach Road commencing at a point 51 metres east of its intersection with Bower Avenue and extending in a westerly direction for a distance of 12 metres be revoked.
5. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that the stopping of all vehicles be prohibited at any time, on the southern side of Beach Road commencing at a point 55 metres east of its intersection with Bower Avenue and extending in a westerly direction for a distance of 6 metres.
 - b. Approves that a Bus Stop be installed, on the southern side of Beach Road commencing at a point 49 metres east of its intersection with Bower Avenue and extending in a westerly direction for a distance of 14 metres.
6. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the southern side of Beach Road commencing at a point 41 metres east of its intersection with Bower Avenue and extending in a westerly direction for a distance of approximately 3.6 metres.

Bus stop 13713– Beach Road near Bower Avenue (Agenda Attachment A)

7. Pursuant to Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that the existing bus stop on the northern side of Beach Road commencing at a point 49 metres east of its intersection with Bower Avenue and extending in an easterly direction for a distance of 12 metres be revoked.
8. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that a Bus Stop be installed, on the northern side of Beach Road commencing at a point 45 metres east of its intersection with Bower Avenue and extending in an easterly direction for a distance of 14 metres.
9. Approve that tactile pavers be installed at bus stops 18584 and 13713 on Beach Road near Bower Avenue, as shown in agenda **Attachment A**.
10. Pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.3 of the Land Transport Rule: Traffic Control Devices 2004:
 - a. Approve that a section of Beach Road, as indicated in agenda Attachment A, Plan TG152710, dated 02/2026 of this report, be subject to a no-passing restriction.

Bus stop 26557– 71 Estuary Road (Agenda Attachment A)

11. Pursuant to Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Revokes the resolutions for bus stop 26557, outside 85-91 Estuary Road, clauses 4 (a-c) and 6, previously approved at the Waitai Coastal-Burwood-Linwood Community Board meeting on 11 August 2025.
12. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that the stopping of all vehicles be prohibited at any time, on the east side of Estuary Road commencing at a point 112 metres north of its intersection with Bridge Street and extending in a southerly direction for a distance of 12 metres.
 - b. Approves that a bus stop be installed on the east side of Estuary Road commencing at a point 100 metres north of its intersection with Bridge Street and extending in a southerly direction for a distance of 14 metres.
 - c. Approves that the stopping of all vehicles be prohibited at any time, on the east side of Estuary Road commencing at a point 86 metres north of its intersection with Bridge Street and extending in a southerly direction for a distance of 15 metres.
13. Approves that a hardstand area and tactile pavers be installed at the bus stop 26557 outside 71 Estuary Road, as shown on agenda **Attachment A**, Plan TG152710, dated 02/2026 of this report.
14. Approves that these resolutions, described in clauses 4 to 12 above, take effect when traffic controls or parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Based on community requests and a request from Community Board, staff are proposing two bus stop upgrades, as listed in Table 1.

Table 1: Proposed bus stop upgrades.

Address and ID	Origin	Upgrades
Beach Road near Bower Avenue – 13713 & 18584	(2x) Community	Shelter installation and standard line marking
71 Estuary Road - 26557	(multiple) Community and Community Board	Relocation from outside 51 Bridge Street on Estuary Road

- 3.2 The proposed plans include tactile pavers and hardstand areas, where required, to improve accessibility and the waiting area, including for people getting on and off the bus.
- 3.3 The proposed plan for bus stops 13713 and 18584 on Beach Road near Bower Avenue includes a no-passing restriction and a minor shift of the centre line. This arrangement maintains adequate traffic lane width for vehicles travelling west and prohibits vehicles from using the opposing lane to overtake stopped buses.
- 3.4 A bus stop is deemed well-used if, on average, it serves around 20 or more passengers daily. This is the traditional Council threshold for bus shelter installation.
- 3.5 These upgrades have been prioritised based on patronage, community requests, and a request from the Community Board.
- 3.6 A plan has also been developed by staff for bus stop 39214, located outside 106 Bassett Street. However, following feedback from affected residents, staff have deferred any changes to this bus stop for further investigation.
- 3.7 In response to feedback from affected residents, the lead-out no-stopping restriction after the bus box at bus stop 26557 outside 71 Estuary Road has been extended in the plan for approval in this report. This extension covers the driveway at 71 Estuary Road and does not lead into any additional on-street parking loss.

4. Background/Context Te Horopaki

Beach Road near Bower Avenue – 13713 & 18584

- 4.1 Staff received complaints that route 80 buses block the driveway at 173 Beach Road for longer than a normal pick-up and drop-off when stopping at bus stop 18584. Staff also received a request to install a shelter at this stop.
- 4.2 These bus stops serve routes 80 and 135. On average, 28 passengers board daily at bus stop 18584 and 3 passengers board daily at bus stop 13713.
- 4.3 These bus stops also operate as a timing point for bus route 80, where buses stop longer than a standard pick up and drop off to align with the scheduled timetable.
- 4.4 The driveway blockage issue has been resolved temporarily after staff requested Environment Canterbury to advise bus drivers to stop 6 metres beyond the bus stop sign, rather than aligning the front door of the bus with the sign. The provision of standard line marking at the bus stop will resolve this issue permanently.
- 4.5 The existing bus stops include signage only.

71 Estuary Road - 26557 (relocated from outside 51 Bridge Street on Estuary Road)

- 4.6 Over the past few years, staff have received several community requests to relocate this bus stop. Key concerns include obstruction of a driveway, safety risks, and congestion resulting from the interaction between vehicles exiting the roundabout and buses waiting at the stop. The latter is worse when some bus drivers stop just before the driveway to avoid blocking it, causing the rear of the bus to extend closer to the roundabout exit than it should.
- 4.7 The bus stop serves bus route 60 and [school bus route 667](#) (the school bus route turns right from Bridge Street onto Estuary Road). It primarily functions as a drop-off bus stop. Boarding data indicates that, on average, one passenger boards at this stop per day.
- 4.8 The existing bus stop includes standard line markings, no-stopping restrictions, and a bus stop shelter with advertising panels owned by oOh! Media. It also extends over the driveway of 51 Bridge Street, on Estuary Road.
- 4.9 The bus stop also functions as a driver changeover point, where bus drivers switch shifts. Consequently, buses tend to dwell longer at this stop compared to others along the route.
- 4.10 Staff initially proposed relocating the bus stop to a position outside 111 Estuary Road through engagement on the [Shelter Installation at Well-used Bus Stops project](#), however this stop was deferred for further investigation in response to feedback from affected residents about buses blocking the driveway.
- 4.11 Staff subsequently proposed relocating the bus stop to a position outside 85 and 91 Estuary Road (**Attachment B**). The Community Board approved this proposal at its meeting on 11 August 2025 ([Item 10, minutes](#)).
- 4.12 Following approval, staff and the Community Board were contacted by the affected business at 91 Estuary Road. The business advised that it had not received the consultation letters and expressed strong concerns regarding the approved plan.
- 4.13 Staff placed construction of the approved plan on hold and arranged an on-site meeting with affected businesses on 13 October 2025. During the meeting, business owners outlined concerns regarding the importance of on-street parking and the potential impact on their businesses. They also provided local context on the significance of the community garden at 91 Estuary Road, including its role in neighbourhood activities, local gatherings, and access for food trucks entering the site. During the meeting, business owners identified the location outside 71 Estuary Road as a potential site for relocating the bus stop.
- 4.14 Following the meeting, staff maintained the hold on construction and investigated alternative relocation options for the bus stop.
- 4.15 Staff now propose relocation of the current bus stop to outside 71 Estuary Road. Under this revised arrangement, school bus route 667 will use the bus stop outside 70 Bridge Street as its new drop-off point.
- 4.16 If the bus stop relocation is approved, the six metre section outside 51 Bridge Street on Estuary Road is to be marked with a no-stopping restriction to improve road user safety and maintain consistency with the recently implemented intersection safety improvements. The three metre section outside 107 Estuary Road is added to existing unrestricted parking area. Driveway access is therefore no longer restricted. The changes outside 51 Bridge Street and 107 Estuary Road (**Attachment B**) were approved previously, as mentioned above, and do not form part of the resolution sought in this report.

- 4.17 If the bus stop relocation is approved, the existing shelter will remain in place until May 2026. By then, ownership of the shelter will have passed from oOh! Media to the Council, and can be removed (more details available in [agenda Item 10](#)). There will be no shelter at the new stop location as it primarily functions as a drop-off bus stop.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

Beach Road near Bower Avenue – 13713 & 18584

- 4.18 The following reasonably practicable options were considered and are assessed in this report:
- 4.18.1 Shelter installation and standard line marking.
 - 4.18.2 Do nothing.

71 Estuary Road - 26557

- 4.19 The following reasonably practicable options were considered and are assessed in this report:
- 4.19.1 Relocation to outside 71 Estuary Road (Preferred option, **Attachment A**).
 - 4.19.2 Relocation to outside 85-91 Estuary Road (Option approved by the Community Board at its meeting on 11 August 2025, **Attachment B**).
 - 4.19.3 Do nothing.
- 4.20 The following options were considered but were not assessed as reasonably practicable:
- 4.20.1 Relocation of bus stop to locations south of existing location (e.g. 107, 109, 111, 117 Estuary Road) and north of 71 Estuary Road (e.g. 63 or 61 Estuary Road), would be problematic due to:
 - Bus stop interruption with driveways.
 - Need to remove trees.
 - Bus stop spacing.
 - Distance between paired stops.
 - 4.20.2 Install a new Council-owned shelter at the proposed location.
 - This option offers poor value for money given the site's low passenger boarding numbers.
 - 4.20.3 Remove the shelter at the same time as relocating the bus stop.
 - This would result in a missed opportunity for Council to own the shelter. It is currently owned by oOh! Media and is to be transferred to Council in May 2026.

Options Descriptions Ngā Kōwhiringa

Beach Road near Bower Avenue – 13713 & 18584

- 4.21 **Preferred Option:** Shelter installation and standard line marking.
- 4.21.1 **Option Advantages**
 - Improves customer satisfaction by providing weather protection for passengers.
 - Improved access to bus stop for buses.
 - Improved access to and from the bus for passengers.
 - No interruption with driveway.

4.21.2 **Option Disadvantages**

- On-street parking loss (One space).

4.22 **Do nothing Option.**

4.22.1 **Option Advantages**

- Council will not incur any costs.

4.22.2 **Option Disadvantages**

- None of the identified advantages associated with the preferred option would be realised.

71 Estuary Road - 26557

4.23 **Preferred Option:** Relocation to outside 71 Estuary Road.

4.23.1 **Option Advantages**

- No interruption with driveway.
- Minor impacts on local businesses.
- Alleviate resident's safety and congestion concerns at the existing bus stop location.
- Improved sightlines for vehicles exiting 71 and 73 Estuary Road.
- Improves the pairing of the bus stop with its inbound pair, bus stop 26492 outside 78 Estuary Road.

4.23.2 **Option Disadvantages**

- On-street parking loss (Six spaces).

4.24 **Option 2:** Relocation to outside 85-91 Estuary Road.

4.24.1 **Option Advantages**

- No interruption with driveway.
- Alleviate resident's safety and congestion concerns at the existing bus stop location.
- Improves the pairing of the bus stop with its inbound pair, bus stop 26492 outside 78 Estuary Road.

4.24.2 **Option Disadvantages**

- Major impacts on local businesses.
- On-street parking loss (Three spaces).

4.25 **Do nothing Option.**

4.25.1 **Option Advantages**

- Council will not incur any costs.

4.25.2 **Option Disadvantages**

- No improvement in safety and congestion concerns at the existing bus stop.
- No improvement for driveway interruption issue at the existing bus stop.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 5.1 The estimated costs for the recommended option and the do-nothing option are provided in the table below.
- 5.2 The implementation costs in the table below include the expenses for investigation, design, and construction of bus stop upgrades.
- 5.3 Maintenance/Ongoing costs - The Transport Unit Operational Expenditure budgets include maintenance of bus stop infrastructure.
- 5.4 Funding Source – Traffic Operations budget for public transport infrastructure upgrades.

Beach Road near Bower Avenue (Bus stops 13713 & 18584)

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$35,000	\$0
Funding Source	CPMS 50465	N/A
Maintenance/Ongoing Costs	Bus stop maintenance contract - minimal effects to the overall asset	N/A
Funding Availability	Available	N/A
Impact on Rates	N/A	N/A

71 Estuary Road (Bus stop 26557)

	Recommended Option	Option 2	Do nothing
Cost to Implement	\$7,000	\$6,500	\$0
Funding Source	CPMS 50465	CPMS 50465	N/A
Maintenance/Ongoing Costs	Bus stop maintenance contract - minimal effects to the overall asset	Bus stop maintenance contract - minimal effects to the overall asset	N/A
Funding Availability	Available	Available	N/A
Impact on Rates	N/A	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Should the Community Board proceed with the do-nothing options:
 - None of the identified advantages associated with the preferred options would be realised.
- 6.2 Should the Community Board proceed to retain Option 2 for bus stop 26557 (i.e. relocation to outside 85-91 Estuary Road):
 - Local businesses will be negatively impacted by the loss of on-street parking spaces outside their premises.

Legal Considerations Ngā Hiraunga ā-Ture

6.3 The relevant Community Board or Committee have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolutions of:

- Stopping, standing, and parking restrictions (including bus stops) under Clause 7 of the Traffic and Parking Bylaw 2017.
- The authority to subsequently amend or revoke any resolution made at any time under Clause 6(2) of the Traffic and Parking Bylaw 2017.
- Bus passenger shelters under Section 339 (1) of the Local Government Act 1974.
- To hear and determine objections to bus stop shelters.

6.4 Other Legal Implications:

6.4.1 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

6.5 The required decisions:

6.5.1 Align with the [Christchurch City Council's Strategic Framework](#).

6.5.2 Are 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 impacted by each individual plan, the low risk and cost associated with the decision.

6.5.3 Are consistent with Council's Plans and Policies.

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

6.7 Transport

6.7.1 Activity: Transport

- Level of Service: 10.4.1 More people are choosing to travel by public transport - ≥ 14 million trips per year.
- Level of Service: 10.4.4 Improve customer satisfaction with public transport facilities (quality of bus stops and bus priority measures) - $\geq 73\%$.

Community Impacts and Views Ngā Mariu ā-Hāpori

6.8 Consultation has been carried out with affected property owners and tenants.

6.9 The consultation period ran from 17 February to 10 March 2026. Letters were delivered to the property owners and tenants affected.

6.10 Environment Canterbury support the proposed upgrades.

6.11 Staff did not receive any submissions in relation to the proposed bus stop plans on Beach Road near Bower Avenue.

6.12 Staff received three submissions regarding the plan proposed for bus stop 26557, 71 Estuary Road:

6.12.1 Two affected residents supported the proposed plan as it improves the sightline for them when exiting 71 Estuary Road driveway:

- "...The change is brilliant !! It also means that we will have better vision when exiting our driveway..."

6.12.2 Two residents objected to the proposed plan and raised the following main concerns:

- **Reasoning behind the proposed relocation.**

Staff response: Staff provided the reasoning, that can be found in the background section of this report, to the affected resident.

- **On-street parking loss impact on residents and businesses.**

Staff response: Staff provided the relevant NZTA guidance reference and the logic behind the lead-in/out no-stopping restriction at bus stops. Staff also highlighted that, due to the driver changeover function of this bus stop (i.e. longer dwell time), it's not safe to discount the recommended lead-in/out no-stopping restriction to ensure safe sightlines from driveways.

Staff advised that kerbside space is limited and must be managed to serve all road users, particularly public transport. It is important to note that the Council's Suburban Car Parking Policy prioritises kerbside space for bus stops over general parking. In addition, other on-street parking remains available along Estuary Road for residents and visitors.

Staff also highlighted that, during an on-site meeting held last year, the currently proposed location was discussed and supported by local business.

- **Proximity to roundabout.**

Staff response: Staff advised that current legislation does not allow vehicles to park closer than 6 metres to an intersection. Relevant guidance recommends locating bus stops at least 20 metres from an intersection. The proposed bus stop would be positioned approximately 100 metres from the roundabout, which comfortably exceeds this recommendation.

- **Negative impacts on property value.**

Staff response: Staff advised that we have not received any evidence to support claims that bus stops negatively affect surrounding land use or property values.

- **Bus stop low usage.**

Staff response: Staff answered that the bus stop in question primarily functions as a drop-off stop. In Christchurch, exact drop-off numbers are not available because passengers are not required to tag off when leaving the bus. However, an average of 41 passengers board daily at the paired stop (bus stop 26492 outside 78 Estuary Road). It is reasonable to expect that a notable proportion of passengers use the concerned stop for alighting.

- **Power pole, lighting, and power infrastructure.**

Staff response: Staff answered that the proposal will not require any changes to the existing lighting or power infrastructure, and no additional lighting is needed. The power pole will not interfere with the operation of the front or rear bus doors. Buses will be able to pull in safely and stop close and parallel to the kerb.

- **Recycling bins collection.**

Staff response: Staff advised that Google Street View images show the bins are normally located between the tree and the driveway outside 71 and 73 Estuary Road. The proposed bus box will be positioned north of the tree outside 71 Estuary Road. Therefore, staff do not expect any major issues.

- **Noise and air pollution generated by buses.**

Staff response: Staff answered that Council does not hold data on noise and air pollution levels generated by buses. Environment Canterbury is the organisation responsible for measuring such at certain locations. In practice, these concerns may arise at bus layover locations where buses may remain stationary for 10–15 minutes during driver breaks. This is generally not an issue at regular bus stops along routes, where dwell times are short.

- **Accessibility (to Bridge Hub) and safety concerns with pedestrian crossing.**

Staff response: Staff advised that relocating a bus stop may affect public transport accessibility for land uses adjacent to the original stop location. However, it is important to consider the objectives of the relocation and the risks that the relocation seeks to address. In addition, staff noted that the Bridge St/Estuary Road roundabout includes pedestrian refuges on all approaches. Therefore, there are no significant safety risks associated with passengers crossing the road in this area.

6.13 The decision affects the following wards/Community Board areas:

6.13.1 Waitai Coastal-Burwood-Linwood Community Board.

6.13.2 Burwood and Coastal Wards.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

6.15 The decisions do 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

6.16 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions. However, providing shelters along with other bus stop upgrades will enhance public transport user satisfaction and encourage more people to use public transport.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Once the recommendation is approved, staff will engage with contractors to proceed with construction.

Attachments Ngā Tāpirihanga

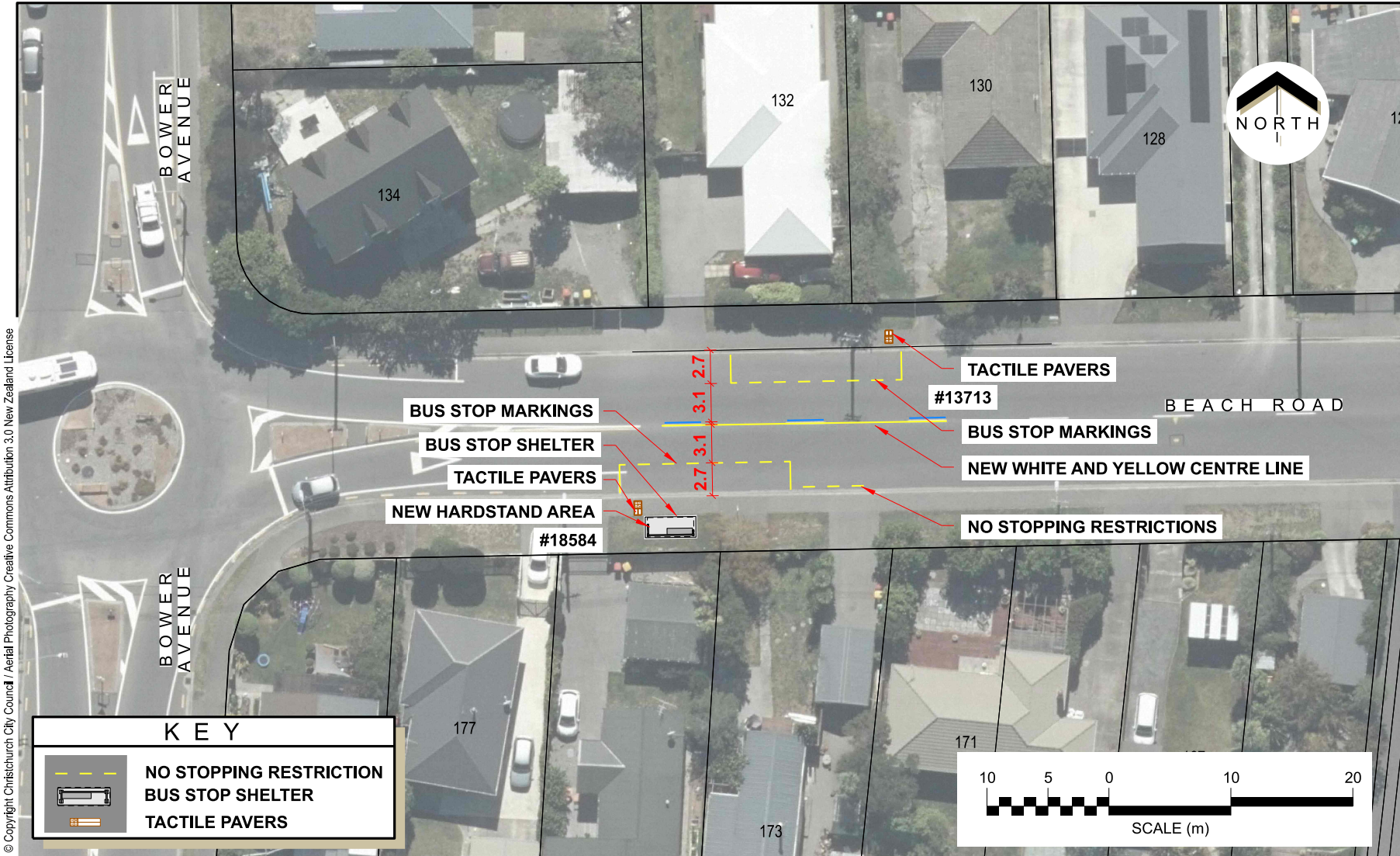
No.	Title	Reference	Page
A  	Attachment A: Proposed bus stop upgrades	26/452217	28
B  	Attachment B: Plans approved by Community Board at its meeting on 11 August 2025	26/377738	30

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Mansour Johari - Passenger Transport Engineer
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Head of Transport & Waste Management



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



Beach Road near Bower Avenue (Bus Stops #13713 and #18584)
 Bus Stop Upgrades Project 2025/26
 For Community Board Approval

Original Plan Size: A4
 Drawn: GA Issue 1 02/2026
 Designed: TW Drawing: TG152710
 Approved: BLH Project: CP503348

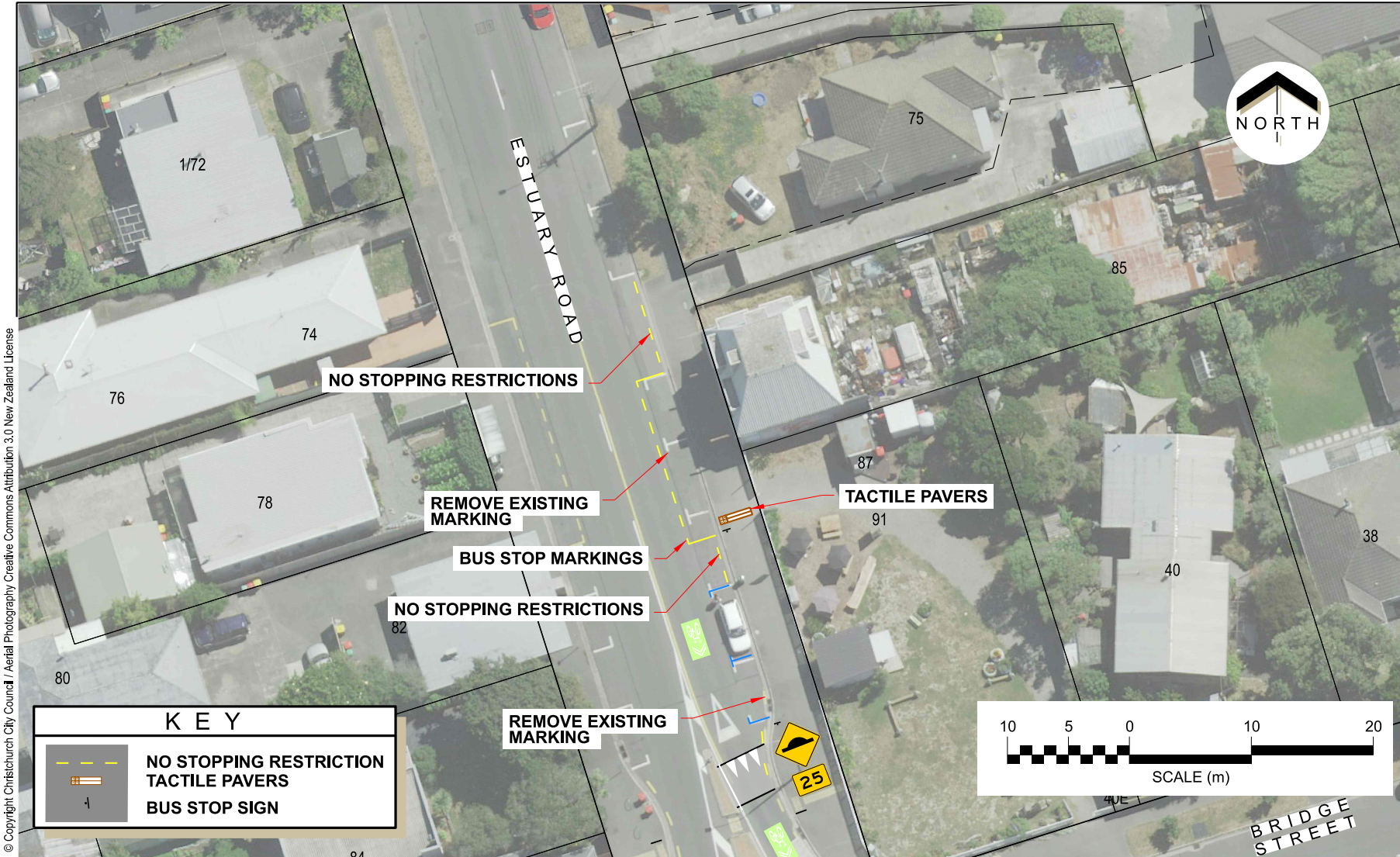


© Copyright Christchurch City Council / Aerial Photography Creative Commons Attribution 3.0 New Zealand License



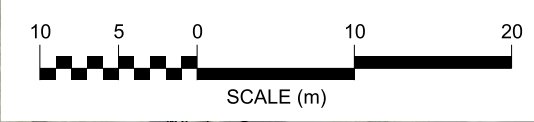
71 Estuary Road (Relocated from 107 Estuary Road) (Bus Stop #26557)
Bus Stop Upgrades Project 2025/26
For Community Board Approval

Original Plan Size: A4
Drawn: GA Issue 1 03/2026
Designed: TW Drawing: TG152719
Approved: BLH Project: CP503348



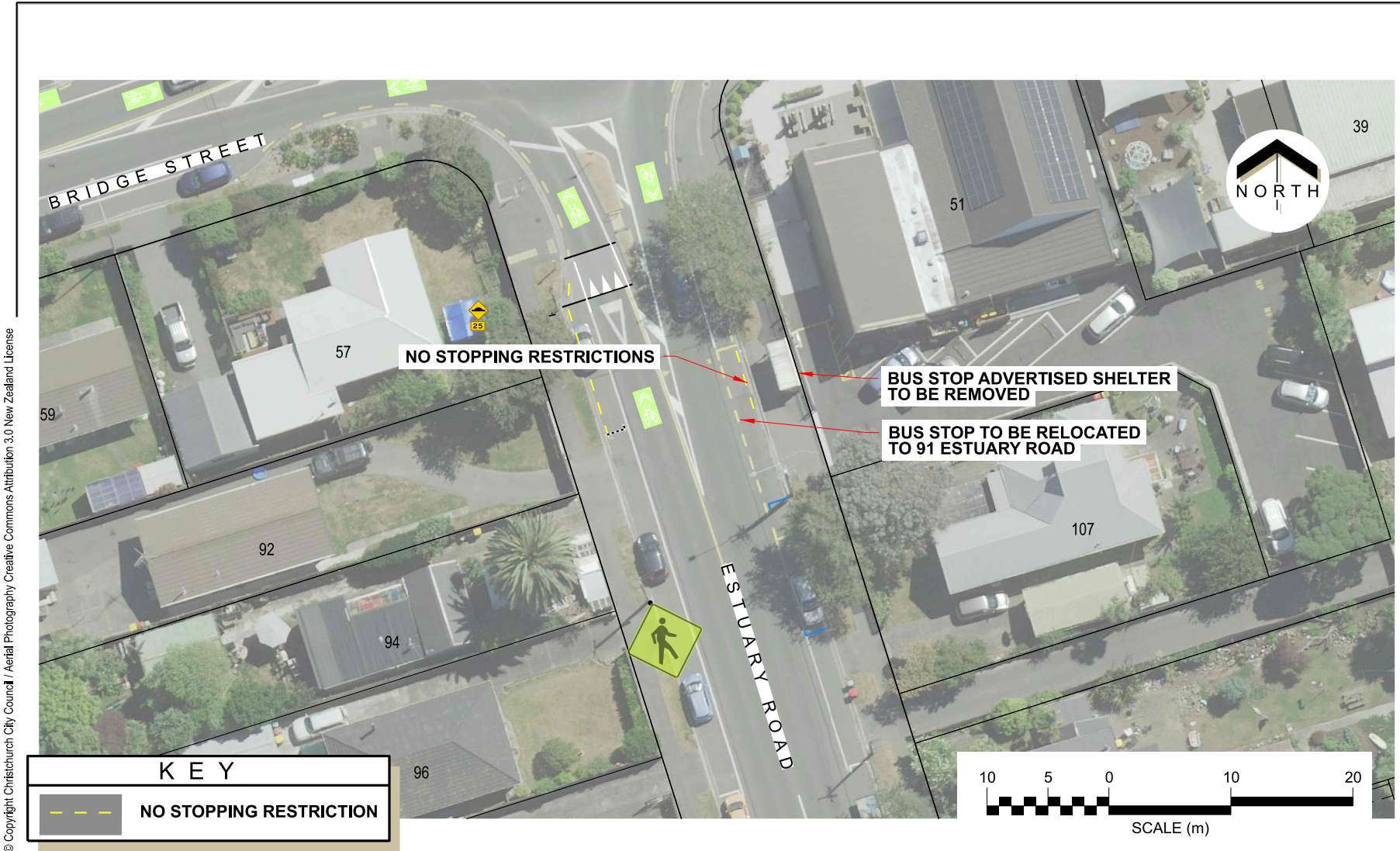
© Copyright Christchurch City Council / Aerial Photography Creative Commons Attribution 3.0 New Zealand License

KEY	
	NO STOPPING RESTRICTION
	REMOVE EXISTING MARKING
	BUS STOP MARKINGS
	TACTILE PAVERS
	BUS STOP SIGN



51 Bridge Street (Outside 91 Estuary Road) (Relocated from outside 107 Estuary Road) (Bus Stop #26557)
Bus Stop Upgrades Project 2024/25 - Stop Relocation
 Approved by Community Board on 11 August 2025

Original Plan Size: A4
 Drawn: GA Issue 1 02/2026
 Designed: MJ Drawing: TG149104
 Approved: BLH Project: CP503348



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



51 Bridge Street (Outside 91 Estuary Road) (Relocated from outside 107 Estuary Road) (Bus Stop #26557)
 Bus Stop Upgrades Project 2024/25 - Stop Relocation
 Approved by Community Board on 11 August 2025

Original Plan Size: A4
 Drawn: GA Issue 1 02/2026
 Designed: MJ Drawing: TG149104
 Approved: BLH Project: CP503348

9. Proposed Road Names - 257 Breezes Road, Wainoni

Reference Te Tohutoro: 26/516559

Responsible Officer(s) Te Pou Matua: Sean Ward, Team Leader Planning

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to approve the proposed road/lane names at 257 Breezes Road, Wainoni.
- 1.2 The report is staff-generated resulting from a naming request received from the developer.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Proposed Road Names - 257 Breezes Road, Wainoni 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 the following new road name for 257 Breezes Road (RMA/2024/1388)
 - a. Road 1 - Akoako Crescent

3. Detail Te Whakamahuki

Introduction Te Whakatkinga

- 3.1 A road naming request has been submitted by the agent on behalf of the developer. A preferred name has been put forward for the road.
- 3.2 The recommended road name has been checked against existing road names in Christchurch and bordering districts, for duplication, alternative spelling, or other similarities in spelling or pronunciation to avoid the potential for confusion. The proposed name is considered sufficiently different to existing road names.
- 3.3 The recommended road name has been checked against the Council's Naming Policy dated 15 November 2023 and are considered to be consistent with this policy. The specific criteria for assessing a name from clause 2 is set out below.
 - 3.3.1 A traditional or Māori name which is acceptable to the Rūnanga or Iwi; this may be a name reflecting the physical characteristics of an area, an activity or event associated with the area or of a notable ancestor.
 - 3.3.2 A feature of historical, social, cultural, environmental or physical importance in the area (e.g., Carlton Mill Road or Carlton Mill Reserve*).
 - 3.3.3 The name of a notable family, person or event associated with the locality or with the wider Christchurch area.
 - 3.3.4 A name in recognition of a person's service. This can be for community service, conservation, sport, the arts, science and research or other sphere of activity.

- 3.3.5 Consistency with a common or established theme for naming in a subdivision or locality.
- 3.3.6 A name that reflects the diverse cultures and communities of the locality or of Christchurch generally.
- 3.3.7 The name of an event or activity strongly associated with the immediate location including an informal name for the area that is (or was historically) in common usage.
- 3.3.8 A name associated with a person, event or activity of significance to Christchurch including names associated with people, events, or places of national and international significance.
- 3.4 The criteria for names that are not suitable for approval from clause 6 are set out below.
 - 3.4.1 Names of people, flora, fauna or geographical features not associated with the area, e.g., names of native trees which are not present in the area or views that cannot be identified, except where the name continues a current naming theme in the locality.
 - 3.4.2 Currently trading commercial organisations except for sponsorship names for facilities and leased parks.
 - 3.4.3 Anagrams, amalgamations or derivatives of people's names.
 - 3.4.4 Names of living persons.
 - 3.4.5 Names related to the developer of a subdivision.
 - 3.4.6 Name of a person, club or organisation associated with a privately owned building on Council land, where the club or organisation does not hold the ground lease for the building.
 - 3.4.7 Names for roads which may cause confusion because they are associated with another geographical location or feature e.g., Parklands Drive which is not located in the Parklands suburb.
- 3.5 The recommended road names have also been checked against the Australia and New Zealand Standard AS/NZA 4819:2011 Rural and Urban Addressing. The names are considered to be consistent with the Standard.
- 3.6 Under the Roads and Right-of-Way Naming Policy, the names considered must be requested by the developer. There is no ability to consider alternative names without first checking whether there are any duplications or similarities with other road and right-of-way names.
- 3.7 Consultation has been undertaken with Land Information New Zealand who have raised no concerns with the proposed names.
- 3.8 Consultation under the policy with rūnanga is not required because the road to be named is not a collector road and/or site(s) of significance under the District Plan (clause 3 of the Naming Policy).
- 3.9 No addresses of neighbouring properties are affected by the proposed road naming (clause 12.2 of the Naming Policy).
- 3.10 The names requested have been accompanied by an explanation of the background of the names, which is summarised below.

Assessment of Significance and Engagement Te Aromatawai Whakahirahira


- 3.11 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

- 3.12 The level of significance was determined by the number of people affected and/or with an interest.
- 3.13 Due to the assessment of low significance, no further community engagement and consultation is required.

Proposed Names

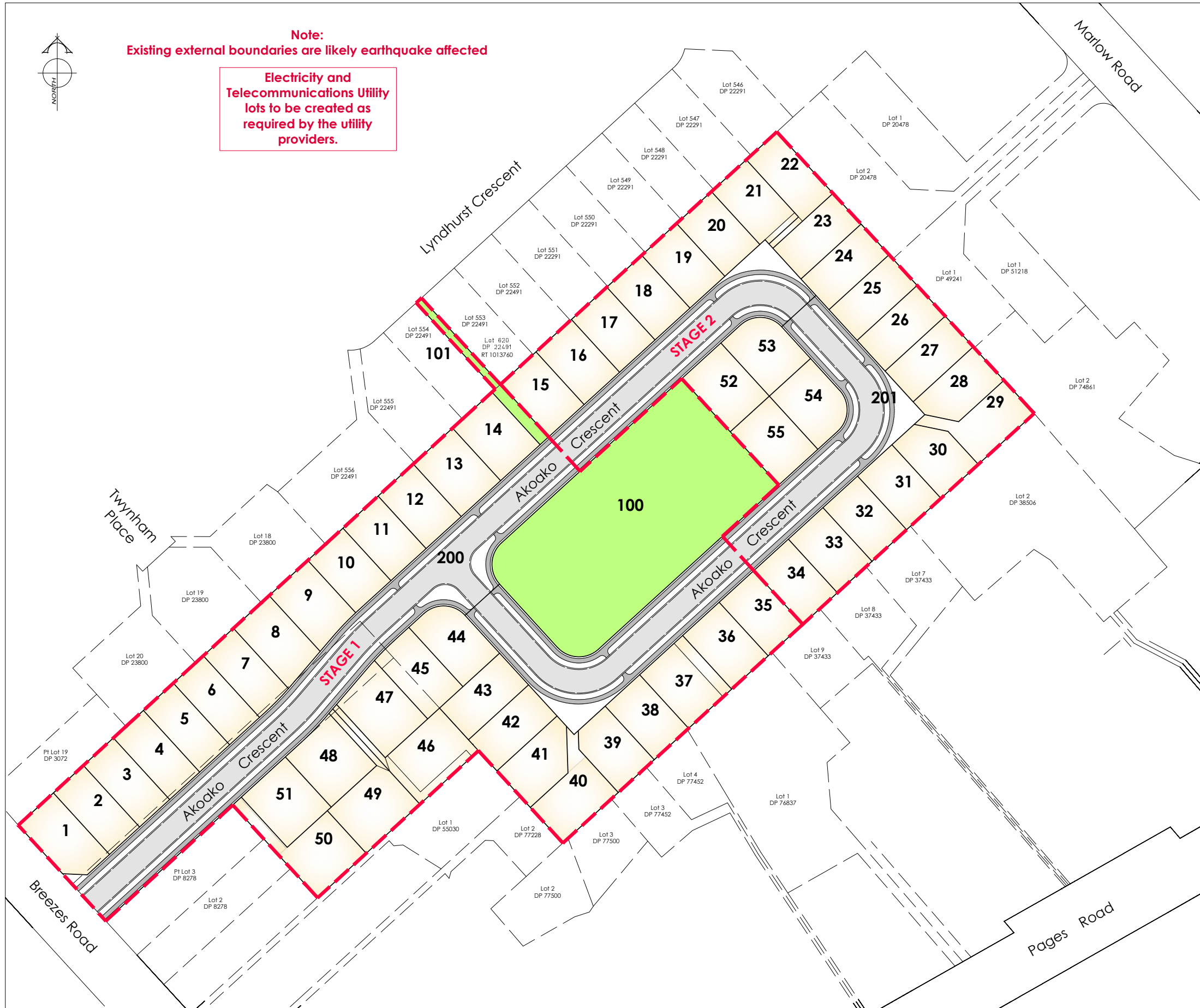
- 3.14 The proposed road is shown in **Attachment A**.
- 3.15 Road 1 - Akoako Crescent
- 3.16 A Te Reo Māori word meaning “to consult together, give or take counsel, rehearse, practice, train, or teach.”, referencing the former use of the site as a school.
- 3.17 The proposed name has been gifted by mana whenua and is considered to be consistent with the policy.

Attachments Ngā Tāpirihanga


No.	Title	Reference	Page
A 	RMA/2024/1388 - Proposed Road Name Plan - 257 Breezes Road	26/515294	36

Signatories Ngā Kaiwaitohu

Authors	Leashelle Miller - Planner Level 2 Sean Ward - Team Leader Planning
Approved By	Mark Stevenson - Head of Planning & Consents



AMENDMENTS:		
AMENDMENT	DATE	DESCRIPTION
NOTES:		
1) Areas and dimensions are subject to final survey and deposit of plans.		
2) Service easements to be created as required.		
3) This plan has been prepared for street naming purposes only. No liability is accepted if the plan is used for any other purpose.		
4) This plan has been prepared for the use of our client and no liability is accepted in relation to any other parties.		
5) Any measurements taken from information which is not dimensioned on the electronic copy are at the risk of the recipient.		
6) This plan is subject to the granting of subdivision and/or resource consents and should be treated as a proposal until such time as the necessary consents have been granted by the relevant authorities.		
7) This plan is not to be used for marketing or sales purposes. Areas and dimensions are subject to change.		

 DAVIE LOVELL-SMITH PLANNING SURVEYING ENGINEERING	
116 Wrights Road P O Box 679 Christchurch 8140, New Zealand Telephone: 03 379-0793 Website: www.dls.co.nz E-mail: office@dls.co.nz	
JOB TITLE:	
257 Breezes Road	
SHEET TITLE:	
Proposed Subdivision of Lots 20 & Part Lot 21 DP 3072, Lot 620 DP 22491 and Section 1 SO 8411	
DRAWING STATUS:	
Street Naming	
SCALE: 1:625@A1 1:1250@A3	DATE: March 2026
CAD FILE: J:\20567\Street names\E20567 Street Names.dwg	DRAWN: JS
DRAWING No: E20567	SHEET No: 1 OF 1
	REVISION: RO

10. Marine Parade/Bridge Street - Proposed No Stopping Restrictions

Reference Te Tohutoro: 26/267172

Responsible Officer(s) Te Pou Matua: Courtney Fale, Traffic Engineer

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Waitai Coastal-Burwood-Linwood Community Board to consider the approval of no-stopping restrictions on the southern side of the intersection of Marine Parade and Bridge Street.
- 1.2 This report has been written in response to a request by a customer who has raised safety concerns due to vehicles regularly parking close to the traffic island and pedestrian cutdowns in this location.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Marine Parade/Bridge Street - Proposed No Stopping Restrictions 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. Under Clause 6(2) of the Christchurch City Council Traffic and 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 – 5 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the western side of Marine Parade, commencing at its intersection with Bridge Street and extending in a southerly direction for a distance of 13 metres, as detailed on agenda Attachment A.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southern side of Bridge Street, commencing at its intersection with Marine Parade and extending in a westerly direction for a distance of 20 metres, as detailed on agenda Attachment A.
6. Approves that these resolutions, described in clauses 3 to 5 above, 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. Executive Summary Te Whakarāpopoto Matua

- 3.1 Safety concerns have been raised at the intersection of Marine Parade and Bridge Street due to restricted manoeuvrability and visibility caused by on-street parking close to the

intersection and traffic island. Implementing the noted recommendations will lead to a reduction in the risk of a crash by improving sightlines in this location.

- 3.2 The recommended option is to Install No Stopping restrictions in accordance with Attachment A.
- 3.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.

4. Background/Context Te Horopaki

- 4.1 There are existing no-stopping restrictions marked on the northern side of this intersection. Staff have received multiple requests to paint no-stopping markings on the opposing side to achieve consistency and improved safety for pedestrians.
- 4.2 There are high parking demands in the area due to the proximity of Brighton Beach and South Brighton Surf Club.
- 4.3 There have been no crashes reported in this location within the last five years.
- 4.4 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Descriptions Ngā Kōwhiringa

- 4.5 **Preferred Option:** Install no stopping restrictions

4.5.1 Option Advantages

- Provides visibility of (and for) pedestrians crossing at the cutdowns and traffic island.

4.5.2 Option Disadvantages

- Small cost.
- Removes 2 potential parking spaces.

- 4.6 **Alternative Option:** Do nothing

4.6.1 Option Advantages

- No further cost.
- Retains 2 potential parking spaces.

4.6.2 Option Disadvantages

- Does not address safety concerns for pedestrians relating to people parking near the corner and traffic island.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 -Do nothing
Cost to Implement	Approximately \$200	N/A
Maintenance/Ongoing Costs	Covered by existing Maintenance Contract	N/A
Funding Source	Traffic Operations Signs and Markings budget	N/A
Impact on Rates	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Legal Considerations Ngā Hīraunga ā-Ture

- 6.1 Statutory and/or delegated authority to undertake proposals in the report:
- 6.1.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
 - 6.1.2 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.
 - 6.1.3 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.
 - 6.1.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.2 Other Legal Implications:
- 6.2.1 There is no other legal context, issue, or implication relevant to this decision.
 - 6.2.2 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

- 6.2.3 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
 - 6.2.4 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.
- 6.3 The community engagement and consultation outlined in this report reflect the assessment.
- 6.4 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.5 Transport
- 6.5.1 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

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.6 Consultation letters including a plan of the recommended option were sent to 5 affected property owners and residents. Staff received no responses.
- 6.7 The Team Leader Parking Compliance supports the preferred option.
- 6.8 The decision affects the Coastal ward area.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.9 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.
- 6.10 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

- 6.16 The proposal in this report is unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, markings will be installed by the contractor within the current financial year.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Attachment A:Marine Parade/Bridge Street Proposed No Stopping	26/504973	41

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Courtney Fale - Traffic Engineer
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Head of Transport & Waste Management



Bridge Street - Marine Parade
Proposed No Stopping Restrictions
For Board Approval

Original Plan Size: A4
Drawn: MJR Issue 1 11/03/2026
Designed: CF Drawing: TG153025
Approved: LB Project:

11. Pages Road - Proposed No Stopping Restrictions

Reference Te Tohutoro: 26/267160

Responsible Officer(s) Te
Pou Matua: Courtney Fale, Traffic Engineer

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Waitai Coastal-Burwood-Linwood Community Board to consider the approval of additional no stopping restrictions on Pages Road.
- 1.2 This report has been written in response to a request by a customer who has raised safety concerns due to decreased visibility near a somewhat high-use driveway of a health facility on Pages Road.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Pages Road - Proposed No Stopping Restrictions 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. Under Clause 6(2) of the Christchurch City Council Traffic and 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 – 6 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northern side of Pages Road, commencing at its intersection with Bickerton Street and extending in a northeasterly direction for a distance of 46 metres, as detailed on agenda Attachment A.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northern side of Pages Road, commencing at a point 56 metres northeast of its intersection with Bickerton Street and extending in a northeasterly direction for a distance of 7 metres, as detailed on agenda Attachment A.
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northern side of Pages Road, commencing at a point 85 metres northeast of its intersection with Bickerton Street and extending in a northeasterly direction for a distance of 10 metres, as detailed on agenda Attachment A.
7. Approves that the resolutions, described in clauses 4 to 6 above, 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. Executive Summary Te Whakarāpopoto Matua

- 3.1 Safety concerns have been raised outside 161 Pages Road due to restricted visibility when exiting the somewhat high use driveway in this location. During investigation, staff identified that visibility for pedestrians utilising the pedestrian refuge is also restricted. Implementing the noted recommendations will lead to a reduction in the risk of a crash by improving sightlines in this location.
- 3.2 The recommended option is to Install No Stopping restrictions in accordance with **Attachment A**. The length of No Stopping in this option is the minimum length needed to provide crossing sight distance for pedestrians at the refuge.
- 3.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.

4. Background/Context Te Horopaki

- 4.1 Pages Road is a major arterial road with an average weekday traffic volume of 18,583 vehicles per day and an average speed of 47.8km/hr.
- 4.2 The facility at 161 Pages Road has more than 30 parks on site which are used throughout the day by people coming and going from the multi-purpose health hub and café on site.
- 4.3 Due to the nature of the road, environment and surrounding businesses there is limited on-street parking available on Pages Road near this location.
- 4.4 There have been 8 crashes near 161 Pages Road in the last five years. 2 were minor, 6 non-injury, 1 directly related to the driveway and 1 involving a vehicle hitting the pedestrian refuge island.



NZTA Crash History Location data.

- 4.5 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.6 **Preferred Option:** Install additional no stopping restrictions on Pages Road.

4.6.1 Option Advantages

- Increases visibility for vehicles exiting the driveway and therefore safety of pedestrians and cyclists;
- Improves visibility for (and of) pedestrians using the pedestrian refuge island.

4.6.2 Option Disadvantages

- Removes 5 parking spaces on the northern side of Pages Road.

4.7 **Alternative Option:** Do nothing.

4.7.1 Option Advantages

- Retains 5 parking spaces on Pages Road.

4.7.2 Option Disadvantages

- Does not address safety concerns when cars are exiting the busy driveway and for pedestrians utilising the refuge due to limited visibility on the major arterial road.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to Implement	Approximately \$250	N/A
Maintenance/Ongoing Costs	Covered by existing Maintenance Contract	N/A
Funding Source	Traffic Operations Signs and Markings budget	N/A
Impact on Rates	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Legal Considerations Ngā Hiraunga ā-Ture

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

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

6.1.2 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.

6.1.3 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

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

6.2 Other Legal Implications:

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

6.2.2 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

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

6.2.4 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.

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

6.4 Transport

6.4.1 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.

Community Impacts and Views Ngā Mariu ā-Hāpori

6.5 Consultation letters including a plan of the recommended option were sent to seven affected property owners and residents. Staff received one response opposing the proposed parking restrictions. The rationale for opposition was that removing the parking potentially reduces accessibility for people visiting the health hub.

6.6 The Team Leader Parking Compliance supports the preferred option.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.7 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.

6.8 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

6.16 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 If approved, markings will be installed by the contractor within the current financial year.

Attachments Ngā Tāpirihanga

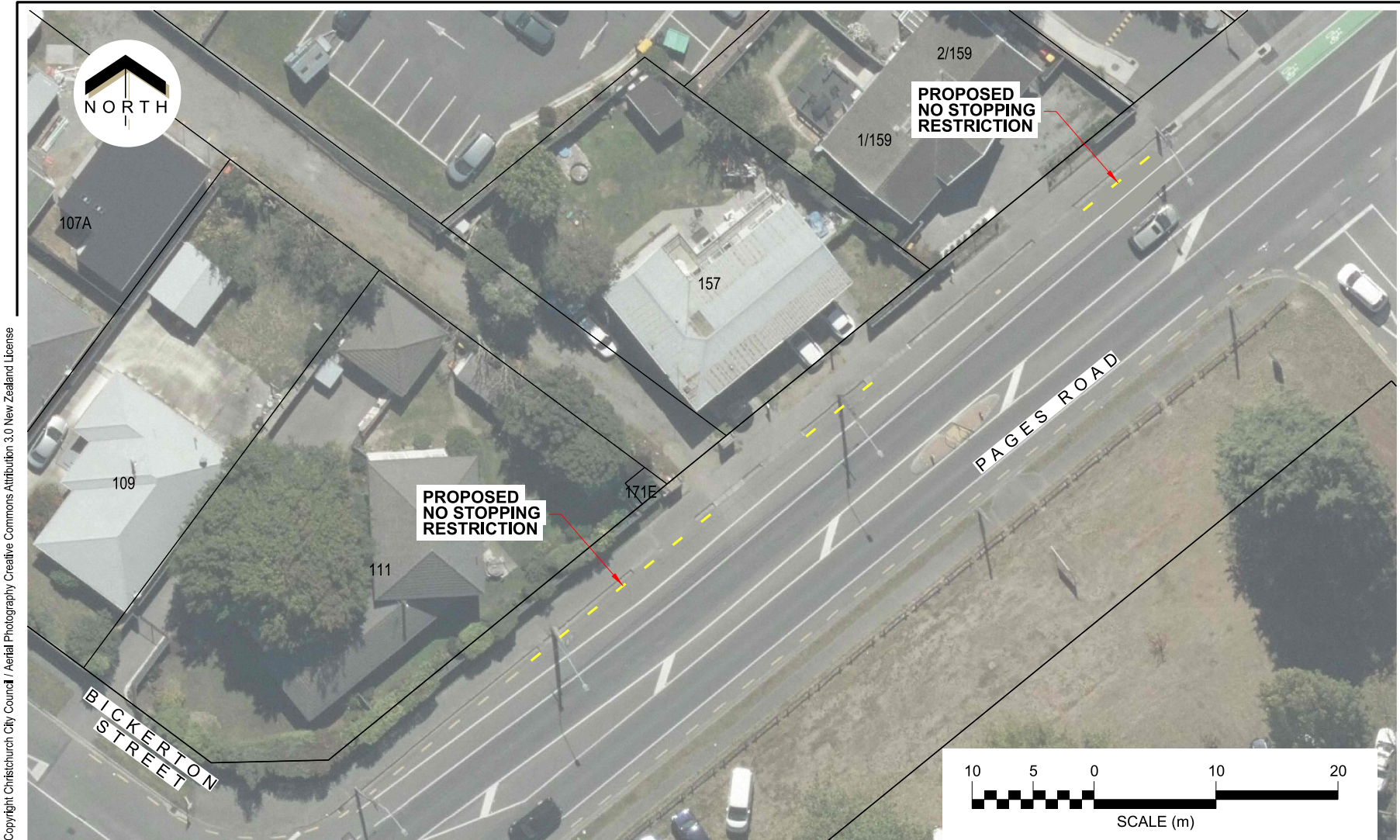
No.	Title	Reference	Page
A  	Attachment A: Pages Road Proposed No Stopping	26/504979	48

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Courtney Fale - Traffic Engineer
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Head of Transport & Waste Management



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



Pages Road - Wainoni
Proposed No Stopping Restrictions
For Board Approval

Original Plan Size: A4
Drawn: MJR Issue 1 11/03/2026
Designed: CF Drawing: TG153026
Approved: LB Project:

12. Marshland Road / Main North Road / Spencerville Road Intersection Improvements

Reference Te Tohutoro: 26/97345

Responsible Officer(s) Te Nick Reid, Traffic Engineer

Pou Matua: Daisy-Bea Scrase, Engagement Advisor

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Waitai Coastal-Burwood-Linwood Community Board to approve safety improvements at the intersection of Marshland Road / Main North Road / Spencerville Road. These include a stop control and centre median island.
- 1.2 This report has been written following a safety review of the Main North Road – Marshland Road corridor (Old Waimakariri Bridge to Prestons Road) and the identification of a safety issue at this intersection.
- 1.3 The stop control and redesigned slip-lane road markings on the western side of Main North Road at its intersection with Marshland Road and Spencerville Road will be considered by the Waimāero Fendalton-Waimairi-Harewood Community Board.
- 1.4 The recommended option is to install a median island on Spencerville Road, a Stop Control and new lane markings in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Marshland Road / Main North Road / Spencerville Road Intersection Improvements 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 that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004, that a stop control be placed against Spencerville Road at its intersection with Marshland Road and Main North Road, as detailed on plan TG1509S3 dated 20/01/2026 and attached to this report as agenda Attachment A.
4. Approves, pursuant to Section 334 of the Local Government Act 1974, the road layout including all road markings and the traffic island on Spencerville Road, commencing at its intersection with Marshland Road / Main North Road and extending in an eastern direction for 45 metres as detailed in plan TG1509S3 dated 20/01/2026 and attached to this report as agenda Attachment A.
5. Approves that any previously approved resolutions be revoked, in accordance with with Section 2 of the Land Transport-Traffic Control Devices Rule:2004, pertaining to traffic controls, made pursuant to any Bylaw, Local Government Act or any Land Transport Rule, to the extent that they are in conflict with, or recommended to be removed, in regard to the traffic controls described in recommendations 3 and 4above.

6. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 3 or 4 are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A safety issue of drivers failing to give way on the Spencerville Road approach to the intersection of Marshland Road, Main North Road and Spencerville Road was identified by staff as part of a safety review of this section of Marshland Road.
- 3.2 A nearby issue of insufficient space at the south corner of the intersection for people walking to access the bus stop on Main North Road was identified by the public.
- 3.3 The recommended option is to install a Stop Control, median island and redesigned lane markings on Spencerville Road in accordance with Attachment A.
- 3.4 The intersection is located on a Community Board boundary with the Waimāero Fendalton-Waimairi-Harewood Community Board. The proposed changes on the west side of Marshland Road, including a stop control and redesigned slip lane markings, are being taken to their Community Board meeting 16 March 2026. The minor nature of this proposal led to the decision to complete dual Community Board reports, rather than a metro level report to the Council.

4. Background/Context Te Horopaki

- 4.1 The Marshland Road corridor, from Prestons Road to Old Waimakariri Bridge, was previously identified as a high-risk corridor, however a recent review of the corridor has identified that since the opening of the Christchurch Northern Corridor (CNC), and a reduction in the speed limit, the number and severity of crashes has reduced.

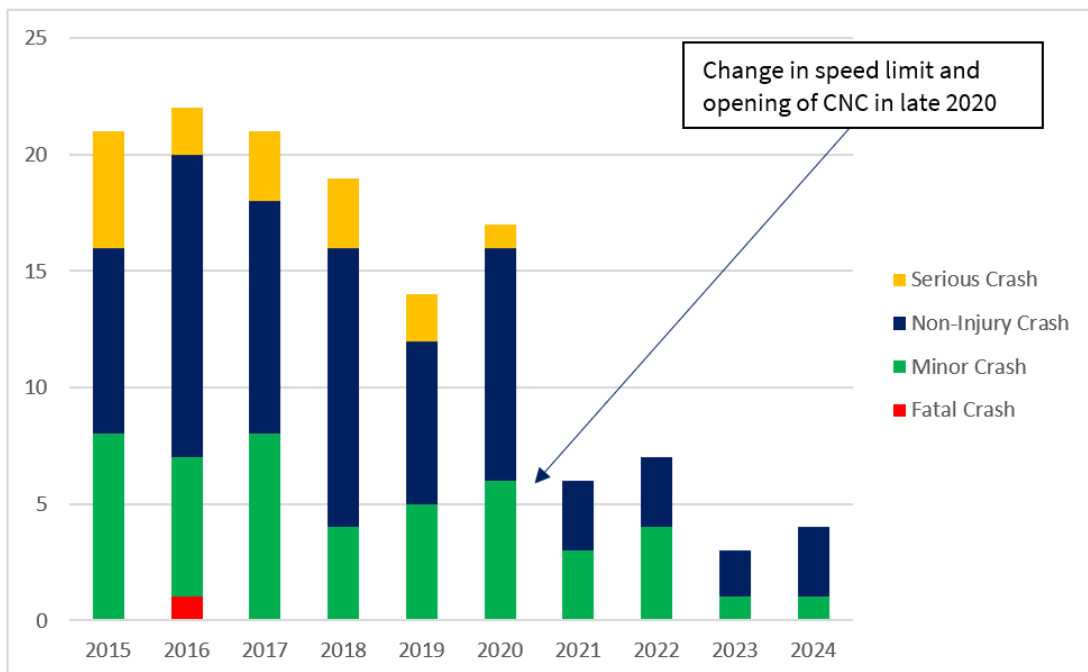


Figure 1: Change in crashes over a ten year period

- 4.2 There is one location where crashes have continued to occur. This is at the Main North Road/Marshland Road/Spencerville Road intersection. Therefore, the project seeks to address the ongoing safety concern at this location.
- 4.3 The intersection of Marshland Road, Main North Road and Spencerville Road is controlled by a Give Way sign on the east and west approaches. The Spencerville approach currently has a straight/right-turning lane as well as a left-turning lane.
- 4.4 There were three crashes in the period from 2021 to 2025 at the Main North Road/Marshland Road/Spencerville Road intersection. One minor injury crash and two non-injury crashes, all of which occurred due to drivers failing to give-way when leaving Spencerville Road. In all three crashes the driver was leaving from the Spencerville Road straight/right-turning lane and heading in a straight direction towards Main North Road.
- 4.5 The Christchurch Northern Corridor (CNC) project opened on Thursday 17 December 2020, providing a 4-lane motorway between the Waimakariri Bridge and Cranford Street. Prior to this opening, a traffic count undertaken in 2019 showed that there were approximately 18,000 vehicles per day (vpd) using Marshland Road (south of Spencerville Road). A count undertaken in 2021, shows that there are now approximately 8000vpd using this section of Marshland Road, a reduction of 10,000vpd.
- 4.6 A turning count undertaken in June 2022, showed that there were 41 vehicles exiting Spencerville Road in the morning peak hour (29 straight ahead, 6 turning left and 6 turning right), and 27 exiting in the evening peak hour (15 straight ahead, 8 turning left and 4 turning right).
- 4.7 A concern was also raised through a Hybris ticket regarding people walking on the road from Marshland Road around the corner onto Main North Road to access the bus stop. Traffic Operations observed the intersection for two morning periods (6-8am), one school pm period (230-330), and then one pm peak period (4.30-7pm).
- 4.8 The proposed design is based on current New Zealand Transport Agency Waka Kotahi (NZTA) standards and best practice guidance, visibility requirements, and vehicle tracking analysis, rather than crash history alone.

4.9 **Proposed design**

The proposed intersection improvements in accordance with Attachment A are to:

- 4.9.1 Change the priority control on Spencerville Road and Main North Road at the Marshland Road / Main North Road / Spencerville Road intersection from Give-Way control to Stop Control. The slip-lanes will be retained as Give-Way controls.
 - A stop sign is required due to restricted visibility and to comply with NZTA standards. It is also necessary to match the proposed opposing stop control on Main North Road and ensure consistent driver expectation. Retaining the give-way control is therefore not appropriate.
- 4.9.2 Install a median island on Spencerville Road approach, allowing for gated Stop signs to be installed in view of approaching drivers.
- 4.9.3 Reduce Spencerville Road approach to a single lane to further improve the visibility and reduce masking by adjacent vehicles. All three crashes were related to motorists on the Spencerville westbound approach failing to give way to motorists approaching from their left (northbound motorists coming from the direction of the railway level crossing).

- The exit width will be approximately 5 metres at its narrowest point on the approach to the intersection. While the minimum lane width under NZTA standards is 2.5 metres, marking two formal lanes (for a left- and right- turning vehicle) would result in a constrained outcome.
 - The turning count demonstrates that there is no requirement for two exit lanes based on the number of vehicles exiting and the reduced amount of traffic on the main road (Marshland Road).
 - Relocating the traffic island further north was investigated to maintain two lanes. However, this would adversely affect the turning paths of larger vehicles, including coaches and semi-trailers entering Spencerville Road from the north.
- 4.9.4 Provide additional space for pedestrians on the southwest corner for access to the bus stop on Main North Road, (issue sourced from tickets) by changing road marking in the slip lane.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- 4.10.1 Intersection improvements, as shown in Attachment A.
- 4.10.2 Do nothing. The recommended option is considered to be the minimum solution for the corridor.

Options Descriptions Ngā Kōwhiringa

4.11 **Preferred Option:** Intersection improvements

- 4.11.1 **Option Description: Option Description:** Install Stop Controls, median island and redesigned lane marking.
- 4.11.2 Option Advantages
 - Reduces the likelihood (risk) of crashes at the intersection by changing the control of the Spencerville approach from a give way control to a Stop Control.
 - Resolves the issue of motorists at the Spencerville Road approach failing to notice the control of the intersection with a gated stop sign located in the island.
 - Resolves the issue of insufficient space being provided for people walking on the south corner for access to the bus stop on Main North Road.

4.11.3 Option Disadvantages

- Cost to implement

4.12 Do nothing

4.12.1 **Option Description:** Existing layout remains with no improvements.

4.12.2 Option Advantages

- No cost.

4.12.3 Option Disadvantages

- Does not resolve the issue of motorists at the Spencerville Road approach failing to give way.
- Does not resolve the issue of insufficient space being provided for people walking on the south corner for access to the bus stop on Main North Road.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do Nothing
Cost to Implement	\$45,000	\$0
Maintenance/Ongoing Costs	Covered by existing maintenance contract	N/A
Funding Source	60097 Marshlands Road Corridor Improvement (Prestons Road to Old Waimakariri Bridge)	N/A
Funding Availability	Funding available in the above-named budget	N/A
Impact on Rates	None	N/A

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified.

Legal Considerations Ngā Hīraunga ā-Ture

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

6.2.1 Under Section 2 of the Land Transport Rule: Traffic Control Devices 2004, a road controlling authority may authorise and, as appropriate, install, operate or remove traffic control devices: (a) if desirable for the guidance of traffic or to draw attention to a requirement that controls traffic; or (b) to provide information to road users.

6.2.2 Section 334(d) of the Local Government Act 1974 provides Council with the authority to approve the construction of or provision on, over, or under any road facilities for the safety, health, or convenience of the public, or for the control of traffic or the enforcement of traffic laws. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

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

6.3 Other Legal Implications:

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

6.3.2 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

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 level of significance was determined by the low number of people affected and/or with an interest.

- 6.4.3 Is consistent with Council's Plans and Policies.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Transport
 - 6.6.1 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.

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Consultation started on 28 November and ran until 18 December 2025.
- 6.8 Project details including a flyer were advertised via:
 - A flyer drop to 13 properties, including businesses on Spencerville Road.
 - An email to businesses and organisations on Spencerville Road.
- 6.9 **Summary of Submissions Ngā Tāpaetanga**
 - 6.9.1 One resident from Spencerville Road provided feedback. They were not in support of reducing the Spencerville Road approach to one lane or the installation of stop signs.
- 6.10 The decision affects the following wards/Community Board areas:
 - 6.10.1 Waitai Coastal-Burwood-Linwood Community Board
 - 6.10.2 Waimāero Fendalton-Waimairi-Harewood Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.11 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.



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.12 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 If approved, staff will arrange for new road marking, median island and signage to be installed in the current financial year.

Attachments Ngā Tāpirihanga

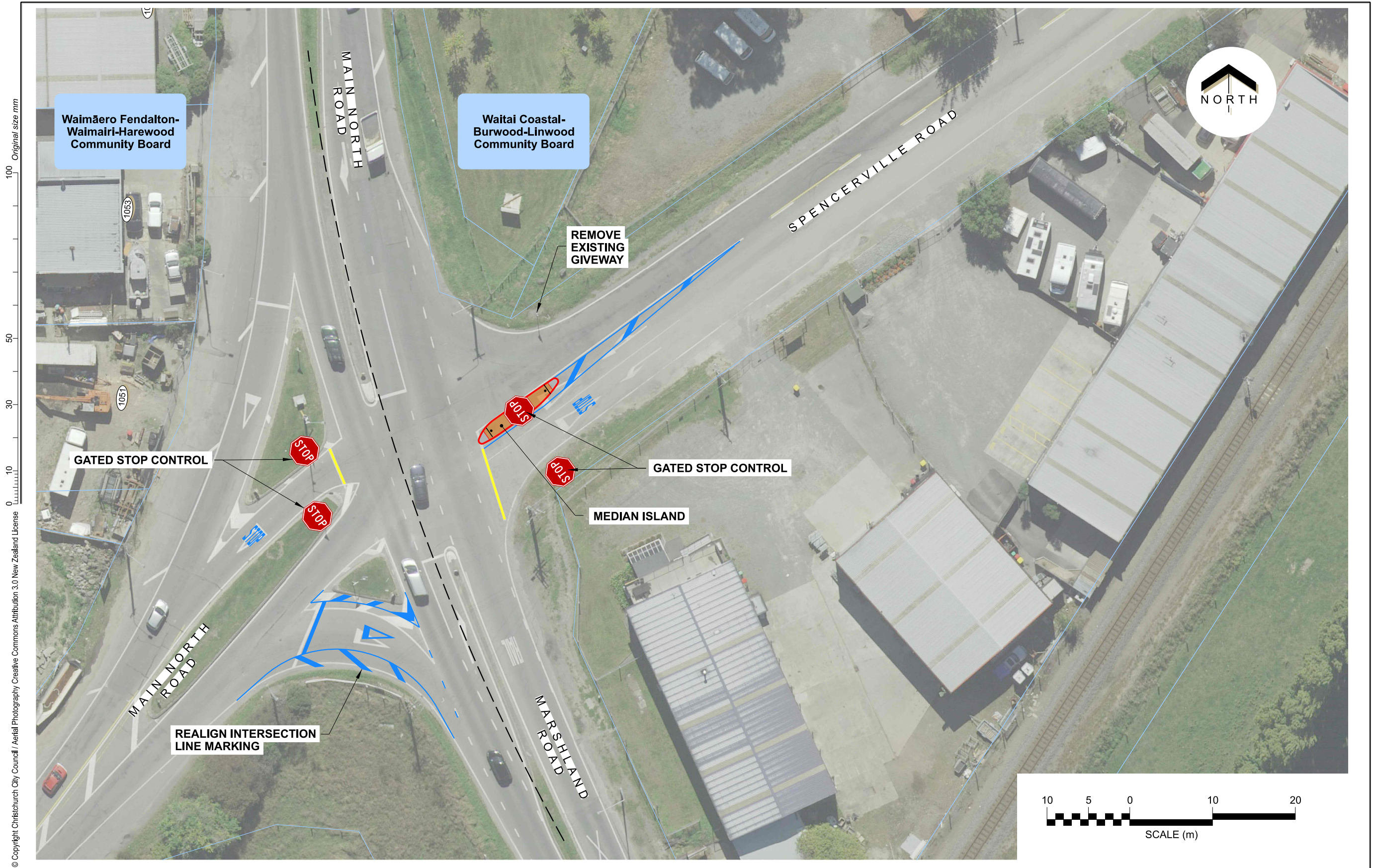
No.	Title	Reference	Page
A  	MarshlandRd-MainNorthRd-SpencervilleRd-Plan	26/106180	56

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Nick Reid - Traffic Engineer Daisy-Bea Scrase - Engagement Advisor Gemma Dioni - Principal Advisor Transportation Safety
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Head of Transport & Waste Management



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

13. Chelsea Street Renewal - Linwood Woolston CRAF

Reference Te Tohutoro: 26/373879

Responsible Officer(s) Te Katie Smith, Project Manager

Pou Matua: Samantha Smith, Engagement Advisor

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

Secretarial note: At its meeting on 11 August 2025, the Board resolved to let this report lay on the table following a workshop with staff. A workshop was held on Monday 23 February 2026. This report is being presented back to the Board unchanged.

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to approve the Chelsea Street renewal scheme design, **Attachment A**, following community engagement to proceed to detailed design and construction.
- 1.2 The report has been written to address the poor condition of the transport assets on Chelsea Street including carriageway and footpaths, improve safety outcomes in this low-speed neighbourhood area and encourage more people to walk, bike or use public transport and to also improve liveability and support ongoing regeneration.
- 1.3 This project is part of the Christchurch Regeneration Acceleration Facility (CRAF) programme for Linwood and Woolston.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Chelsea Street Renewal - Linwood Woolston CRAF 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. Revokes any previous resolutions pertaining to parking, stopping restrictions, traffic controls made pursuant to any Bylaw to the extent that they are in conflict with the parking, stopping and traffic controls restrictions described in recommendations 4 - 7 below.
4. Approves all kerb alignments, paths, buildouts, road surface treatments, traffic calming features and road markings on Chelsea Street, commencing at its intersection with Linwood Avenue and extending in a northerly direction for approximately 443 metres as detailed on plan TP366101, dated 14.07.2025, and attached to this report as Attachment A.
5. Approves all kerb alignments, paths, road surface treatments, traffic calming features and road markings on Russell Street, commencing at its intersection with Chelsea Street and extending in a north westerly direction for approximately 20 metres as detailed on plan TP366101, dated 14.07.2025, and attached to this report as Attachment A.
6. Approves all kerb alignments, paths, road surface treatments, traffic calming features and road markings on Pamela Street, commencing at its intersection with Chelsea Street and extending in a north westerly direction for approximately 14 metres as detailed on plan TP366101, dated 14.07.2025, and attached to this report as Attachment A.
7. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and Part 21 of the Local Government Act 1974, that the stopping of vehicles be

prohibited at all times as detailed on plan TP366101, dated 14.07.2025, and attached to this report as Attachment A:

- a. On the north western side of Chelsea Street, commencing at its intersection with Linwood Avenue and extending in a north easterly direction for a distance of 13 metres.
- b. On the north western side of Chelsea Street, commencing at a point approximately 80 metres north east of its intersection with Linwood Avenue and extending in a north easterly direction until its intersection with Cuba Street.
- c. On the north western side of Chelsea Street, commencing at a point approximately 175 metres north east of its intersection with Linwood Avenue and extending in a north easterly direction for a distance of 11 metres.
- d. On the north western side of Chelsea Street, commencing at a point approximately 290 metres northeast of its intersection with Linwood Avenue and extending in a north easterly direction until its intersection with Russell Street.
- e. On the north western side of Chelsea Street, commencing at its intersection with Russell Street and extending in a north easterly direction for a distance of 26 metres.
- f. On the north western side of Chelsea Street, commencing at a point approximately 74 metres north east of its intersection with Russell Street and extending in a north easterly direction for a distance of 20 metres.
- g. On the north western side of Chelsea Street, commencing at its intersection with Pamela Street and extending in a north easterly direction for a distance of 14 metres.
- h. On the south eastern side of Chelsea Street, commencing at a point approximately 2 metres south west of its intersection with Pamela Street and extending in a south westerly direction for a distance of 20 metres.
- i. On the south eastern side of Chelsea Street, commencing at a point approximately 90 metres south west of its intersection with Pamela Street and extending in a south westerly direction for a distance of 47 metres.
- j. On the south eastern side of Chelsea Street, commencing at a point approximately 130 metres south west of its intersection with Russell Street and extending in a south westerly direction for a distance of 11 metres.
- k. On the south eastern side of Chelsea Street, commencing at a point approximately 11 metres south west of its intersection with Cuba Street and extending in a south westerly direction for a distance of 12 metres.
- l. On the north western side of Russell Street, commencing at its intersection with Chelsea Street and extending in a north westerly direction for a distance of 13 metres.
- m. On the north eastern side of Russell Street, commencing at a point approximately 20 metres north west at its intersection with Chelsea Street and extending in a south easterly direction for a distance of 20 metres.
- n. On the north western side of Pamela Street, commencing at a point approximately 14 metres north west of it intersection with Chelsea Street and extending in a south easterly direction for a distance of 14 metres.
- o. On the north eastern side of Pamela Street, commencing at a point approximately 14 metres north west of its intersection with Chelsea Street and extending in a south easterly direction for a distance of 14 metres.

8. Approves that these resolutions 4-7 take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 On 11 November 2024 the Waitai Coastal-Burwood-Linwood Community Board approved the Chelsea Street renewal project to proceed as part of Linwood and Woolston CRAF programme.
- 3.2 Chelsea Street was identified as a street that was partly in poor condition and was approved to be included as a street renewal project as part of the CRAF programme.
- 3.3 The recommended option is to install improvements in accordance with Drawing TP366101, dated 14.07.2025 and attached to this report as **Attachment A**. it is proposed to include:
 - Replacing the existing kerb and dish channel and where necessary make repairs to the existing flat channel.
 - Narrowing the road to a nine-metre carriageway between Russell and Pamela streets with 2.1 metre footpaths plus grass berm/landscaping along the property boundary plus an additional 5.1 metre wide landscape area with trees on the north side of Chelsea Street.
 - Four speed humps between Russell Street and Linwood Avenue, three with landscaped build outs, two build outs to include new street trees.
 - Loss of approximately 20 parking spaces on Chelsea Street where the buildouts and no stopping lines are to be placed. There will still be approximately 70 spaces remaining between Linwood Avenue and Pamela Street. Five residential properties will not have kerbside parking directly outside their frontage however all properties appear to benefit from off street parking.
 - Improved pedestrian crossing points with tactile pavers at the intersections of Russell and Pamela streets with Chelsea Street.
 - Install buildouts on the south side of Chelsea Street and at the intersection of Pamela Street with Chelsea Street to narrow the carriageway to assist in traffic calming and improve pedestrian crossing points.
 - Upgrade the street lighting where required.
 - Replacement of the watermain between Russell Street and Pamela Street.
 - Renewal of the wastewater pipe between Pamela Street and Linwood Avenue. This work will be coordinated with Three Waters Unit but is outside the Chelsea Street Renewal project budget. Other upgrades to the sewage network in the surrounding streets will be investigated by the Three Waters Unit and actioned accordingly.
- 3.4 The recommendations in this report will help achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 3.5 The project will be funded through the Christchurch Regeneration Acceleration Fund (CRAF).

4. Background/Context Te Horopaki

- 4.1 CRAF is a funding package from the Treasury for transport projects in Christchurch. The CRAF investment in roading and transport improvements will address condition, safety and access

- issues. It will act as a catalyst towards the development of a high-quality, safe and reliable transport network.
- 4.2 At their meeting of 13 April 2022, the Waikura Linwood- Central-Heathcote Community Board approved 10 projects to be investigated under the Christchurch Regeneration Acceleration Facility (CRAF) programme.
- 4.3 The following was approved for Chelsea Street.
- 4.3.1 A street renewal of the section of Chelsea Street from Russell Street to Pamela Street, to include new kerb and flat channel, footpaths, berms and a carriageway rebuild.
- 4.3.2 A repair of the section of Chelsea Street from Linwood Avenue to Russell Street, to include kerb and channel, and footpath repairs only
- 4.4 The Chelsea Street renewal project has the following objectives:
- Replace existing kerb and dish channel where required
 - Widen footpaths to comply with the Pedestrian Network Guidance
 - Provide a safe environment for pedestrians crossing the road
 - Ensure the road width supports the residential nature of the street
 - Reconstruct the carriageway and footpaths where required
 - Provide landscaping enhancements where possible
 - Investigate if carriageway and footpath reconstruction and narrowing is required
 - Implement the Christchurch City Council tree policy. This should include the requirement to create opportunities for tree planting as per policy 1.1, 1.2 and 1.3.
 - Implement a design speed that aligns with the existing 30km/h speed restriction
 - Implement a street design that reflects the One Network Framework classification
- 4.5 In December 2023 a memo was sent to Waitai Coastal-Burwood-Linwood Community Board with an update on the Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme. **Attachment B.**
- 4.6 Following the information memo at the meeting of the of 8 April 2024 the Waitai Coastal-Burwood-Linwood Community Board approved the updated list of prioritised projects to be included in the Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme including Chelsea Street **Attachment C.**
- 4.7 At their meeting of 11 November 2024, the Waitai Coastal-Burwood-Linwood Community Board approved the Chelsea Street scheme design to progress to consultation.

Existing condition

- 4.8 The section of Chelsea Street between Russell and Pamela streets and outside no's 12 to 20 has old dish channel.



- 4.9 There are footpaths on both sides of Chelsea Street. Where there is flat channel the berms are on the kerb side, where there is dish channel the footpath is located along the kerb with the grass berms along the property boundary.
- 4.10 The carriageway is 14m wide from Linwood Avenue through to Pamela Street. Parking along Chelsea Street is mostly unrestricted except for a few short sections of No Stopping restriction near the intersection of Chelsea Street with Linwood Avenue and Russell Street. There are approximately 90 on-street parking spaces.
- 4.11 Services along Chelsea Street are a combination of underground and overhead.
- 4.12 The street has a posted speed limit of 30 kph



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

Date	Subject
13/4/2022	Report: Waikura Linwood- Central-Heathcote Community Board approved 10 projects to be investigated under the Christchurch Regeneration Acceleration Facility (CRAF) programme. Item 10 - Agenda of Waikura Linwood-Central-Heathcote Community Board - 13 April 2022
21/12/2023	Memo: Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme - December 2023 update. Attachment B
08/04/2024	Report: Waitai Coastal-Burwood-Linwood Community Board approved the updated list of prioritised projects to be included in the Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme including Chelsea Street. Item 12 - Agenda of Waitai Coastal-Burwood-Linwood Community Board - 8 April 2024
11/11/2024	Report: Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) - Chelsea Street and Butterfield Avenue Street Renewals. Item 10 - Agenda of Waitai Coastal-Burwood-Linwood Community Board - 11 November 2024

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

Date	Subject
29/02/2024	Briefing: Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme - December 2023 update table. Attachment C.

Options Considered Ngā Kōwhiringa Whaiwhakaaro(

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

- 4.15.1 Street renewal of Chelsea Street as shown in **Attachment A.**
- 4.15.2 Do nothing.

4.16 The following options were considered but ruled out:

- 4.16.1 Do minimal street renewal of Chelsea Street: This option was dismissed at the Community Board meeting on the 11 November 2024 as the residents and users of Chelsea Street would not receive the same level of increased amenity improvements provided by the preferred option. [Waitai Coastal-Burwood-Linwood Community Board 11 November 2024](#)

This included the replacement of the deep dish channel on the same alignment and extended the traffic calming between Linwood Avenue and Russell Street through to Pamela Street, it did not narrow the carriageway nor provide a planted berm with trees between Russell and Pamela streets.

Options Descriptions Ngā Kōwhiringa

4.17 Preferred Option: Street renewal of Chelsea Street as shown in Attachment A.

4.17.1 **Option Description:** Full Street renewal of Chelsea Street between Russell Street and Pamela Street, and traffic calming between Linwood Avenue and Russell Street.

Renewal includes replacement of old dish channel, new carriageway, footpaths, buildouts, new planting areas with trees and mains water upgrade between Russell Street and Pamela Street.

Four speed humps, three with build outs and two with new street trees and repairs to footpaths and flat dish channel and replacement of old dish channel between Linwood Avenue and Russell Street.

4.17.2 Option Advantages

- Replacing existing kerb and dish channel with new kerb and flat channel
- Road narrowing and speed humps to assist traffic calming
- Full road reconstruction between Russell and Pamela streets
- New sumps and under-channel piping for stormwater with all stormwater laterals connecting to the under-channel piping to discharge to stormwater directly
- 2.1 m wide kerbside footpath on the southern side of Chelsea Street to meet Pedestrian Network Guidance with a grass berm along the property boundary to enable existing trees and vegetation to remain
- Streetscape improvements with eight new street trees and landscape planting plus lighting upgrades
- New tactile pavers and build outs to improve pedestrians crossing points

4.17.3 Option Disadvantages

- Large budget required from the programme
- Loss of approximately 20 parking spaces. This is limited to around the intersections and speed humps (noting that the majority of the on-street parking will be retained)
- Need to relocate and replace the old asbestos water main between Russell and Pamela streets within the project budget
- Disruption to residents during construction

4.18 Option 2 – Do nothing

4.18.1 **Option Description:** Chelsea Street will remain as is with no speed calming measures, pedestrian safety, surface condition or amenity improvements. Any works here would need to be prioritised for maintenance funding against all other streets across the city.

4.18.2 Option Advantages

- Funding could be spent on other projects

4.18.3 Option Disadvantages

- Does not provide an upgrade to a street that is in poor condition or improve amenity

- Does not provide traffic calming measures to assist the posted 30kph speed limit
- Does not improve pedestrian safety
- Ongoing maintenance costs

Analysis Criteria Ngā Paearu Wetekina

4.19 The recommended option has been selected for the following reasons:

- Ensures assets at or near end of life are renewed
- Improves amenity of the street with addition of planted areas, street trees, and improved footpaths
- Improved safety and walkability
- Addresses concerns around speed and rat running

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$2.5m	Nil
Maintenance/Ongoing Costs	Covered by existing maintenance contract. The change is roughly like for like replacement but with newer assets that should require less maintenance. The most major change is eight additional street trees and increased soft areas, so cost difference will be negligible.	Covered by existing maintenance contract. The aging assets would be expected to have higher operational and maintenance costs. Cost difference will be negligible.
Funding Source	#71636 Chelsea Street renewal and the remainder coming from the CRAF Linwood Woolston Programme #61020	N/A
Funding Availability	Funds are available	N/A
Impact on Rates	Nil*	Nil

* This project is funded from the Christchurch Regeneration Acceleration Fund, so does not impact on rates

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Coal Tar: Investigations are underway to detect the extent of coal tar, however, given the age of the pavement this is a high probability. The results of the investigations will provide more detailed data for detailed design and construction. To mitigate this an allowance has been made for coal tar removal for the length of Chelsea Street between Russell Street and Pamela Street, plus an additional 28% contingency in the construction project budget.

Legal Considerations Ngā Hīraunga ā-Ture

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

- 6.2.1 The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.
 - 6.2.2 The installation of any signs and/or marking associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
 - 6.2.3 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
- 6.3 Other Legal Implications:
- 6.3.1 There is no other legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decisions:
- 6.4.1 Align with the [Christchurch City Council's Strategic Framework](#).
 - 6.4.2 The decisions in this report are of low significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by the level of impact on people affected, low cost/risk associated with carrying out the decision, and the low level of impact on the capacity of Council to carry out its role and functions.
- 6.5 This report does not support the [Council's Long Term Plan \(2024 - 2034\)](#).

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.6 Initial discussions with Te Huarahi/Linwood Avenue School started in August 2024 prior to scheme design. The Chelsea Street project was discussed, including funding and scope. The school were concerned about safety, and requested a pedestrian crossing at the Linwood Ave end, better accessibility especially for blind and low vision pedestrians and for existing parking to be retained. They also noted issues with speeding and rat running. In March 2025, concept plans were shared with the school who had no further feedback.
- 6.7 In November 2024 and February 2025 meetings with Eastgate Mall owners (Willis Bond) covered their plans and how they may align with Chelsea Street.
- 6.8 Environment Canterbury's feedback prior to consultation was on the tracking of bus movements for Route 140 from Russell Street into Chelsea Street. Tracking details for a 14m bus were provided, however, they were still concerned about the proximity of the speed hump to the intersection, and it would work better for buses if it could be moved a further 10 metres away from the intersection. Note that this is addressed in the table in 6.23.
- 6.9 Consultation started on 3 March and ran until 23 March 2025.
- 6.10 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk webpage](#) were advertised via:
- An email sent to 108 key stakeholders, including Te Huarahi/Linwood Avenue School, Eastgate Mall management, Linwood Keas Rugby League Club, The Loft, Linwood Avenue Corner Trust, Te Aratai College, and emergency services. Linwood Ave School was sent a news item to share with parents online.
 - A local Facebook group post (Inner East Burbs - Linwood, Phillipstown and Woolston Locals)

- Consultation documents delivered to residents of the street and nearby businesses on 4 March, including a copy of the plans and detail on what was proposed, explaining the feedback process and encouraging a meeting with staff if they had any queries or concerns.
- 6.11 The [Kōrero mai | Let's Talk](#) page had 347 views throughout the consultation period.
- 6.12 During consultation meetings took place with a resident to discuss a drainage issue at the corner of Chelsea and Cuba Street, and a group of residents to discuss concerns with the plans and concerns with current vehicle behaviour, including rat-running and speeding on Pamela Street.

Summary of Submissions Ngā Tāpaetanga

- 6.13 Submissions were made by 3 recognised organisations and 22 individuals. All submissions are available on our [Kōrero mai](#) webpage.
- 6.14 The **Te Huarahi Linwood Avenue School Board** were generally supportive of the plans, especially to reduce vehicle speeds and risk of serious injury for tamariki. Their parents sometimes park on Chelsea Street which has not been impacted. They requested a formalised pedestrian crossing at the Chelsea/Linwood intersection.
- 6.15 **The Disabled Persons Assembly** was supportive of the changes focussing on inclusivity and accessibility for everyone, including disabled people. They recommended that new tree selection considers tree roots, visibility and leaf drop.
- 6.16 **The Canterbury/West Coast Automobile Association District Council** were somewhat supportive of the plans. They challenged the 75mm height of the proposed speed humps and the impact of humps generally across the city on traffic flows, emissions, red light running, comfort and safety.
- 6.17 Of the submissions:
- 6 supported the plan (1 local resident)
 - 8 somewhat supported the plan (1 local resident)
 - 6 did not support the plan (3 local residents)
 - 5 did not specify a preference
- 6.18 Submitters liked the following elements of the plan:
- Pedestrian improvements, including road narrowing, footpath widening, pedestrian crossings, tactile pavers and renewing lighting (12)
 - The streetscape and environment, including renewing the road, landscaping and planting, and the replacement of gutters (10)
 - Speed humps (7)
 - Cyclist directional paint (2)
- 6.19 Submitters disliked the following elements of the plan:
- Kerb buildouts/road narrowing (8)
 - Including concern about buses and large vehicles navigating corners (3)
 - Speed humps (7)
 - Cost (6)

- Not addressing certain drainage issues, including camber of the road, and concern about being in a flood and liquefaction zone (4)
- Removing car parking given increased intensification (4)
- The selection of planting (4)
 - Mature planting impact on infrastructure (3)

6.20 Submitters made the following requests:

- More pedestrian improvements, including requests for more pedestrian crossing opportunities, zebra crossings, lighting improvements, more yellow no stopping lines and better maintenance of tree roots/debris (7)
- More traffic calming, including more kerb buildouts/footpath widening, another speed hump, raised safety platforms, and better 30km/h signs (5)
- More landscaping/planting (4)
- Better infrastructure for cyclists including a shared path on the north side next to the mall (3)
- Fix existing drainage and road camber issues (2)

6.21 In addition, two out of scope requests were made from submitters to focus on street renewals and traffic calming for Wyon Street and Maces Road.

6.22 Themes and requests are addressed in the table below:

Theme/request	Staff response
Request for crossing at the Chelsea/Linwood intersection	The proposed speed hump on Chelsea Street just prior to the intersection will result in lower traffic speeds. This is a left turn exit only intersection therefore pedestrians only need to cross one lane. This location does not meet the threshold for installing a pedestrian crossing here.
Tree maintenance / debris	The majority of the new trees will be placed within the wider planted berms therefore debris will likely stay within this area. The other two trees on build outs are single trees and given these are the only street trees, debris is not considered to be an issue. Additionally this species of Maple is used elsewhere without issue.
Concern about speed hump height	SD631 specifies road humps to be 75mm

Theme/request	Staff response
<p>Concern about the location of speed humps/kerb narrowing</p>	<p>The section of Chelsea Street near Russell Street remains 14m wide and the proposed speed humps are intended to reduce speed. The design complies with Council standards and is aimed at achieving optimum traffic-calming outcomes. The speed humps are proposed to encourage a slower speed environment reflective of the 30km/h posted speed limit and create a safer street environment for people who walk and cycle.</p> <p>As part of good practice in traffic calming, speed humps are typically placed approximately every 80 metres to encourage consistent driving speeds along the roadway. The proposed kerb alignment will reduce the road width from 14 metres to 9 metres between Russell and Pamela streets (and to 7 metres at the intersections), further encouraging lower vehicle speeds in this section.</p> <p>It is not possible to shift the speed hump closest to the Russell Street intersection further south towards Linwood Ave, as requested by ECan, due to the location of services and existing driveways. While removing the speed hump but retaining the buildouts may result in some reduction in speed due to the tighter intersection layout, speeds are still likely to be higher than if the speed hump is retained in the design.</p> <p>Adjustments have been made to the position of the buildout and speed hump nearest the Russell Street intersection in consideration of an existing Resource Consent for the development at 38 Chelsea Street, which includes the proposed relocation of the vehicle access. ECan was reconsulted on the updated positioning and has confirmed no objection, noting that the tracking diagram shows a 13.5m bus or tour coach turning from Russell Street into Chelsea Street can align its wheels appropriately when approaching the speed hump.</p> <p>ECan maintains its concern that speed humps generally slow buses more than smaller vehicles and may impact service efficiency across the network.</p>
<p>Concern about perceived cost</p>	<p>This project is funded from the Christchurch Regeneration Acceleration Fund, so does not impact rates.</p>

Theme/request	Staff response
<p>Drainage/camber</p>	<p>Issues regarding existing drainage have been investigated, in particular, during recent significant rain events at the beginning and end of April no ponding was detected and no complaints regarding drainage issues were received. Widening the planted berm will help cut down impermeable surface, water will drain into the planted area which will act like a swale. Replacement kerb and channel will drain to a new sump.</p> <p>Street survey of levels has suggested that one area of existing flat channel outside 12-20 Chelsea Street could result in ponding and it is intended to replace that section of flat kerb and channel as part of this project.</p>
<p>Planting selection</p>	<p>Planting for this location has been carefully chosen. Maples for the build outs are used in many Christchurch streets without issue additionally this type of tree would not cause shading issues in the winter unlike evergreen trees.</p> <p>Trees in the wider planted berm area are to be a selection of natives.</p> <p>The project will include replacing the existing water main between Russell and Pamela streets which enable street tree planting in the wider berm.</p>
<p>30km/h signs</p>	<p>30km/h signs are located at the entrance to this neighbourhood slow speed zone. The speed humps and road narrowing will help reinforce the posted speed limit. Council do not generally install repeater signs or road markings within slow speed neighbourhood zones.</p> <p>Repeater signs are generally used where the speed limit is above 50km/h and below 100km/h. They are not necessary if the nature of a particular length of road is such that a road user would reasonably understand that the speed limit displayed on the last speed limit sign remains the speed limit on the road throughout the whole of that length of road. Unless a driver passes a sign with a higher speed limit, a driver should continue at the speed of the last sign observed. Gating every street with two signs and providing multiple repeaters can lead to signage clutter.</p>

Theme/request	Staff response
Worry about loss of parking / intensification	<p>The project will result in the loss of around 20 parking spaces, however, there will be approximately 70 spaces remaining between Linwood Ave and Pamela Street. Observations during recent sites visits do not indicate a high parking demand on Chelsea Street. Intensification without the need for provision of off-street parking is allowed under the District Plan.</p> <p>Five properties will not have parking on the road frontage directly outside their property however on several visits to Chelsea Street it has been observed that the street is not heavily parked.</p>
Request for more pedestrian improvements	<p>Wider footpaths and improved crossing points with tactile pavers will provide an improved level of service for pedestrians and can be accommodated within the project budget.</p>
Request for more traffic calming	<p>The project provides both speed humps and road width narrowing to calm traffic and can be achieved within the project budget.</p> <p>Traffic calming measures such as speed humps are not specifically funded in Council's Long Term Plan. This currently falls within our Minor Road Safety and Minor Safety Interventions programme budgets, which we are required to allocate to safety improvements at the worst sites/intersections for reported death and serious injury crashes. We receive a number of these requests, and due to the availability of limited funding, locations with historically a higher number of injury crashes or higher crash risk are prioritised.</p>
Request for better cycling infrastructure	<p>Chelsea Street is a local road and not part of a greenway therefore sharrows will not be installed. A request for a shared path from Linwood Avenue to Cuba Street was requested however no vehicles turn into Chelsea Street from Linwood Avenue therefore cyclists coming from the MCR are unlikely to have following traffic. A shared path was not deemed necessary nor within the project budget.</p>

Item 13

Supplementary information

6.23 A quick poll that was conducted on the Let's Talk webpage to reduce barriers to participate. The following responses were received:

- 7 x 5-star ratings
- 2 x 3-star ratings
- 8 x 1-star rating

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.24 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.
- 6.25 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

- 6.26 The decisions in this report are likely to:
- 6.26.1 Contribute neutrally to adaptation to the impacts of climate change.
 - 6.26.2 Contribute neutrally to emissions reductions.
- 6.27 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.28 This is a minor scheme and will not have a significant impact, however it will provide safer and wider footpaths for residents and pedestrians and there will be eight new street trees planted.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved staff will progress the scheme to final detailed design and construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Chelsea Street Renewal Plan for Approval	25/1421748	72
B  	Memo: Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme - December 2023 update	23/2124898	73
C  	Linwood and Woolston CRAF project update table	23/2124879	75

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Katie Smith - Project Manager Aviva Cui - Engagement Assistant
Approved By	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Stephen Wright - Head of Transport & Waste Management



Memos

Christchurch
City Council 

Memo

Date: 21/12/2023
From: Kelly Griffiths – Senior Project Manager
To: Waitai Coastal-Burwood-Linwood Community Board
Cc: Lynette Ellis – Head of Transport and Waste Management
Reference: 23/2124898

Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme - December 2023 update

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to provide the Waitai Coastal-Burwood-Linwood Community Board with an update on the projects in the Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update Te take o tēnei Pānui

- 2.1 Attached is an update on the projects in the Linwood and Woolston CRAF programme.
- 2.2 There will be a staff briefing on the Linwood and Woolston CRAF programme on 29 February 2024. At the briefing the updated cost estimates for the CRAF projects will be discussed with the Board.
- 2.3 It is likely the cost estimates for the Wyon and Hulbert Street renewal project and the Linwood Avenue School slip lane upgrade project will be over budget.
- 2.4 The scope and cost estimate for the Te Aratai College pedestrian and cycle access project increased significantly from the original CRAF scope when it was to be delivered by CERF.
- 2.5 On 20 December Council was notified by the Minister of Transport that the Climate Emergency Response Fund (CERF) is no longer available for the majority of the projects in Council's CERF programme. This means that the projects which were removed from the Linwood and Woolston CRAF programme to be delivered by CERF may now come back into the CRAF programme.
- 2.6 There will be more information provided to Council on the entire Transport Choices CERF programme in the new year. This will identify implications of the funding changes.
- 2.7 It is unlikely that all of the projects identified in the Linwood and Woolston CRAF programme will be able to be delivered within the \$6.5 million budget.
- 2.8 At the 29 February 2024 staff briefing, staff will provide further information on the implications of funding changes. One of the actions may be that the Board is asked to prioritise the delivery of the projects within the CRAF programme.

Page 1

Memos



3. Conclusion Whakakapinga

- 3.1 Attached is an update on the projects in the Linwood and Woolston CRAF programme.
- 3.2 At the 29 February 2024 staff briefing, further information will be provided to the Community Board.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Linwood and Woolston CRAF project update table	23/2124879

Signatories Ngā Kaiwaitohu

Author	Kelly Griffiths - Senior Project Manager
Approved By	Lynette Ellis - Head of Transport & Waste Management

Linwood and Woolston CRAF Targeted Roding and Transport Improvements – December 2023 update				
	Project	Budget	Original completion date	Update
1	Tilford Street footpath improvements	\$260,000	30 January 2024	The design is with the contractor for pricing and is expected in February 2024. The design does not require Community Board approval.
2	Butterfield Avenue and Worcester Street restoration	\$800,000	30 November 2024	The Butterfield Avenue scheme is on hold until the cost estimate for the Wyon and Hulbert Street renewal is known in February 2024, and a Board decision is made on the priority of the CRAF projects for delivery now that the CERF funding is not available. The Worcester Street scheme is complete and with the contractor for pricing which is expected in February 2024.
3	Wyon Street and Hulbert Street renewal	\$2,350,000	30 November 2024	The scheme is almost complete. The cost estimate is expected in February 2024, and public consultation expected in the first half of 2024.
4	Linwood Avenue School slip lane upgrade	\$300,000	30 June 2024	The scheme was approved in September 2023. The detailed design is progressing and will be with the contractor for pricing in January 2024. The construction is expected in the April 2024 school holidays.
5	Chelsea Street renewal	\$800,000	30 November 2024	The site investigations have been completed. The scheme is on hold until the cost estimate for the Wyon and Hulbert Street renewal is known in February 2024, and a Board decision is made on the priority of the CRAF projects for delivery now that the CERF funding is not available.
6	<i>Rhona Street pedestrian improvements</i>	<i>Previously funded by CERF</i>	<i>To be confirmed</i>	<i>The scheme was approved under the CERF approvals in September 2023. The detailed design is on hold until a Board decision is made on</i>

				<i>the priority of the CRAF projects for delivery now that the CERF funding is not available.</i>
7	<i>Area wide speed restriction</i>	<i>Previously funded by CERF</i>	<i>To be confirmed</i>	<i>The scheme was approved in July 2023 under the Safe Speed Neighbourhoods programme. The delivery of the speed restriction will now be funded by the Minor Road Safety programme and construction is expected early in 2024. The Board have been informed of this in a 20 December 2023 memo.</i>
8	<i>Smith Street cycle and pedestrian improvements</i>	<i>Previously funded by CERF</i>	<i>To be confirmed</i>	<i>The scheme was approved under the CERF approvals in September 2023. The detailed design is on hold until a Board decision is made on the priority of the CRAF projects for delivery now that the CERF funding is not available.</i>
9	<i>Te Aratai College pedestrian and cycle access project</i>	<i>Previously funded by CERF</i>	<i>To be confirmed</i>	<i>The scheme was approved under the CERF approvals in September 2023. The detailed design is approximately 90% complete. Once the detailed design is complete it will go on hold until a Board decision is made on the priority of the CRAF projects for delivery now that the CERF funding is not available. The scope and cost estimate increased significantly from the original CRAF scope when it was to be delivered by CERF.</i>

14. Brighton Mall Upgrade

Reference Te Tohutoro: 25/2658876

Responsible Officer(s) Te Marcy McCallum, Project Manager, Transport and Waste Unit

Pou Matua: Kiran Skelton, 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 Waitai Coastal-Burwood-Linwood Community Board to approve the Brighton Mall Upgrade Landscape Plan following community consultation.
 - 1.1.1 It is also for the Waitai Coastal-Burwood-Linwood Community Board to make recommendations to Council for the items within the proposed design that rest with Council for decision making.
- 1.2 The report has been written to enable the project to proceed into detailed design and then construction.
- 1.3 The report has been written to address action A4 of the New Brighton Centre Masterplan 2015.
- 1.4 This is a staff generated report.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board recommends that the Council:

1. Declares that pursuant to Section 336 (8) of the Local Government Act 1974, the 16 February 1981 Special Order of Council and subsequent amendments of conditions to that Special Order, that created the Pedestrian Mall (known as Brighton Mall) on Brighton Mall, from its intersection with Marine Parade to its intersection with the Brighton Mall slow road (between 2 Brighton Mall and 56 Brighton Mall), be revoked.
2. Approves that, in accordance with Clause 20 of the Christchurch City Council Traffic & Parking Bylaw 2017, that Brighton Mall commencing at a point approximately 65 metres north of its intersection with Beresford Street, and extending in a easterly direction to its intersection with Marine Parade, be declared a Shared Zone as detailed on plan TP366001, dated 10/03/2026 and attached to the agenda report as **Attachment A**.
3. Approves, pursuant to Clause 20 (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the use of vehicles is restricted at any time on Brighton Mall (between 2 Brighton Mall and 56 Brighton Mall). This restriction does not apply to the following:
 - a. Cycles at any time.
 - b. Emergency vehicles at any time.
 - c. Street cleaning vehicles, rubbish collection vehicles and street maintenance vehicles operated by the Christchurch City Council or its nominated contractor, at any time.
 - d. Goods vehicles, for the purposes of deliveries *for a maximum period of 10 minutes* between the hours of 5:00am and 11:00am, on any day.

4. Approves, in accordance with Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Brighton Mall, commencing at a point approximately 65 metres north of its intersection with Beresford Street, and extending in an easterly direction to its intersection with Marine Parade, be a one-way street, where vehicles must travel in an easterly direction only. This restriction does not apply to cyclists or emergency vehicles requiring access in an emergency situation.

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:

5. In relation to the speed limit on Brighton Mall commencing at a point 65 metres north of its intersection with Beresford Street and extending in an easterly direction to Marine Parade
 - a. Revokes the existing permanent speed limit of 30 km/h.
 - b. Sets a permanent speed limit of 10 km/h.

That the Waitai Coastal-Burwood-Linwood Community Board:

6. Receives the information in the Brighton Mall Upgrade Report.
7. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
8. Approves the Brighton Mall Upgrade Landscape Plan, as shown in **agenda Attachment B** to progress to detailed design and construction.
9. Revokes any previous resolutions pertaining to kerb lines, traffic calming devices, traffic controls, parking, and stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the traffic calming, parking and stopping restrictions described in the recommendations below.
10. Approves all kerb alignments, road surface treatments, traffic calming devices, signage and road markings on Brighton Mall, commencing at a point approximately 65 metres north of its intersection with Beresford Street, and extending in an easterly direction to its intersection with Marine Parade, as detailed on plan TP366001, dated 10/03/2026 and attached to the agenda report as **Attachment A**.
11. Approves that stopping or parking in any part of the Shared Zone, if approved in recommendation 2 above, be prohibited in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 except for:
 - a. Cycles.
 - b. Emergency vehicles.
 - c. Street cleaning vehicles, rubbish collection vehicles and street maintenance vehicles operated by the Christchurch City Council or its nominated contractor, at any time.
 - d. Trade and other vehicles (including those operated by service authorities) of any class, at specified times if authorised to do so by the Council officer who holds the position of Head of Transport at that time.
 - e. Goods vehicles, for the purposes of deliveries *for a maximum period of 10 minutes* between the hours of 5:00am and 11:00am, on any day.
12. Approves that in accordance with Clause 17(3) of the Christchurch City Council Traffic and Parking Bylaw 2017 that a No Entry control be placed against westbound motor vehicles using the roadway on Brighton Mall at its intersection with Marine Parade.

13. Approves that in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, the Brighton Mall easterly approach, right turn into Marine Parade, be prohibited.
14. Approves that in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017 that the Marine Parade northerly approach, left turn into Brighton Mall be prohibited.
15. Approves that in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017 that the Marine Parade southerly approach, right turn into Brighton Mall be prohibited.

General approval

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

Trees

17. Approves the removal of two of the Pheonix Palm trees in Brighton Mall as detailed in agenda **Attachment C**. A decision on the viability of relocating these two trees will be made by Council Arborists once the surfacing around the trees has been removed to allow assessment of the root structure. If relocation is possible, Parks staff have expressed a willingness to have the palms transports to a suitable local park location. A possible location that is being considered is Broad Park.
 - a. Tree 43694 (27 Brighton Mall). This is a Phoenix Palm and is in fair condition.
 - b. Tree 43695 (34 Brighton Mall). This is a Phoenix Palm and is in fair condition.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The New Brighton Centre Masterplan identified the pedestrian mall (located between 2 Brighton Mall and 56 Brighton Mall) as a priority area for renewal to support the regeneration of the town centre and encourage private development. Funding for this project has been allocated through the Long-Term Plan.
- 3.2 Staff worked closely with key stakeholders through the Better for Brighton meetings facilitated by ChristchurchNZ. A significant amount of early engagement was undertaken with stakeholders prior to the formal consultation period which ran between 2 December 2025 and 1 February 2026.
- 3.3 Three main options have been considered:
 - Upgrade of Brighton Mall including the creation of a central gathering area (noting this option involves the removal of two Phoenix Palm trees) (**Attachment B**).
 - Upgrade of Brighton Mall excluding the central gathering area (noting this option will retain the two Phoenix Palm trees, but will not include the central gathering area, cultural artwork and will require changes to the paving design).
 - Do nothing.
- 3.3.2 Staff have also provided options to change this to a Shared Zone, and/or to reduce the speed limit to 10km/h.
- 3.4 Staff are recommending the option that includes the central gathering area because it meets the community's current and future needs for a high-quality public realm,

including flexible space for events and markets. It aligns with the outcomes of the New Brighton Centre Masterplan, supports and encourages private development, and provides adaptability should needs change in the future (for example, if the Village Green needs to vacate at the end of its lease period).

- 3.4.1 Staff are recommending options to change the designation from a pedestrian mall to a shared zone, the reduction of the speed limit from 30km/hr to 10km/hr and the relevant traffic resolutions that support the mall upgrade works and the changes to designation and speed.

4. Background/Context Te Horopaki

Background

- 4.1 The New Brighton Centre Masterplan identified the pedestrian mall as a priority area for renewal to support the regeneration of the town centre and encourage private development. Funding for this project has been allocated through the Long-Term Plan.
- 4.2 In 2019, the section of Marine Parade between Beresford Street and Hawke Street was upgraded. During consultation for that project (*37865 Marine Parade Streetscape Enhancements*), the community provided feedback on the adjacent pedestrian mall, with key themes emerging around seating, safety, lighting, and rubbish management. This feedback has helped to inform the current landscape plan.
- 4.3 The primary objectives of the project are to renew existing assets and create a welcoming, safe, and vibrant public space that aligns with Crime Prevention Through Environmental Design (CPTED) principles. The upgraded mall is intended to attract both the local community and visitors, contributing to the revitalisation of the area.

Stakeholder Engagement

- 4.4 Pre-engagement was undertaken with key stakeholders through the Better for Brighton group, chaired by ChristchurchNZ. This group included representatives from the Greater New Brighton Trust (who have developed the Village Green adjacent to the mall), Martini Investments (owners of over 12+ properties bordering the mall), the Coastal Ward Councillor and Community Board member, ChristchurchNZ staff, and project representatives. The concept plan received the group's support.
- 4.5 Engagement with key stakeholders and general observations identified that skateboarders and cyclists are currently using the space, largely in a positive manner. However, under the existing 'pedestrian mall' designation, these modes of transport are not permitted. To better support active transport and the regeneration of the mall area, a change in designation to a 'shared zone' was proposed to permit bicycles, skateboards, and scooters to use the space. All users (motor vehicles, bicycles, scooters, skateboards) would be required to adhere to the new posted speed limit of 10km/hr.
- 4.6 During the investigation and design phase, potential issues were identified with the existing legal speed limit through the pedestrian mall. As a result, consultation was undertaken with the community to seek feedback on reducing the speed limit from 30 km/h to 10 km/h. This change would align with the proposed change to a shared zone and minimise the risks for all users within this space.

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

Date	Subject
1.12.2025	Memo - Brighton Mall Upgrade – update to elected members

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

Date	Subject
28.08.2025	Brighton Mall upgrade – information session, agenda - https://christchurch.infocouncil.biz/Open/2025/08/ISWC_20250828_AGN_10143_AT.PDF Recording - https://www.youtube.com/watch?v=kmdy_mlr15s

Available Options

4.9 In the options section below, there are options provided in 3 different categories. These are:

- The layout of the mall upgrade
- Change to a shared zone
- Reductions to the speed limit

4.9.2 The shared zone and speed limit changes are significantly lower cost than the layout changes, as the only physical differences are signage. These can be incorporated into the layout changes for minimal additional cost, so a separate cost has not been supplied.

4.9.3 Should the Shared Zone and/or Speed Limit changes be selected without changes to the layout, there would be an additional cost, which has been supplied.

Brighton Mall Upgrade - Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.10.1 **Option 1 (Preferred option)** – Upgrade of Brighton Mall (between 2 Brighton Mall and 56 Brighton Mall), including creation of a central gathering area and removal of two Phoenix Palm trees (as shown in **Attachment B**).

4.10.2 **Option 2** – Upgrade of the mall without the central gathering area (retains the two Phoenix Palm trees, removes the cultural artwork, and adjusts the paving pattern).

4.10.3 **Option 3** – Do nothing

4.11 The following options were considered but ruled out:

4.11.1 **Option 4** – Removal of all twelve Phoenix Palm trees. This was not considered viable due to the loss of large tree cover, the significance of the trees to the community, the fact that the trees were donated by local residents in 2000, and the significant change it would create to the view along the mall toward the clock tower/library.

4.11.2 **Option 5** – removal of the four central Phoenix Palm trees to retain four trees at either end of the pedestrian section of the mall – this was not considered a viable option as it would make the central area too big/empty for day to day use, reduce shade and seating areas, community desire to minimise the number of trees removed and recognising the significance of the trees to the community.

Brighton Mall Upgrade - Options Descriptions Ngā Kōwhiringa

4.12 **Preferred Option:** Upgrade of Brighton Mall (between 2 Brighton Mall and 56 Brighton Mall) including creation of a central gathering area and removal of two Phoenix Palm Trees

4.12.1 **Option Description (Option 1):** Upgrade of Brighton Mall, including establishment of a central gathering area adjacent to the Village Green as shown in **Attachment B**. Key features of this option are:

- Replace the existing asphalt surface with unit pavers to connect the pedestrian area to Marine Parade and the foreshore area, following the agreed paving pattern endorsed by Whitiara Centre Ltd.
- Install new bespoke concrete planters with seating around the remaining ten Phoenix Palm trees (including irrigation to support tree health and additional planting).
- Install new wastewater infrastructure along the centre of the mall to provide connections to support and encourage future development/regeneration.
- New street light poles and lights to increase the lighting level, enable feature lighting of the trees and Police crime prevention cameras.
- Remove two of the twelve Phoenix Palm trees (as identified in **Attachment C**).
- Create a central gathering area in the centre of the mall to support community events and markets. This will be a multipurpose space that can be utilised for a variety of activities and will be a connection point for the community.
- Install cultural artwork in the centre of the central gathering area. Including paving that references the gifted name Te Ara Kuaka. Note that the official street name will remain Brighton Mall.
- Replace rubbish bins, cycle stands, drinking fountain and signage.
- Upgrade the grated stormwater drain to provide additional capacity.
- Change from a 'pedestrian mall' designation to a 'shared zone' to formalise the way the mall is currently being used and to support future regeneration of the area.
- Reduction of speed limit from 30km/hr to 10km/hr.

4.12.2 **Option Advantages**

- Aligns with the outcomes of the New Brighton Centre Masterplan 2015.
- Creates a dedicated and flexible space to support community events.
- Enhances the attractiveness and functionality of the mall, supporting surrounding private development and encouraging further investment and quality tenants. The inclusion of new wastewater infrastructure further supports private investment in the area.
- Future proofing by establishing a community gathering space capable of accommodating a stage and additional seating if the Village Green vacates their current site at the conclusion of their lease, minimising future Council costs.
- Upgrades seating with bespoke planters, including irrigation, to improve the health of the remaining ten Phoenix Palm trees.

- Incorporates cultural artwork vapour-blasted into the surfacing within the central gathering area. This artwork will reference the name *Te Ara Kuaka* (the pathway of the Godwit), reinforcing local identity and acknowledging the area's heritage.
- Increases available space for market stalls, supporting local businesses by drawing more visitors to the mall on Saturday mornings - a recognised contributor to local regeneration.
- Community and stakeholder feedback supported the plan and the creation of the central gathering area (83% support for question 2 'Do you support the creation of a central gathering area?').

4.12.3 **Option Disadvantages**

- Removal or relocation of two Phoenix Palm trees.
- High capital cost.

4.13 **Option 2: Upgrade of Brighton Mall (between 2 Brighton Mall and 56 Brighton Mall) without the central gathering area and retaining the two Phoenix Palm trees.**

4.13.1 **Option Description:** Upgrade of the mall without the central gathering area. This is broadly similar to Option 1, but retains all existing Phoenix Palm trees. There are also changes to the paving design to remove the central gathering area and cultural artwork – paving will be consistent with the design proposed through the other sections of the mall.

4.13.2 **Option Advantages**

- Retains all Phoenix Palm trees.
- General mall upgrades (rubbish bins, lighting, cycle stands, signage etc) can still proceed (including the inclusion of a new wastewater pipe to support future development).

4.13.3 **Option Disadvantages**

- Removes the central gathering area, as there is insufficient space to create this around the trees and planter/seating layouts.
- Adds cost for two additional bespoke concrete planters/seating units and extra feature lighting for the two trees. The additional cost is offset by tree removal/relocation costs and the cost of the central gathering area (including the cultural artwork).
- Removes the opportunity for cultural artwork; this would require reconsideration and further consultation with Whitiara Centre Ltd and the artist to determine whether designs could be adapted to work with the revised layout. Installing the artwork onto the unit pavers is unlikely to create the desired effect and may be diluted by the paving design.
- Increases future adaptation costs if a gathering space needs to be created later, should the Village Green vacate their site at the end of their lease period.
- Provides less space for market stalls. The market is considered an important element of the regeneration, drawing significant foot traffic to the mall each Saturday.

- Requires amendments to the paving design through the central section of the mall; however, it would remain consistent with the design proposed for the other mall areas.
- The creation of the central gathering area was widely supported by stakeholders and the community, removing it from the plan would not align with the feedback received. (83% support for question 2 ‘Do you support the creation of a central gathering area?’).

4.14 **Option 3: Do nothing**

4.14.1 **Option Description:** Brighton Mall will remain as it currently is with no safety or condition improvements.

4.14.2 **Option Advantages**

- Project funding can be reallocated elsewhere.

4.14.3 **Option Disadvantages**

- Does not address Action A4 in the New Brighton Centre Masterplan 2015.
- Does not encourage private development or support the regeneration of the commercial core.
- Does not address the condition of the pavement surface, including trip hazards caused by tree roots.
- Does not improve safety (lighting levels remain low, and no Police CCTV is provided).
- Does not improve the condition of the street furniture that is at the end of its useful life and requires significant maintenance or replacement.
- Does not address issues with water ponding where the surface is uneven or where the existing grated drain is damaged and does not provide additional stormwater capacity.
- Does not allow for the installation of new wastewater infrastructure to support future developments adjacent to the mall.
- Does not align with stakeholder and community feedback which was generally in support of the project.

Shared Zone Designation - Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.15.1 **Option 1 (Preferred option)** – change the pedestrian section of Brighton Mall (between 2 Brighton Mall and 56 Brighton Mall) from a ‘Pedestrian Mall’ to a ‘Shared Zone’ as per the proposed resolutions outlined in the Officer Recommendations section in this report. As shown on **Attachment A**.

4.15.2 **Option 2** – Do nothing – retain ‘Pedestrian Mall’ designation of the above site.

Shared Zone Designation - Options Descriptions Ngā Kōwhiringa

4.16 Preferred Option (Option 1):

4.16.1 **Option Description:** Change the pedestrian section of Brighton Mall (between 2 Brighton Mall and 56 Brighton Mall) from a 'Pedestrian Mall' designation to a 'Shared Zone' as per the proposed resolutions outlined in the Officer Recommendations section in this report and shown on **Attachment A**.

4.16.2 Option Advantages

- Formalises how the mall is currently being used by the public
- Encourages active modes of transport and opportunities to connect to other infrastructure like the City to Sea Pathway, shared paths along Marine Parade and future routes.
- Provides the Community Board with a more agile process to make any changes to vehicle access times, parking and other operational matters in the future and as the regeneration progresses and needs change.
- Removes the need to follow the full Special Consultative Procedure that comes with the Pedestrian Mall designation under the Local Government Act for future changes to the space. Changes can be made by following standard processes such as consulting with affected parties and a Community Board Decision Report.
- Supports regeneration of the commercial area of New Brighton.
- Aligns with feedback received from the community during the consultation period. (71% support for question 5 'Do you support changing Brighton Mall from a pedestrian mall to shared zone?').

4.16.3 Option Disadvantages

- Potential/perceived conflict between users, particularly cycles/scooters/skateboards and pedestrians (however we are aware that these modes are regularly using the mall without issue).

4.17 Option 2: Do nothing

4.17.1 **Option Description:** Do nothing – retain 'Pedestrian Mall' designation of Brighton Mall (between 2 Brighton Mall and 56 Brighton Mall).

4.17.2 Option Advantages

- No cycles/scooters/skateboards will reduce the potential/perceived conflict between users (particularly pedestrians).

4.17.3 Option Disadvantages

- Making changes to access times or other operational aspects will be more onerous under the Pedestrian Mall designation as any changes will need to follow the Special Consultative Procedure as outlined in section 336 of the Local Government Act, which is overly burdensome for small changes.
- Enforcement of the no cycles/scooters/skateboards rule is unlikely to happen (based on observations over the last few years when these modes were prohibited in the pedestrian mall. Staff are not aware of any instances where this rule has been enforced by Council or Police).

- Does not align with Council's efforts to increase the rates of active transport around the city and connections to other infrastructure like the City to Sea pathway and new and proposed connections along Marine Parade.
- Does not align with feedback received from stakeholders and the community. (71% support for question 5 'Do you support changing Brighton Mall from a pedestrian mall to shared zone?').

Speed Limit - Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- 4.18.1 **Option 1 (Preferred option)** – change the speed limit of Brighton Mall (between 2 Brighton Mall and 56 Brighton Mall) from 30km/hr to 10km/hr.
- 4.18.2 **Option 2** – Do nothing – retain the current legal speed limit of 30km/hr – existing resolutions would apply.

Speed Limit - Options Descriptions Ngā Kōwhiringa

4.19 **Preferred Option:**

4.19.1 **Option Description:** change the speed limit of Brighton Mall (between 2 Brighton Mall and 56 Brighton Mall) from 30km/hr to 10km/hr, as shown on **Attachment A**.

4.19.2 **Option Advantages**

- Makes the area safer for all users regardless of how they are travelling.
- Reduces the harm/damage of any impacts – both human and assets (seats, street light poles, rubbish bins etc).
- Vehicle access will remain restricted to delivery/service vehicles and emergency services so the change will have minimal impact on general traffic flow/travel times.
- Encourages foot traffic through the space.
- Best alignment with the recommendation to change the designation from a 'Pedestrian Mall' to a 'Shared Zone'.
- Aligns with feedback support for the speed limit change received during the consultation period. (79% support of the proposed reduction in speed limit from 30km/hr to 10km/hr).

4.19.3 **Option Disadvantages**

- Increases individual travel times for vehicles using this space by 11 seconds. The estimated impact on collective travel times based on annual average daily traffic volumes is an increase of 23 hours per year (based on 20 daily vehicle movements).

4.20 **Option 2: Do nothing**

4.20.1 **Option Description:** Do nothing – retain the current legal speed limit of 30km/hr – existing resolutions would apply.

4.20.2 **Option Advantages**

- The relatively low number of vehicles using the space will help minimise impacts (less than 20 vehicle movements per day on average).

- The new planter/seats around the trees will narrow the space and make it less desirable/appropriate for vehicles to travel at speed through the mall.
- The estimated impact on individual travel times will reduce by an approximately 11 seconds. Annually, users will save a collective 23 hours (based on 20 daily vehicle movements).

4.20.3 **Option Disadvantages**

- Potential for higher level of harm to humans and damage to assets if impact occurs.
- Potential for conflict with other users if Shared Zone designation is approved.
- Does not align with feedback received during the consultation period. (79% support of the proposed reduction in speed limit from 30km/hr to 10km/hr).

Analysis Criteria Ngā Paearu Wetekina

- 4.21 The options for the mall upgrade, shared zone, and reduced speed limit were considered both collectively and individually. The primary assessment criterion was ‘Better for Brighton’—identifying which combination of options would deliver the strongest outcomes for revitalising the commercial core of New Brighton.
- 4.22 Staff have made their recommendation as the suggested layout provides the placemaking benefits sought by the project. The change to a 10km/h Shared Zone further reinforces the intended village centre feel, while also providing operational flexibility and providing minimal impact to the delivery vehicles travelling through the space.
- 4.22.1 These changes have been well supported by submitters during consultation.

Speed Limit Analysis

4.23 Staff have assessed the proposed for speed limit changes against the requirements in the Setting of Speed Limits (2024) Rule.

4.23.1 The cost benefit disclosure statement completed for Brighton Mall as follows:

Road	Brighton Mall
Distance	0.11km
Existing speed limit	30 km/h
Proposed speed limit	10 km/h
Number of crashes in the last five years	0
Estimated reduction in the number of crashes each year	0
Current average operating speed	16 km/h
Estimated average operating speed when new speed limit is in place	11 km/h
Estimated impact on individual travel time	11 seconds
Estimated impact on collective travel times based on annual average daily traffic volumes	23 hours per year (based on 20 daily vehicle movements)
Implementation cost	\$2,000

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

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Option 1 (Recommended) <i>Full upgrade with central gathering area and removing two trees</i>	Option 2 <i>Upgrade without central gathering area – retaining all trees</i>	Option 3 <i>Do nothing</i>
Cost to Implement	\$4.2m	\$4.2m	Nil (see 5.2)
Maintenance/Ongoing Costs	Covered by existing maintenance contract	Covered by existing maintenance contract	Covered by existing maintenance contract
Funding Source	LTP: CPMS 63360 Brighton Mall Upgrade \$4.2m	LTP: CPMS 63360 Brighton Mall Upgrade \$4.2m	CCC Street Maintenance Contract
Funding Availability	\$4.2m	\$4.2m	N/A
Impact on Rates	Nil	Nil	Nil

- 5.1 The cost to implement shows the estimated costs to complete the project, with a 20% contingency on construction items. This is considered appropriate given the stage of design.
- 5.2 Should the selected option be to Do Nothing with the layout, but change to a Shared Zone and/or reduce the Speed Limit to 10km/h, the cost is expected to be in the range of \$10-20k for additional signage.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The **risk** is that the new assets in the mall are damaged during construction on adjacent sites (due to the mall upgrade works occurring ahead of developments). Additional cost to Council.
- The **mitigation** is that this will be addressed with developers as part of the consenting process and there will be an expectation that any damage needs to be repaired or paid for prior to them leaving the site. Council’s Case Manager will work closely with developers to support this mitigation measure.
- 6.2 The **risk** is that surrounding developments may not happen, or may proceed more slowly than anticipated, leaving buildings derelict or sites empty/undeveloped. This would impact the project’s objective to support regeneration of the commercial core.
- The **mitigation** is that Council staff will continue to work closely with developers and provide support wherever possible. However, as the land is privately owned, Council has limited legislative tools to enforce progress. Tools like the Vacant Land Differential Rate will be helpful.
- 6.3 The **risk** is that the New North-South Corridor (Oram Ave) does not proceed or is delayed.
- The **mitigation** is that the mall upgrade works have been designed in a way that they can be completed independently. We have ensured that the mall upgrade paving does not encroach into the proposed new corridor to avoid costly rework or changes if the new corridor goes ahead or if it is put on hold.
- 6.4 The **risk** is that construction will cause disruption to surrounding businesses and the New Brighton Seaside Market at a vulnerable time when foot traffic is typically lower than peak times of the year.

The **mitigation** is that the importance of minimising disruption is included in the tender information provided to prospective tenderers and is a component of the tender evaluation.

Staff and the contractor (once the contract has been awarded) will work closely with affected businesses and the New Brighton Seaside Market team to minimise disruption as much as possible.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.5 Statutory and/or delegated authority to undertake proposals in the report:
- 6.6 The Community Board has the delegated authority from Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards include the resolution of stopping and traffic control devices, approval of landscape plans and the removal of trees.
- 6.7 It is acknowledged that the Community Board holds the delegated authority to specify any road or part of a road to be a shared zone (under the Christchurch City Council Traffic and Parking Bylaw 2017, clause 20). However, as the delegation to revoke a Pedestrian Mall designation sits with Council, we are recommending that the decision to make the change to a shared zone is put forward to Council to resolve at the same time as the revocation of the pedestrian mall.

Setting of Speed Limits Rule (2024)

- 6.8 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.
- 6.9 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.
- 6.9.1 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.
- 6.10 As per Clause 2.6 of the Rule, Staff have completed cost/benefit disclosure statements for each option, which are included in 0 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 of this report.
- 6.11 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.
- 6.12 The decision-making authority for speed limit changes sits with the Council and cannot be delegated to a Committee of Council or other body.

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.14 The required decisions:

6.14.1 Align with the [Christchurch City Council's Strategic Framework](#).

6.14.2 Are of medium significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by the number of people affected, the level of impact on those affected and the high level of community interest in the project.

6.14.3 Is consistent with Council's Plans and Policies.

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

6.16 Transport

6.16.1 Activity: Transport

- Level of Service: 10.5.41 Increase access within 15 minutes to key destination types by walking (to at least four of the five basic services: food shopping, education, employment, health, and open spaces) - $\geq 50\%$ of residential addresses with a 15- minute walking access.
- Level of Service: 10.5.3 More people are choosing to travel by cycling - $\geq 13,000$ average daily cyclist detections.
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - ≥ 635 kilometres (total combined length).
- Level of Service: 10.4.1 More people are choosing to travel by public transport - ≥ 14 million trips per year.
- Level of Service: 10.5.2 Improve the perception (resident satisfaction) that Christchurch is a cycling friendly city - $\geq 67\%$.
- Level of Service: 16.0.3 Improve resident satisfaction with road condition - $\geq 30\%$.
- Level of Service: 16.0.8 Maintain the condition of footpaths (on a scale of 1-5, 1 is excellent condition and 5 is very poor condition) (DIA 4) - $\geq 82\%$ footpaths rated 1,2 or 3.
- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - $\geq 85\%$ resident satisfaction.

6.17 Strategic Planning and Policy

6.17.1 Activity: City Growth and Property

- Level of Service: 13.4.10.1 Deliver projects that will lead to positive community outcomes: -Increasing the supply of community housing; or -Increase employment opportunities; or -Improves Mana Whenua relationships; or -Allows for community "ownership" of service delivery; or -Reduces the impacts of natural or human induced (including climate change) hazards - At least one new project commenced annually.

Community Impacts and Views Ngā Mariu ā-Hāpori

Te Ara Kuaka Brighton Mall upgrades

- 6.18 Early engagement with key stakeholders occurred through the Better for Brighton Group. This group included representatives from ChristchurchNZ, Martini Investments (the Pierside developer), the Greater New Brighton Charitable Trust, Life in Vacant Spaces, and Council staff. The group met monthly over a two-year period, starting in early 2024, with meetings facilitated by ChristchurchNZ. Feedback gathered through this group informed the design process at multiple stages, drawing on members' knowledge, experience, and future plans for the mall and wider commercial core.
- 6.19 Early engagement with community organisations including TIDE (New Brighton Business Association), The New Brighton Project/New Brighton Seaside Market and the Greater New Brighton Charitable Trust started in July 2025. Staff met with organisations and discussed the initial concept including the project scope and direction.
- 6.20 Draft concept and design options were shared at early meetings and stakeholder feedback influenced aspects like plant choices, location and number of rubbish bins, bike stands and drinking fountains and the inclusion of irrigation.
- 6.21 Consultation started on 2 December 2025 and ran until 1 February 2026.
- 6.22 Project details including links to the [Kōrero mai | Let's Talk webpage](#) were advertised via:
- An email sent to 121 key stakeholders, including emergency services, advocacy groups and local community organisations and businesses.
 - The Council and local community group Facebook pages.
 - Signs, posters, decals and digital brightsigns installed along and near the mall and in He Puna Taimoana Hot Pools.
 - Leaflets sent to Community organisations and businesses in New Brighton and along the mall including New Brighton Project, Grace Vineyard Church New Brighton and the Greater New Brighton Charitable Trust with information about the consultation and instructions on how to give feedback.
 - An engagement pop-up at the New Brighton Library active from 2 December 2025 to 1 February 2026, with submission drop-off box for physical submissions.
- 6.23 The [Kōrero mai | Let's Talk](#) page had 5541 views throughout the consultation period.
- 6.24 Three drop-in sessions were held at New Brighton Seaside Market throughout the consultation period, to share information about the project and answer questions.
- 6.25 Businesses along Brighton Mall were doorknocked to discuss the project. If they were unavailable, a leaflet was left inviting them to get in touch.

Summary of Submissions Ngā Tāpaetanga

- 6.26 Submissions were made by six recognised organisations / businesses (Spokes Canterbury, The Village Green Te Hiato Kuaka, New Brighton Project, TIDE New Brighton Business Association, New Brighton Residents Association and Almora Beyond the Horizon) and 372 individuals. [All submissions are available on our Kōrero mai webpage.](#)
- 6.27 Submitters were asked whether they support:
- the new paving along the mall
 - the creation of a central gathering area

- the new seating around the existing palms
 - the new streetlights, feature lights and other enhancements
 - changing Brighton Mall from a pedestrian mall to a shared zone
- 6.28 All organisations were in support of the proposed changes except New Brighton Residents' Association, who were unsure about the rationale for security cameras. TIDE New Brighton Business Association and New Brighton Project, who wanted bikes, skateboards and scooters prohibited during the New Brighton Seaside Market or during all events respectively. Amora Beyond the Horizon did not support changing the mall into a shared zone due to concerns about conflicts between pedestrians, cyclists and skateboards.
- 6.29 Out of the 378 submitters, 175 were from residents in New Brighton, North New Brighton, South New Brighton and Southshore, 193 were from residents in wider Christchurch and 10 were from those living outside of Christchurch.
- 6.30 The majority of submitters supported all of the proposed changes regardless of where they lived. A breakdown of submitter preference overall and by area can be found in **Attachment D**.
- 6.31 Submitters comments on the proposals included:
- General positive comments ranging from compliments about the project to excitement that development was taking place on the mall (45)
 - General concerns about current empty / derelict buildings in the mall (24)
 - Requests for protection from wind, rain and sun (22)
 - Requests to include more natural aspects, such as more planting (13)
 - Requests to keep the two palm trees proposed for removal (13)
 - Requests for rubbish bins (11)
 - Requests for drinking fountains (9)
 - Requests for bike parking (7)
 - Requests for a children's play area (6)
- 6.32 Out of scope feedback included comments about attracting more businesses to the area, using the budget to improve safety, increase cleaning and maintenance and revitalising the wider area and emptying rubbish bins more frequently.
- 6.33 Submitter comments on the proposal to change the mall to a shared zone included:
- Mixing travel modes will make the mall less safe for pedestrians (37)
 - General positive comments ranging from compliments about the project to excitement that this change was happening on the mall (20)
 - Requests to create a dedicated space for other vehicles (bikes, skateboards and scooters) (14)
 - Introduce speed restrictions and traffic calming (8)
- 6.34 Some submitters also commented that bikes and skateboards are already using the area and cars should continue to be prohibited in the area.
- 6.35 [All comments can be read in the submission report.](#)

Brighton Mall speed limit changes

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.36 Consultation started on 16 December 2025 and ran until 1 February 2026.
- 6.37 Project details including links to the [Kōrero mai | Let's Talk webpage](#) were advertised via:
- An email sent to 121 key stakeholders, including emergency services, advocacy groups and local community organisations and businesses.
 - An email sent to all previous submitters on the [Te Ara Kuaka Brighton Mall upgrades consultation](#).
 - An advertisement on the [Te Ara Kuaka Brighton Mall upgrades consultation page](#).
- 6.38 The [Kōrero mai | Let's Talk](#) page had 127 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.39 Submissions were made by South New Brighton School, Spokes Canterbury and New Brighton Residents Association and 45 individuals. [All submissions are available in the submission report online](#).
- 6.40 South New Brighton School, Spokes Canterbury, New Brighton Residents Association and 35 individuals supported Brighton Mall having a speed limit of 10km/h. Nine individuals did not support the speed limit change. One individual didn't know.
- 6.41 Spokes Canterbury explained that as a mixed-use zone, the area would be safer for everyone. All other organisations did not provide comments.
- 6.42 Submitters provided comments about the speed limit changes, the following key themes / requests were identified:
- General positive comments ranging from compliments about the project to approval that lower speeds would be enforced by signs (9)
 - [Lowering the speed limit] makes the area safer (5)
 - Project is a waste of money (4)
 - Remove the road along Brighton Mall (3)
 - Do not allow cars along the pedestrian section (3)
 - 30km/h is a good compromise (2)
- 6.43 [All comments can be read in the submission report](#).

Changes to the Design based on Feedback

- 6.44 The following changes have been made following analysis of the feedback received during the consultation period:
- **Cycle stand** locations at the western end of the mall have been adjusted. The stands that were proposed next to the light poles have been removed, as they conflicted with market activities.
- Moveable cycle stands will now be provided in two locations:
- At the mall end of the 56 Brighton Mall site (this site is Council owned)
 - Within the One Fish Playground area

- Using moveable stands allows flexibility to refine both the number and placement of the stands as regeneration progresses. It also ensures that cycle parking can be easily relocated as the New North–South Corridor (Oram Ave) project advances. During construction of the new corridor, the stands can be shifted to alternative locations without difficulty.
- Permanent stands are planned to be installed as part of the New North-South Corridor (Oram Ave) project. Installing permanent stands in this location now would likely result in them needing to be removed and relocated later, which is often challenging to do without causing damage. This option will minimise costs to Council in the future.
- An additional **rubbish bin** has been included in the final plan. Bin locations have been refined to ensure the central gathering area is well serviced. The proposed bins will have double the capacity of the existing ones, meaning overall bin capacity along the mall will increase even though the overall number of bins will be reduced.

For larger events, extra wheeled bins can be brought in to provide additional capacity. These can be positioned next to the proposed bins as needed.

The proposed bins are the same as the bins used at the Beachside playground and are seagull and rodent proof.

- New **wastewater infrastructure** will be installed through the centre of the mall. This upgrade replaces ageing pipes that are currently accessed through easements on private land, including some located beneath buildings. These existing pipes are in relatively poor condition and present a risk to Council in terms of potential cost, time delays, and reputational impacts if they fail or require urgent access.

Installing new infrastructure within the mall will reduce these risks and strengthen the overall resilience of the wastewater network. The new wastewater infrastructure will provide greater confidence to developers that reliable and future-proofed services are in place to support ongoing redevelopment in the area.

Integrating this installation into the Brighton Mall Upgrade will minimise the likelihood of further excavation in the near future, reducing potential disruption and avoiding unnecessary impacts on new paving and cultural artwork, while providing a cost effective solution.

Note that the new wastewater infrastructure will be funded by the 3 Waters Unit.

6.45 The decision affects the following wards/Community Board areas:

6.45.1 Waitai Coastal-Burwood-Linwood Community Board, Coastal Ward

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.46 The decision involves a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture, and traditions.
- 6.47 The decision involves a matter of interest to Mana Whenua and could impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.48 The decision impacts Mana Whenua as it is acknowledged the New Brighton portion of Te Tai o Mahaanui coastline and coastal marine area is of immense significance to mana whenua/Ngāi Tūāhuriri. Engagement via Whitiara has found no major concerns with the proposal, subject to any further engagement required should the proposed design change, and the ongoing facilitation of the proposed cultural artwork in the central gathering area.









Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.49 The decisions in this report are likely to:
 - 6.49.1 Contribute positively to adaptation to the impacts of climate change.
 - 6.49.2 Contribute positively to emissions reductions.
- 6.50 The increased capacity in the stormwater infrastructure will assist with the impacts of climate change by better managing the flow of stormwater during higher intensity rain events. The mall upgrade will further encourage active modes of transport which will aid in reductions to emissions.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will progress the scheme to detailed design, followed by tender and construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Brighton Mall Upgrade - Signage Plan for Approval	26/490686	96
B  	Brighton Mall Upgrade - Landscape Plan for Board Approval	26/490659	97
C  	Brighton Mall Upgrade - Tree Plan for Board Approval	26/490671	98
D  	Brighton Mall Upgrade - Submission breakdown	26/434840	99

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

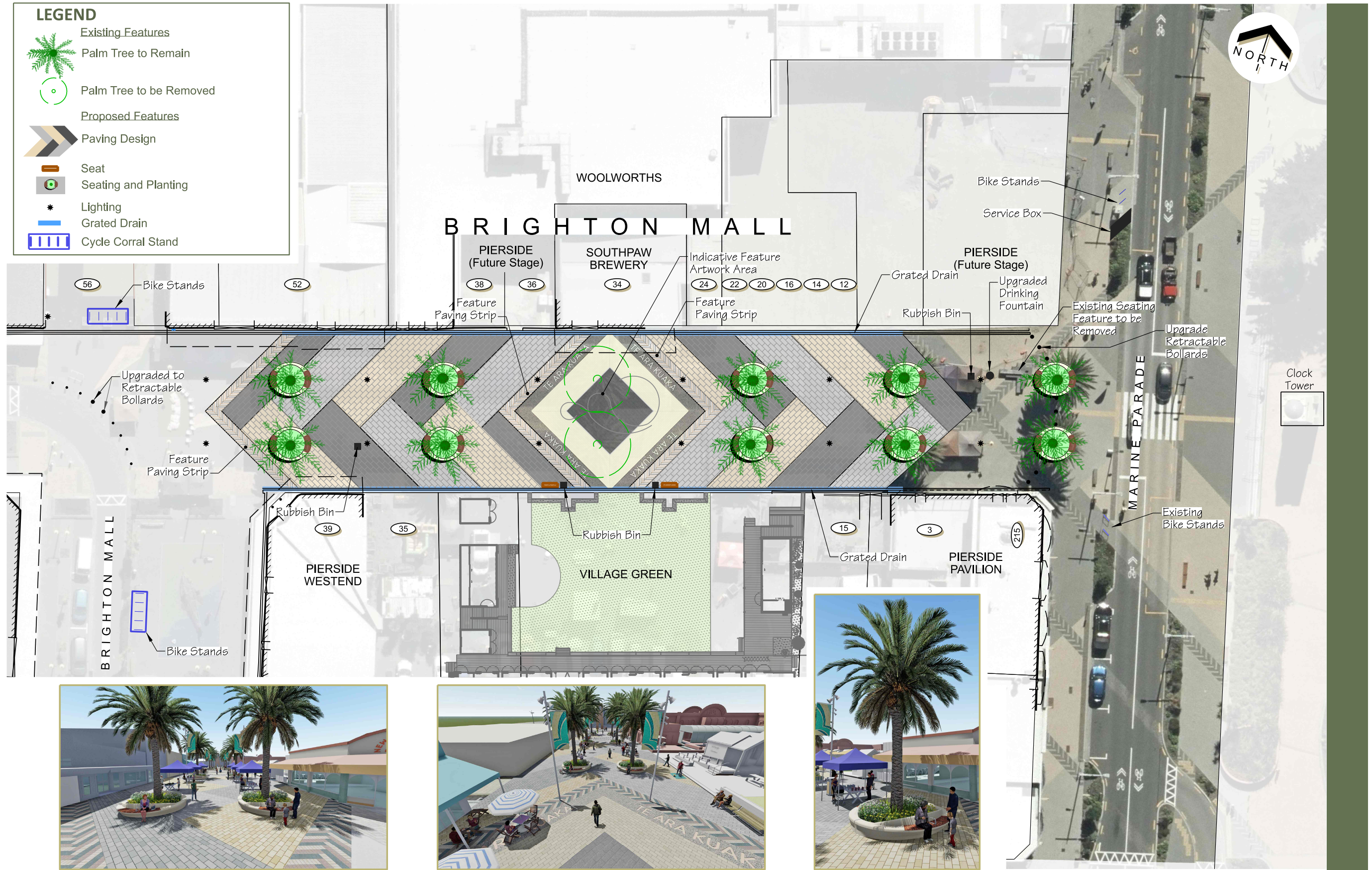
Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Marcy McCallum - Project Manager Kiran Skelton - Engagement Advisor Tom Williams - Senior Traffic engineer David McCormick - Senior Network Planner
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Stephen Wright - Head of Transport & Waste Management



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



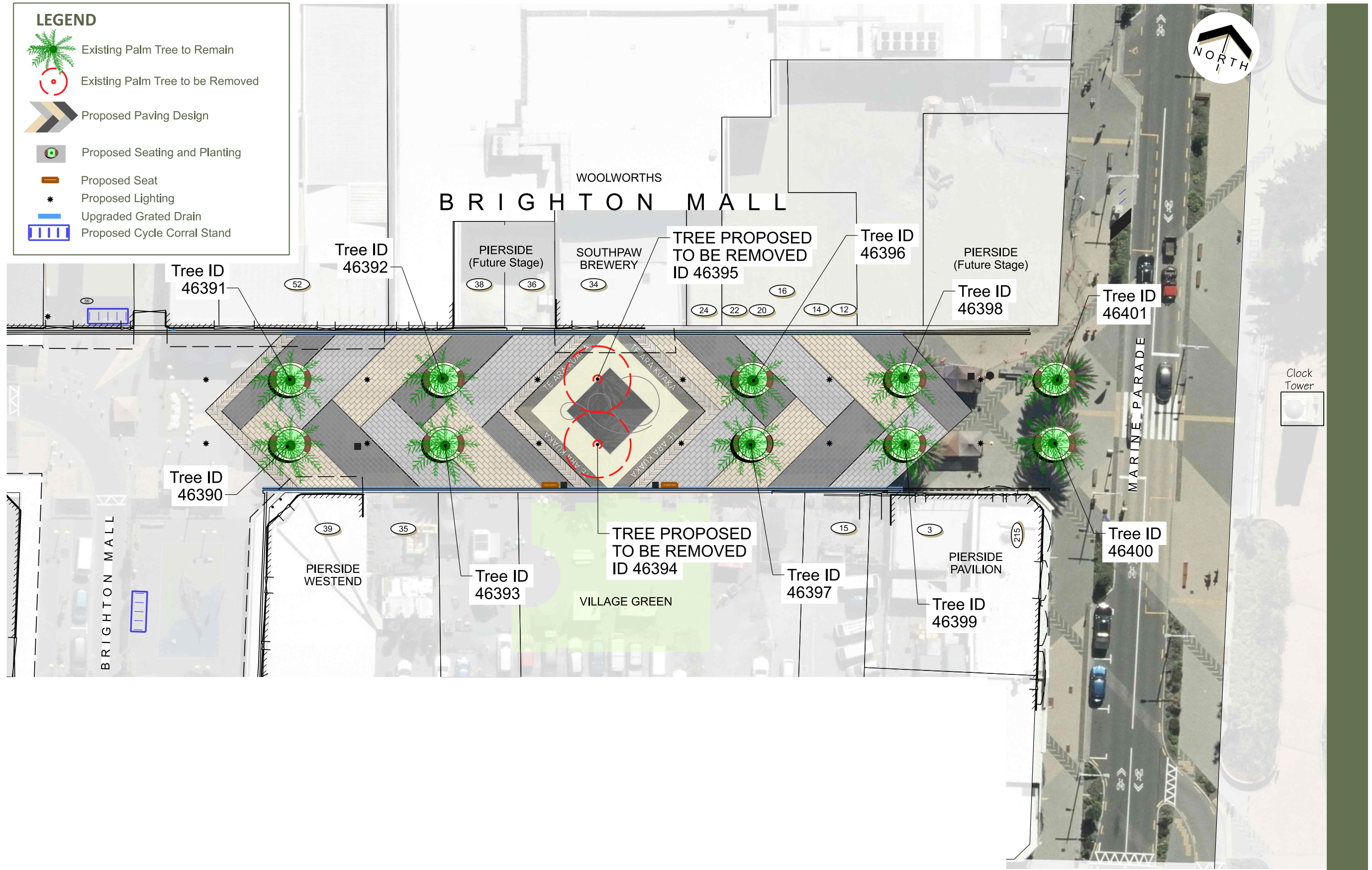
View towards Clock Tower (Artist Impression)



View from Central Gathering Area (Artist Impression)



Seat / Planter (Artist Impression)



Do you support the new paving along the mall?	Yes	No	Don't know
New Brighton and neighbouring suburbs	147	16	12
Wider Christchurch	169	17	7
Outside of Christchurch	7	1	2
TOTAL	323	34	21

Do you support the creation of a central gathering area?	Yes	No	Don't know
New Brighton and neighbouring suburbs	142	19	14
Wider Christchurch	165	20	8
Outside of Christchurch	6	1	3
TOTAL	313	40	25

Do you support the new seating around the existing palms?	Yes	No	Don't know
New Brighton and neighbouring suburbs	166	5	4
Wider Christchurch	179	9	5
Outside of Christchurch	9	1	0
TOTAL	354	15	9

Do you support the new streetlights, feature lights and other enhancements?	Yes	Somewhat	No	Don't know
New Brighton and neighbouring suburbs	153	16	4	2
Wider Christchurch	164	23	4	2
Outside of Christchurch	7	2	1	0
TOTAL	324	41	9	4

Do you support changing Brighton Mall from a pedestrian mall to a shared zone?	Yes	No	Don't know
New Brighton and neighbouring suburbs	118	34	23
Wider Christchurch	142	35	16
Outside of Christchurch	7	3	0
TOTAL	267	72	39

15. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Burwood East Residents Association

Reference Te Tohutoro: 26/557855

Responsible Officer(s) Te Pou Matua: Rory Crawford, Community Development Advisor

Accountable ELT Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider an application for funding from its 2025/26 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
DRF25/26_00022_CBL	Burwood East Residents Association	Burwood Red Zone Activation	\$877	\$877

- 1.2 There is currently a balance of \$49,667 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Burwood East Residents Association Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of \$877 from its 2025/26 Discretionary Response Fund to Burwood East Resident Association towards the installation of a new Volleyball Net and towards event related costs for the Easter Egg Hunt.

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 Enabling active and connected communities to own their future. The project also aligns with the Te Haumako Te Whitingia Strengthening Communities Together Strategy.
- 3.2 The recommendations are consistent with the Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
 - 3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.
 - 3.3.2 The Fund does not cover:

- Legal or environmental court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
- 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).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.
- 3.5 The significance level was determined by the number of people affected and/or with an interest.
- 3.6 Due to the assessment of low significance, no further community engagement and consultation is required.


Discussion Kōrerorero

3.7 At the time of writing, the balance of the 2025/26 Discretionary Response Fund is:

Total Budget Current Year	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$93,017	\$43,350	\$49,667	\$48,790

- 3.8 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.
- 3.9 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Attachment to report 26/557855 (Title: Decision Matrix - Burwood East Residents Assosiation Discretionary Response Fund)	26/555144	103

Signatories Ngā Kaiwaitohu

Author	Rory Crawford - Community Development Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

WAITAI COASTAL-BURWOOD-LINWOOD DISCRETIONARY RESPONSE FUND 2025/26 DECISION MATRIX

Organisation Name	Project	Request Budget	Staff Recommendation	Priority
<p>Burwood East Resident Assoc</p> <p>Application Number: DRF25/26_00022_CBL</p> <p>Physical address 4 Edwins Way, Burwood</p> <p>Funding History (past three years) 2025/26 - \$1,835 - Meeting room hire, insurance and a community skip day - SCF CBL 2024/25 - \$1,550 - Skip day and meeting room hire - SCF CBL 2023/24 - \$2,000 - Community projects - SCF CBL</p>	<p>Burwood Red Zone Activation Projects</p> <p>BERA will be hosting a two hour Easter celebration in the Burwood Red Zone. The event will include an Easter Egg Hunt, Face painting, BBQ and they will be consulting with local residents regarding the relocation of learn to ride area and pump track.</p> <p>Additionally, the volleyball posts in the Red Zone have been damaged and BERA are planning to relocate these to Donnell Sports Park.</p>	<p>Total Cost of Project: \$877</p> <p>Total Amount Requested: \$877</p> <p>Percentage of project requested: 100%</p> <p>Contribution sought towards: Volleyball posts, net & balls - \$527 Facepainting - \$150 Prizes - \$200</p> <p>Other sources of funding: Nil</p>	<p>Recommended Amount \$877</p> <p>That the Waitai Coastal-Burwood-Linwood Community Board approves a grant of \$877 from its 2025/26 Discretionary Response Fund to Burwood East Resident Association towards the installation of a new Volleyball Net and towards event related costs for the Easter Egg Hunt.</p>	<p>2</p>

<p>CCC Strategy Alignment</p> <p>Strengthening Communities Together Strategy</p> <p>Outcomes that will be achieved through this project</p> <p>Provide an opportunity for residents to socialize and interact in a social environment and provide a fun event for young people to take part in</p> <p>Increase community awareness of BERA and CCC projects within the Burwood Red Zone</p> <p>Provide an opportunity to engage with our community in the relocation of our Learn to ride area and pump track.</p>	<p>Staff Assessment</p> <p>The Burwood East Residents Association (BERA) have been advocating for their community since 2011, aiming to bring neighbours together, supporting each other and creating a greater sense of connection and community among residents. In 2023 BERA expanded the size of their boundaries to incorporate more residential properties due to the large amount of redzone land that was included within their original boundaries. They have been consistent in their advocacy for the Red Zone to be activated through strong support and connection to the Donnell Sports Park and various other nearby assets such as the Learn to Ride area, pump track and recreation assets. Funding requested for their easter egg hunt event and for the re-location of the volleyball net into Donnell Park will continue to provide opportunities for local residents to connect with each other and the red-zone in a positive way. This event will also provide a platform for BERA to engage with residents regarding a project to relocate the Pump Track and Learn to ride area from their current location closer to the residential properties and Donnell park, creating a hub for recreation closer to existing assets within the red zone and easier for local families to access.</p> <p>Rationale for staff recommendation</p> <p>The planned volleyball net project and easter event aligns well with the Strengthening Communities Together Strategy by specifically encouraging communities to create and sustain a sense of local identity and ownership.</p> <p>Through creating better spaces for activation and recreation within the Red-Zone as well as proactively seeking local residents input into future projects for the relocation of assets, is providing direct opportunity for them to voice their opinions and help shape future plans for spaces within their community.</p> <p>The easter event will strengthen the connectedness across the community and build a greater sense of neighborliness amongst residents at no cost to users.</p>
--	---

16. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Kawai Rangatahi

Reference Te Tohutoro: 26/558283

Responsible Officer(s) Te
Pou Matua: Rory Crawford, Community Development Advisor

Accountable ELT
Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider an application for funding from its 2025/26 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
DRF25/26_00023_CBL	Kawai Rangatahi	Community Youth Development in Linwood	\$3,875	\$3,875

- 1.2 There is currently a balance of \$49,667 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Kawai Rangatahi Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of \$3,875 from its 2025/26 Discretionary Response Fund to Kāwai Rangatahi Trust towards an LED Screen, Kawai Club programme costs and wages.

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 be an inclusive and equitable city which puts people at the centre. The project also aligns with the Te Haumako Te Whitingia Strengthening Communities Together Strategy.
- 3.2 The recommendations are consistent with the Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
- 3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.

3.3.2 The Fund does not cover:

- Legal or environmental court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
- 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).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.

3.5 The significance level was determined by the number of people affected and/or with an interest.

3.6 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion Kōrerorero


3.7 At the time of writing, the balance of the 2025/26 Discretionary Response Fund is:

Total Budget Current Year	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$93,017	\$43,350	\$49,667	\$45,792

3.8 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.

3.9 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Attachment to report 26 558283 (Title: Decision Matrix - Kawai Rangatahi Discretionary Response Fund)	26/558730	107

Signatories Ngā Kaiwaitohu

Author	Rory Crawford - Community Development Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

WAITAI COASTAL-BURWOOD-LINWOOD DISCRETIONARY RESPONSE FUND 2025/26 DECISION MATRIX

Organisation Name	Project	Request Budget	Staff Recommendation	Priority
<p>Kāwai Rangatahi Trust</p> <p>Application Number: DRF25/26_00023_CBL</p> <p>Physical address 3/142 Ferry Rd, Waltham</p> <p>Funding History (past three years) 2025/26 - \$38,000 - Trust Manager, Youth worker, Resilience Group (Year 3 of 3) - SCF CBL 2024/25 - \$3,500 - Linwood Park Outdoor Movies - DRF CBL 2024/25 - \$38,000 - Trust Manager, Youth worker, Resilience Group (Year 2 of 3) - SCF CBL 2024/25 - \$5,000 - Youth Work at Opawa School - SCF SCH 2023/24 - \$41,394 - Kāwai Rangatahi Mobile Youth Centre - BOF CBL 2023/24 - \$5,000 - Trust Manager, Youth worker, Resilience Group - SCF SCH 2023/24 - \$5,000 - Linwood Youth Development Project - DRF CBL 2023/24 - \$38,000 - Trust Manager, Youth worker, Resilience Group (Year 1 of 3) - SCF CBL</p>	<p>Community Youth Development in Linwood</p> <p>Kawai Rangatahi are seeking funding to expand their Youth Week activations. The Trust are looking to run an Outdoor movie using an LED Screen which would be followed by a Silent disco in Linwood Park for the rangatahi in the Greater Linwood Community. This event is being held in collaboration with YCD.</p>	<p>Total Cost of Project: \$5,875</p> <p>Total Amount Requested: \$3,875</p> <p>Percentage of project requested: 65.97%</p> <p>Contribution sought towards: Silent Disco Equipment - \$425 LED Screen - \$1,250 Kāwai Club Wages - \$700 Kāwai Club programme costs - \$1,500</p> <p>Other sources of funding: Funds on Hand - \$1,000 Tu Manawa Funding - \$1,000</p>	<p>Recommended Amount \$3,875</p> <p>That the Waitai Coastal-Burwood-Linwood Community Board approves a grant of \$3,875 from its 2025/26 Discretionary Response Fund to Kāwai Rangatahi Trust towards an LED Screen, Kawai Club programme costs and wages.</p>	<p>2</p>

<p>CCC Strategy Alignment</p> <p>Strengthening Communities Together Strategy</p> <p>Outcomes that will be achieved through this project</p> <p>1. Strengthened social connectedness and belonging for young people -Young people can continue to build and grow their friendships and connections in safe, youth friendly and fun environments in their community -Ongoing Kāwai Club sessions provide consistency and opportunities for belonging, routine and positive engagements at Eastgate Mall</p> <p>2. Increased Youth Participation and voice in community activities -Youth Week events give rangatahi a platform to actively participate in shaping the activities and vibe of the events. We plan on having some of the DJ students from the YCD program to perform at the event. -Kāwai Club continues to be a space where rangatahi can share ideas, give feedback and take on leadership roles if they wish</p> <p>3. Improved wellbeing through positive and pro-social engagement in the community -Rangatahi can engage in fun, active and creative spaces which provide health alternatives to risky behaviour -Regular engagement and connection with Kāwai Club supports emotional wellbeing, resilience and connection to trusted adults.</p>	<p>Staff Assessment</p> <p>Kawai Rangatahi has been working within the Linwood Rangatahi sector for several years in several different capacities. Running events, programmes and providing youth mentoring at Te Aratai, they are a trusted provider of positive Youth Development in the area. They often look to collaborate with other organisations in the area including YCD, Youth Town and the Bromley Community Centre to deliver community centered events and no charge to the end user. Their successful movie nights at Linwood Park have been running for the last two years and have formed part of a larger project to increase the number of community events in the Linwood Community.</p> <p>These events have proven to be extremely popular with the local community, seeing large turnouts despite mixed weather conditions at several of the events. The Community Board has already provided funding towards this event and additional funding is now being sought to upgrade the screen from an inflatable screen to an LED Screen, to provide better weather resilience for the event to ensure that it can go ahead in less ideal conditions.</p> <p>Their Kawai Club has been a successful programme running from the Linwood Library for the last two years on a Wednesday after school. This provides a regular positive environment for young people to connect with each other in a safe space and participate in a range of activities decided by the Rangatahi themselves, this ranges from arts and crafts, digital creation and music. With Eastgate being an ongoing hub for young people and with some recent negative incidents within the mall, this programme will continue to give rangatahi a safe space to connect with their peers and help boost the positive impact young people can have within the local community.</p> <p>Rationale for staff recommendation</p> <p>-Funding for the screen will provide better weather resilience for the Event enabling it to go ahead in less than perfect conditions. -Provides the opportunity for whanau to access recreational events in the heart of their community at no cost, providing experiences that may otherwise be unaffordable for many. -Ensure the continuation of the Kawai Club and positive youth development outcomes through term 2 and support the ongoing challenges that are present around the Eastgate Mall area relating to Young People.</p>
--	---

17. Waitai Coastal-Burwood-Linwood Community Board Area Report - April 2026

Reference Te Tohutoro: 26/472727

Responsible Officer(s) Te Pou Matua: Christopher Turner-Bullock, Community Governance Manager

Accountable ELT Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.
- 1.2 This report is staff-generated monthly.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. [Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - April 2026.](#)

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
New Brighton Safety Partnership	The New Brighton Safety Partnership received funding to deliver a community information project. The project aims to develop collateral that shares information about the group's role, who is involved, and key contacts for the community so residents know who to reach out to in different situations.	On-going	Safety

3.2 **Community Funding Summary**

3.2.1 For the Board’s Information, a summary is provided (refer **Attachment A**) on the status of the Board’s 2025/26 funding as at 18 March 2026.

3.2.2 **Youth Development Fund**

Board members with the delegation for the Waitai Coastal-Burwood-Linwood Community Board Youth Development Fund (Kim Money, Mihi-Rose Tipene and Paul McMahon) made four decisions under delegation:

- A grant of \$400 to Lea Newman to represent New Zealand at the Futures Cup in Thailand.
- A grant of \$750 split evenly amongst 5 students from Shirley Boys High School to attend the Waka Ama Nationals in Rotorua.
- A grant of \$180 to Mina Tana to travel to Whangārei to participate in the Māori Netball Oranga Healthy Lifestyles National Tournament.
- A grant of \$300 to Noah Baxter to compete at the Tasman Cup Softball Tournament in Australia.

3.2.3 **Estuary Fest 2026**

Estuary Fest was held in South New Brighton, celebrating the Ihutai/Avon-Heathcote Estuary and bringing the community together to learn more about the local environment. The free, family friendly event featured interactive education stalls, live music, food and coffee vendors, and a range of activities for all ages, providing an opportunity for residents to connect with local organisations and the estuary.

This was the first year the event was held in South New Brighton, and it was supported through the Community Board’s Discretionary Response Fund.



3.2.4 Parklands Market Day

Queenspark Community Trust hosted another market day at the Parklands Baptist Church in the car park. There were lots of market stalls, food vendors and activities for the whole family.

3.2.5 Southshore Community Picnic

The Southshore Community Picnic was held on Saturday 7 March from 11am to 2pm, bringing together local residents for a day of family fun and celebration. The event featured live music, face painting, a coffee stall, and real fruit ice cream, with a BBQ available and attendees encouraged to bring their own picnic food. Residents were invited to bring blankets, chairs, and sun protection to enjoy the outdoor gathering.

3.2.6 Eastern Community Sport and Recreation Open Day

A club open day was held at the Eastern Canopy on Sunday 15 February. The clubs involved on the day providing have a go activity were New Brighton Rugby, New Brighton Netball, South Brighton Tennis Club, New Brighton Olympic, Christchurch Archery Club, New Brighton Cricket, and PCU. There was also a sausage sizzle and smoothie bike for the whole family to enjoy.



3.2.7 **Bromley Fair**

The Bromley Community Centre held their Annual Bromley Fair Event on Saturday 21 February. The event boasted a full line up of free family friendly activities and entertainment ranging from face painters to bouncy castles. The event had one of the largest turnouts yet with a great show of support for this key event on the local community’s calendar.



3.2.8 **House of Hoopz Linwood**

The Linwood Stop on the house of Hoopz series was held at Linwood Park on Sunday 1 March. Despite changeable weather on the day YCD decided to avoid postponement and go ahead with the event. They had six teams entering to compete for qualification for the Citywide finals on 12 April 2026 in New Brighton.



3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

- **Sea Signals Festival**

A new mural has been installed at 2 Brighton Mall in New Brighton as part of the Sea Signals Festival 2026. Created by artist Chile in collaboration with oceanographer Dr Joyce Yager, the artwork tells the story of the longfin tuna (eel) of Aotearoa and its remarkable final migration from freshwater rivers, lakes and wetlands to deep ocean breeding grounds in the Pacific.

The mural depicts the tuna travelling through the ocean’s ‘twilight zone’ during this journey, turning back toward the surface to acknowledge the human world above. The work highlights the connection between land, freshwater and the ocean, and encourages reflection on the importance of protecting waterways and the ecosystems that depend on them.



- **Avon Park Opening Event**

Local staff have been working with the Year 6 student leaders from Whitau School and the Avon-Ōtākaro Network to plan an opening celebration event titled **Whānau Fun Day on Sunday 17 May at Avon Park from 1.00-3.30pm**. The Tamariki are helping to select the event activities which will appeal to their peers and the extended whānau and community around Avon Park who will be invited to attend the celebration.

- **Youth Talent Quest at the Village Green**

A Youth Talent Quest was held on Saturday 14 March at the Village Green, Te Hiato Kuaka in New Brighton. The free event provided an opportunity for young people aged approximately 12 to 24 to showcase their talents in front of a live audience. Performances included a wide range of acts such as singing, dance, instruments, comedy, cultural performances and other creative talents.

The event aimed to encourage youth participation and creativity while providing a supportive platform for young performers to gain experience on stage. Participants had the opportunity to win prizes and vouchers, with organisers welcoming both solo and group acts from diverse backgrounds.



- **The Walking Festival 2026**

Walk, explore, discover from Saturday 28 March through to Sunday 19 April! The Walking Festival returns for 2026 with more than thirty walks across Waitaha. Whether you're after breathtaking views, history, nature experiences, or family-friendly fun, there's a walk for you. The favourites are returning such as Gruffalo walk on Monday 13 April and Dallington Reflections of the Past on Sunday 5 April 2026.

New in the Waitai area is the Bromley to Linwood Play Trail on Wednesday 15 and Friday 17 April, whānau meet at Bromley Community Centre and can start anytime between 9.30am to midday to explore and play along the way heading to Linwood Park. For more information about this walk or other walks part of the Walking Festival go to ccc.govt.nz/walkingfestival or the Facebook page [chchwalkingfestival](https://www.facebook.com/chchwalkingfestival).

- **Tima Adapted Sport and Recreation**

There is a new programme in the Aranui community facilitated by TĪMA Adapted Sport and Recreation Programme, details in the flyer below.



3.3.2 **Council Engagement and Consultation.**

- The Waitai Coastal-Burwood-Linwood Community Board Submissions Committee held a meeting on Monday 16 March 2026. Presented for record purposes (refer **Attachment B**) are the Board’s Submissions Committee Minutes and Submission to the Council on the Draft Annual Plan 2026/27 and the Reserve Bank of New Zealand’s Access to Cash Survey.

Topic	Date	Link
Plan Change 23 – Whisper Creek Residential	Open for feedback until Thursday 19 June 2025	https://letstalk.ccc.govt.nz/PC23

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori









4.1 Customer Service Request/Hybris Report

For the Board's information, attached is a copy of the February 2026 Hybris Reports (refer **Attachment C**).

4.2 Graffiti Snapshot

For the Board's information, attached is a copy of the February 2026 Graffiti Snapshot (refer **Attachment D**).

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Waitai Coastal-Burwood-Linwood 2025/26 Community Board Funding Update as at 18 March 2026	26/557894	117
B  	Waitai Coastal-Burwood-Linwood Community Board Submissions Committee 16 March 2026 Minutes and Submissions	26/563129	120
C  	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report February 2026	26/488778	135
D  	Waitai Coastal-Burwood-Linwood Community Board - February 2026 Graffiti Snapshot	26/488759	136

Signatories Ngā Kaiwaitohu

Authors	Cindy Sheppard - Community Board Advisor Rory Crawford - Community Development Advisor Sam Savage - Community Development Advisor Tim Samson - Support Officer Jacqui Miller - Community Development Advisor Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Bromley School - Outdoor Volleyball Space	(\$5,295.00)	10.03.2025
Christchurch City Council – Facilities and Property Unit - Woolston Memorial Board Restoration	(\$8,256.00)	07.04.2025
EnviroHub Trust - Stormwater Superhero Trailer	(\$14,000.00)	12.05.2025
New Brighton Community Garden Kitchen Upgrade	(\$14,000.00)	08.09.2025
Sustain South Brighton Common Ground Consent Project	(\$11,500.00)	08.09.2025
Better Off Fund Balance	\$33,993.00	



Waitai
Waitai Coastal-Burwood-Linwood Community Board
Submissions Committee
OPEN MINUTES

Date: Monday 16 March 2026
Time: 3.01pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

Present
Chairperson Paul McMahon
Members Greg Mitchell
Kim Money
Jackie Simons
Mihi-Rose Tipene

Principal Advisor
Chris Turner-Bullock
Manager Community Governance
Tel: 941 8233
christopher.turner@ccc.govt.nz

Meeting Advisor
Cindy Sheppard
Community Board Advisor
Tel: 941 6547
cindy.sheppard@ccc.govt.nz
Website: www.ccc.govt.nz

To watch meetings, live, or previous recordings, go to:
<https://www.youtube.com/@waitaicoastal-burwood-linw3626/streams>
To view copies of Agendas and Minutes, go to:
<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



Waitai Coastal-Burwood-Linwood Community Board
Submissions Committee
16 March 2026

Christchurch
City Council 

-
- Part A Matters Requiring a Council Decision
Part B Reports for Information
Part C Decisions Under Delegation
-

Karakia Tīmatanga

The agenda was dealt with in the following order. Where no voting record is shown, the item was carried unanimously by those present.

1. Apologies Ngā Whakapāha

Committee Resolved WCCBS/2026/00001

That the apologies from Alex Hewison for absence and Jackie Simons for lateness, be accepted.

Kim Money/Greg Mitchell

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

Suspension of Standing Orders

Committee Resolved WCCBS/2026/00002

That Standing Orders be temporarily suspended to enable debate to proceed freely regarding the Draft Annual Plan 2026/27 and Reserve Bank of New Zealand Proposal – Access to Cash Survey, items 3 and 4 on the agenda.

Greg Mitchell/Mihi-Rose Tipene

Carried

Jackie Simons arrived at 3.49pm during consideration of item 4.

Resumption of Standing Orders

Committee Resolved WCCBS/2026/00003

That the Standing Orders set aside above, be resumed.

Greg Mitchell/Mihi-Rose Tipene

Carried

Waitai Coastal-Burwood-Linwood Community Board
Submissions Committee
16 March 2026

Christchurch
City Council 

3. Draft Annual Plan 2026/27 - Board Submission

Committee Resolved WCCBS/2026/00004 Original Officer Recommendation accepted without change

That the Waitai Coastal-Burwood-Linwood Community Board Submissions Committee:

1. Receives the information in the Draft Annual Plan 2026/27 - Board Submission Report.
2. Prepares a submission on behalf of the Board on the Draft Annual Plan 2026/27.
3. Notes that given the consultation timetable, the Submissions Committee will exercise its delegated authority to complete and lodge a submission on behalf of the Board.

Greg Mitchell/Kim Money

Carried

Attachments

- A Waitai Coastal-Burwood-Linwood Community Board Draft Annual Plan 2026-27 Board Submission

4. Reserve Bank of New Zealand Proposal - Access to Cash Survey

Committee Resolved WCCBS/2026/00005 Original Officer Recommendation accepted without change

That the Waitai Coastal-Burwood-Linwood Community Board Submissions Committee:

1. Receives the information in the Reserve Bank of New Zealand Proposal - Access to Cash Survey Report.
2. Prepares a submission on behalf of the Board on the Reserve Bank of New Zealand's Proposal to keeping cash local (Access to Cash Survey).
3. Notes that given the consultation timetable, the Submissions Committee will exercise its delegated authority to complete and lodge a submission on behalf of the Board.

Greg Mitchell/Kim Money

Carried

Attachments

- A Waitai Coastal-Burwood-Linwood Community Board RBNZ Board Submission

Karakia Whakamutunga

Meeting concluded at 3.57pm.

CONFIRMED THIS 16th DAY OF March 2026



PAUL MCMAHON
CHAIRPERSON



Waitai
Waitai Coastal-Burwood-Linwood Community Board
Submissions Committee
MINUTES ATTACHMENTS

Date: Monday 16 March 2026
Time: 3.01pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

TABLE OF CONTENTS NGĀ IHIRANGI		PAGE
3. Draft Annual Plan 2026/27 - Board Submission		
A. Waitai Coastal-Burwood-Linwood Community Board Draft Annual Plan 2026-27 Board Submission		3
4. Reserve Bank of New Zealand Proposal - Access to Cash Survey		
A. Waitai Coastal-Burwood-Linwood Community Board RBNZ Board Submission		10

Waitai Coastal-Burwood-Linwood Community Board
Submissions Committee
16 March 2026

Christchurch
City Council 

Waitai Coastal-Burwood-Linwood Community Board Submissions
Committee
16 March 2026

SUBMISSION TO: Christchurch City Council
ON: Draft Annual Plan 2026/27
BY: Waitai Coastal-Burwood-Linwood Community Board
CONTACT: Paul McMahon
Chairperson, Submissions Committee
C/- PO Box 73023
CHRISTCHURCH 8154
021 184 1072
paul.mcmahon@ccc.govt.nz

1. INTRODUCTION

The Waitai Coastal-Burwood-Linwood Community Board appreciates the opportunity to make a submission to the Christchurch City Council on the Draft Annual Plan 2026/27.

The Board wishes to be heard in support of this submission.

2. SUBMISSION

Rates

Do you support our proposed average rates increase of 7.96% across all ratepayers (which is higher than the 5.80% signalled in the Long Term Plan 2024-34) and an average residential rates increase of 7.4%?

- Yes

Do you have any comments on the proposed average rates increase?

The rates increase is necessary to fund the services and projects that the public wants and needs. The Board wishes to highlight the risk placed to all of these things if a rates cap was imposed by central government, noting that increased user-pays would disproportionately affect low-income communities like those we disproportionately represent, noting further that local government needs additional revenue-raising tools as identified by many reports over many years (e.g. 'the Shand Report' 2007, Productivity Commission 2019).

However, the Board is concerned that households in Waitai, a Board Area with a higher proportion of renters, fixed-income residents, and lower-income households who cannot access the rates rebate or postponement schemes, will bear a disproportionate share of these structural pressures with limited ability to absorb them.

In particular, lower-income renters cannot access the rates rebate or postponement schemes available to owner-occupiers, yet they bear rate increases through higher rents. The Board encourages the Council to consider how existing relief mechanisms can be better promoted to eligible residents and to develop a medium-term strategy for managing cost growth without concentrating the burden on lower-income communities. For instance, a reduction or abolition of the UAGC (per Shand Report) would shift some of the burden towards people who are most able to afford the increase.

General rate business differential

We're proposing to lower the business rates differential from 2022 to 2.00 to keep the overall share of rates paid by business and residential ratepayers consistent despite business property valuations rising more than residential in the 2025 revaluation.

Do you support our proposal to lower the differential paid by business property owners from 2022 to 2.00 to keep the current overall proportion of rates paid by business and residential ratepayers the same?

- o No

Do you have any comments about our proposed changes to the business rates differential?
The principle should be that increasing capital value, reflecting increased wealth for the property owner, increase the rates burden: this the fairest way to levy rates in the absence of other mechanisms.

Fees and charges

We're proposing some changes to our fees and charges in our Draft Annual Plan. While some fees will remain unchanged, to help avoid creating barriers for residents, others will be adjusted inline with the rising cost of providing services.

Do you have any comments on our proposed changes to fees and charges?
The Board is conscious that residents in the Waitai Area include a higher-than-average proportion of lower-income households. While we support the Council's stated intention to hold fees stable where increases would create barriers to service access, we ask that this principle be applied consistently to community facilities (e.g. libraries, recreation centres, and parks) that are especially important to our communities.

To what extent do you agree or disagree that services should be funded by the service users, as opposed to all ratepayers?

- o Neutral

If Strongly agree or Agree: which services do you think should be funded by charging service users?

In general, services should be funded in such a way they are affordable to people on modest incomes. Premium and commercial service charges should be increased.

The Climate Resilience Fund

Our Draft Annual Plan proposes continuing to fund the Climate Resilience Fund by maintaining the 0.25% rates increase from July 2025 and applying an additional 0.25% increase each year of the Long Term Plan. Alternatively, we could pause the planned 0.25% rates increase for 2026/27 and resume contributions to the fund from 2027/28.

Which option do you support for the Climate Resilience Fund?

- o Continue with the planned 0.25% rates increase in 2026/27, and apply an additional 0.25% each year of the Long Term Plan.

Do you have any comments about the options for the Climate Resilience Fund?
The Board supports paying into the fund now because the long-term costs of adaptation will be immense – this fund is a prudent measure.

Trim: 26/558202

Contestable community grants

Our Draft Annual Plan proposes to provide \$7.12 million in funding for contestable community grants in 2026/27. Alternatively, we could reduce the amount available in some contestable grant schemes by 5%, saving \$356,100 in 2026/27 and lowering the rates increase by 0.04%.

Which option do you support for contestable community grants?

- Provide \$7.12 million in funding for contestable community grants in 2026/27, as planned.

Do you have any comments about the options for contestable community grants in 2026/27? The return on investment for community grants is immense and the downstream costs of reducing funding would ultimately be borne by the ratepayer and taxpayer anyway.

The Environmental Partnership Fund

Our Draft Annual Plan proposes to increase the Environmental Partnership Fund by \$300,000. Alternatively, we could retain funding at the current \$700,000 per year, and reduce rates by 0.04% in 2026/27.

Which option do you support for the Environmental Partnership Fund?

- Proceed with the planned \$300,000 increase to the Environmental Partnership Fund.

Do you have any comments about the option for the Environmental Partnership Fund? These kinds of environmental projects benefit everyone and also build community.

Capital programme

Capital spending is the money we put towards physical infrastructure projects, such as roading and three waters (drinking water, wastewater, stormwater) improvements, new community facilities like our libraries and recreation and sports centres, and upgrades to parks and reserves.

Our Draft Annual Plan proposes investing \$598.9 million in capital projects in 2026/27. It focuses on water, transport, parks, facilities, and climate adaptation, while refining project timing to ensure the programme is realistic, deliverable, and cost-effective.

Do you have any comments on the proposed changes to our spending on transport (e.g. roads, footpaths, cycleways)?

The Board notes the deferral of \$4.3 million from the Pages Road Bridge renewal budget, and asks the Council to confirm a firm delivery schedule for this project.

We also note that funding for major cycleway projects serving the eastern suburbs remain unchanged. We support both the Ōtākaro Avon and Ōpāwaho River MCR projects' planning phases being funded in this fiscal year.

The Board strongly supports active travel investment in our area and asks that these deferrals do not compound into further delays in future Plans. We note the transfer of \$7 million from chipseal reseals to asphalt reseals and road rehabilitation, which we are not sure is the best use of money. While asphalt is nicer and more popular, it may not always be cheaper overall. The Board encourages the Council to investigate other options such as EnviroShield.

Trim: 26/558202

The Board would encourage that the best materials for the money spent over the lifetime of the surface be used.

Do you have any comments on the proposed changes to our spending on three waters (e.g. drinking water, wastewater, stormwater)?

There is a long list of Three Waters capital projects being deferred in the Waitai Area:

- Northeast Relief ANZAC Renewal
- South New Brighton and Southshore Estuary Edge Flood Mitigation
- Waikākāriki Horseshoe Lake Outlet Renewal (New Brighton Road)
- Pump Station 11 Randolph MEICA Renewals
- Bamford Street Odour Treatment
- Tanner Pumpstation
- Kerrs Road Pumpstation
- Richardson Terrace first flush filter renewal
- Treatment renewals (flood protection)

The Board seeks clarity regarding the reasons for the deferral/rephasing of each of these projects and notes that flooding is one of the top concerns of people who live in the Waitai Area. The Board also reminds the Council that insurance coverage is lower among residents with lower incomes, so has a duty of care to ensure the investment in flood mitigation works in such areas is prioritised.

Our communities are disproportionately impacted by the reduction in the capital programme and by the effects of flooding and poor air quality, which affect wellbeing, and the Board wishes decisions on rephasing and deferral consider these effects.

The Board seeks clarity on what the reason for bringing forward the Selwyn Street Pump Station is when it is such a high proportion of the Three Waters capital spend.

The Board also wants to see the stormwater ocean outfall pipes into Pegasus Bay renewed and extended but we have been unable to find mention of this in the plan.

Do you have any comments on the proposed changes to our spending on parks?

The Board is pleased that local play space renewals and Linwood Park improvements appear largely retained in the programme. We ask the Council to maintain its commitment to park upgrades in the Waitai area, which serves a higher-than-average proportion of children and families with limited access to private recreational space.

Do you have any comments on the proposed changes to our spending in other areas of the capital programme?

The Board notes that the Burwood Closed Landfill Remediation (\$1.06 million) has been deferred from 2026/27 to 2032/33. We ask the Council to clarify the revised remediation timeline and confirm there are no environmental or public health risks arising from this deferral.

We note this also means a delay in the capture of the landfill gas and the corresponding reduction in emissions and question the wisdom of cancelling renewal of the gas plant.

Trim: 26/558202

Attachment A Item 3

Attachment B Item 17

Waitai Coastal-Burwood-Linwood Community Board Submissions
Committee
16 March 2026



Attachment A Item 3
Attachment B Item 17

The Board does not think it is acceptable to continue to delay the Bexley Landfill Remediation, at some point this will come back to bite the Council and the community. We seek an assurance that the project will begin in earnest in FY 27/28.

We also note that the organics processing facility allocation has been converted from a capital project to a capital grant; we support this restructuring where it reduces long-term costs to ratepayers.

Potential disposal of Council-owned properties

We're proposing to sell a small number of properties that we've found no longer serve their original purpose. Any properties confirmed as surplus would be sold through transparent, market-value processes in line with the Council policy.

Do you support the Council selling these properties?

- o In part

Do you have any comments about selling these properties? Or are there any you'd like the Council to retain and if so, why?

The Board asks that before either of the properties (59 Farnborough Street, Aranui and 13 Mundys Road, Dallington) in the Waitai area are sold, the Council consults with the Community Board on potential community or social housing use for those sites. We also request the Council consults specifically with OCHT and Kainga Ora.

Restoring our iconic buildings

We want your views on investing in the restoration of four 'iconic' buildings – Christ Church Cathedral, Canterbury Museum, Canterbury Provincial Chambers and Te Matatiki Toi Ora The Arts Centre. We estimate that the total funding gap between the estimated restoration costs and the funds committed from all sources is around \$290 million. Closing this gap would require funding from multiple sources, including central government. Any contribution the Council makes would also have an impact on rates increases.

How important is completing the restoration of these four heritage buildings to Christchurch's future?

- Somewhat important – would add value, but only after higher priority projects

Do you have any comments about the Council investing in the restoration of these buildings?

The Board cautions against committing rates funding to these restorations without first securing significant central government and private contributions. Our area contains communities facing genuine financial hardship; any rates increase to fund heritage restoration in the city centre must be weighed against unmet infrastructure and service needs in higher-deprivation areas like ours.

Anything else?

Is there anything else that you would like to tell us about the direction of the Draft Annual Plan or our proposed changes to spending in 2026/27?

The Board notes that while the draft plan's inflation assumptions of 3.1% (operational) and 3.4% (capital) are broadly consistent with the December 2025 annual CPI of 3.1%, the headline household rates increase of 7.40% (\$6.06/week) is more than double those assumptions.

Trim: 26/558202

The gap appears to reflect structural cost drivers including debt servicing on a projected \$2.89B gross debt position, LTP-committed depreciation and infrastructure investment, and an operating cost overrun of \$56.4M above LTP projections: i.e. the structural cost drivers mean rates are going to keep rising.

The Board requests that Council provide a clearer disaggregation of the rates increase into its component causes (e.g. debt servicing, inflation, new investment, operating overruns) in future consultation documents, to enable communities to meaningfully engage with the trade-offs involved. We would also like increased visibility of programme-level budgets, an ongoing request of elected members that should be available for LTP deliberations.

The Board accepts that rephasing is a legitimate tool for managing an overall capital programme that remains \$86.7M below LTP. However, it notes that deferral creates a growing tail of deferred work that will need to be absorbed in later years, at higher construction costs, within an already-constrained borrowing envelope. Projects deferred once are at greater risk of being deferred again.

Several of the deferred Waitai projects relate to flood mitigation and estuary edge erosion, infrastructure with direct public safety implications for low-lying coastal communities, and the Board requests that the Council clarifies what the criteria have been used to decide on delaying capital works in this context.

The Board wishes to see stronger enforcement action which will require increased funding of dog control and freedom camping related services.

The Board would like Council support for key projects in the Board area that have been identified through the Board Plan process:

- Reutilisation of the Smith Street Service Centre
- Support a new Marshland Community Centre
- Burwood/Mairehau Roads intersection improvements
- Pages Road Bridge (non-funded ancillary works) and key transport links
- Wainoni Park lighting upgrades
- Rawhiti School minor safety improvements
- Completion of the New Brighton Masterplan (including necessary land acquisition)
- North Beach Carpark and Freedom Camping

And,

- Projects on the Draft Community Board Plan Watchlist:
 - Southshore Estuary Edge Project
 - Pages Road Bridge
 - Bromley Roads Project
 - QEII Park Development
 - Bexley Park Development
 - Linwood Park Changing Facility
 - Wyon and Hulbert Street Renewal
 - Hay Street Renewal – Linwood North to McGregor’s Rd.

In addition, the Board requests:

- Cost-pressure increase for the minor safety improvements budget.
- Ongoing funding to operationalise Weaving the East (e.g. staff resourcing).

Trim: 26/558202

Waitai Coastal-Burwood-Linwood Community Board Submissions
Committee
16 March 2026



The Board would like the Council to ensure that there is enough funding on budget to continue the ongoing community wellbeing response and support following the Wastewater Treatment Plant fire and stench.

Finally, we would like to reiterate that the wellbeing of residents should be the top priority of the Council in considering how decisions are made and money is spent.



Paul McMahon
Chairperson, Submissions Committee
WAITAI COASTAL-BURWOOD-LINWOOD COMMUNITY BOARD

16 March 2026

Attachment A Item 3

Attachment B Item 17

Trim: 26/558202

Waitai Coastal-Burwood-Linwood Community Board Submissions
Committee
16 March 2026

SUBMISSION TO: Reserve Bank of New Zealand
ON: Access to Cash Survey
BY: Waitai Coastal-Burwood-Linwood Community Board
CONTACT: Paul McMahon
Chairperson, Submissions Committee
C/- PO Box 73023
CHRISTCHURCH 8154
021 184 1072
paul.mcmahon@ccc.govt.nz

1. INTRODUCTION

The Waitai Coastal-Burwood-Linwood Community Board appreciates the opportunity to make a submission to the Reserve Bank of New Zealand on the Access to Cash Survey.

2. SUBMISSION

1. On a scale of 1 to 5, how satisfied are you with the level of cash services in your district?
 - o 1 – Very dissatisfied (the services are poor)
2. On a scale of 1 to 5, how satisfied are you with the level of cash services in New Zealand?
 - o 1 – Very dissatisfied (the services are poor)
3. How important are each of these features of a cash service?
 - o 1 – Not at all important
 - o 2 – Slightly important
 - o 3 – Neutral
 - o 4 – Moderately important
 - o 5 – Very important

 - o How far you need to travel to use the service (1 – 5): 4
 - o How long you have to wait in a queue (1-5): 3
 - o It's free to use (1-5): 5
 - o Having staff on hand to assist you (1-5): 3
 - o Being able to use the service during business hours (1-5): 5
 - o Being able to use the service outside business hours, including weekends and public holidays (1-5): 5

Are there any other features that are important to you?
Being FREE to use and in sensible, safe locations are key.
4. On a scale of 1 to 5, how much do you agree that New Zealand needs a cash services standard?
 - o 5 – Strongly agree

Attachment A Item 4
Attachment B Item 17

Waitai Coastal-Burwood-Linwood Community Board Submissions
Committee
16 March 2026

5. Do you agree that most people (95%) living in rural areas should only have to travel up to 15km (or up to 30km if living outside rural settlements) to access cash services?
 - o 5 – Strongly agree

6. Do you agree that most people (95%) living in urban areas (cities and towns of 1000 or more people) should only have to travel up to 3 km to access cash services?
 - o 5 – Strongly agree

7. Do you support our proposal of having 2.5 cash service sites for every 10,000 people?
 - o 5 – Strongly agree

8. Do you think people and businesses in your district will have enough access to cash services under this proposal?
 - o Don't know

Please explain why you gave that rating.
We think this would be much better than the status quo.

9. Do you think people and businesses across New Zealand will have enough access to cash services under this proposal?
 - o Don't know

Please explain why you gave that rating.
We think this would be much better than the status quo.

10. Should there be different rules for some rural settlements, towns or parts of a city? For example, should busy tourist towns have more cash services than what we are proposing in our standard.
 - o Don't know

11. What factors should we think about when deciding whether a rural settlement, town, or part of a city needs a different level of cash service than the usual standard?
 - o How many people live in the rural settlement, town or part of the city
 - o How many people live in the wider area
 - o How many businesses operate in the community
 - o How far it is to the next town with cash services
 - o How important tourism is to the local economy
 - o Community characteristics (for example: average age, income, or ethnicity)
 - o How much it costs to provide the service there
 - o There shouldn't be any exceptions

12. Is there anything else you'd like to share about cash in New Zealand?

This is a timely proposal and the abandoning of communities by the big banks is disgraceful. The Board thanks the Reserve Bank for considering taking action.

Trim: 26/558289

Attachment A Item 4
Attachment B Item 17

Waitai Coastal-Burwood-Linwood Community Board Submissions
Committee
16 March 2026

13. How would you describe where you currently live?
- Urban area in a city



Paul McMahon
Chairperson, Submissions Committee
WAITAI COASTAL-BURWOOD-LINWOOD COMMUNITY BOARD

16 March 2026

Attachment A Item 4
Attachment B Item 17

Trim: 26/558289

Ticket Report

01 02 2026 - 28 02 2026

Filter by Ward

Coastal-Burwood-Linwood

Filter by month

2026 (Year) + February (Month)

3786

Reported Tickets last month

89.96%

Resolved within SLA

Status as of Report Date

Closed/Resolved

67.54%

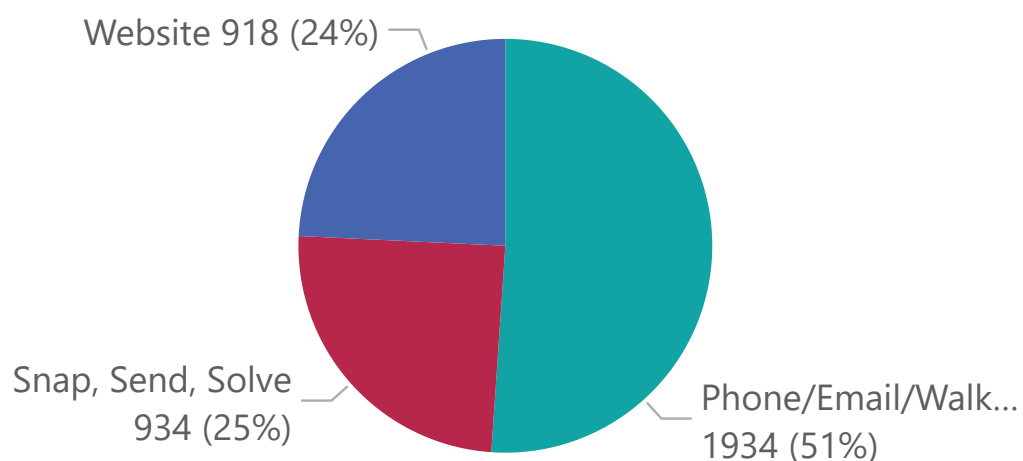
Open

30.40%

Programmed Work

2.06%

Channels



Top 10 Incident Categories

Burwood Coastal Linwood



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
306	Litter	-81
296	Damaged Bin	2
283	Graffiti - Fence, building or structure	-60
279	Bin Not Collected	13
253	Water Leak	11
161	Dog Administration	134
146	Residential LIM	31
126	Trees	-46
116	Dog Registration	44
109	Residential Property Files	2

Report date:
02 Mar 2026

GRAFFITI SNAPSHOT February 2026

Ward and Suburb Insights

1491
Total Reports

Ward Reporting

These statistics exclude non-CCC utility cabinets and include graffiti incidents that may have been reported more than once

Ward	Graffiti reported February 2026	Graffiti reported January 2026	% Monthly Change
Central	563	862	-35%
Heathcote	174	314	-45%
Linwood	149	222	-33%
Burwood	126	149	-15%
Coastal	92	145	-37%
Innes	78	99	-21%
Spreydon	60	142	-58%
Cashmere	54	56	-4%
Riccarton	50	141	-65%
Papanui	42	59	-29%
Banks Peninsula	33	104	-68%
Fendalton	21	27	-22%
Harewood	19	69	-72%
Hornby	15	33	-55%
Halswell	11	24	-54%
Waimairi	4	12	-67%
Total	1491	2458	-39%

Monthly Draw Winner:



3810
(Council & Public Property)

Ward Removal

Graffiti removed

Ward	Graffiti cleaned mtrs2 February 2026	Graffiti cleaned mtrs2 January 2026
Central	898	845
Linwood	767	406
Heathcote	687	732
Coastal	413	276
Spreydon	361	311
Burwood	155	217
Harewood	113	320
Hornby	95	131
Innes	80	140
Papanui	75	66
Banks Peninsula	45	65
Halswell	41	14
Cashmere	32	57
Riccarton	29	84
Fendalton	17	18
Waimairi	5	3
Total	3810	3684

Reporting Hot Spots

Streets/Locations with the most reported graffiti
(Excluding non- CCC Utility cabinets)

Suburb	Reports made February 2026	Reports made January 2026
Central City	465	623
Sydenham	120	180
New Brighton	64	113
St Albans	64	64
Woolston	62	84
Linwood	58	110
Wainoni	49	50
Addington	42	133
Shirley	38	33
Waltham	35	83
Avonside	32	20
North Linwood	31	38
Lyttelton	30	93
Upper Riccarton	28	32
Papanui	26	33
Opawa	20	36
Richmond	20	70
Dallington	19	12
Phillipstown	17	44
South New Brighton	16	9
Avondale	13	12

Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned Graffiti sqm
Washington Way Reserve	336
Christchurch Southern Motorway, Christchurch Southern to Christchurch Southern	150
Cumnor Terrace, Marshall to Garlands	144
Thomson Park	132
Cumnor Terrace, Radley to Tavender	126
Linwood Park	102
Validation Park	90
Rail Corridor, Lyttelton Line between Richardson and Ensors	84
Tralee Reserve	84
Brougham Street, Ensors to Opawa	80
Bridge Street, Cromer to Breezes	72
Wycola Park	72
Ferry Road, Barbadoes to Fitzgerald	66
Margaret Mahy Family Playground	66
South New Brighton Park	59
Brougham Street, Opawa to Ensors	56
Moorhouse Avenue, Blenheim to Hagley	55
Wordsworth Street, Buchan to Hawdon	54
Tuam Street, Mata to Manchester	46
Garlands Road, Tanner to Maunsell	45
Tuam Street	42
Colombo Street	36
Worcester Street, Stanmore to England	34
Cathedral Square, Worcester to Colombo	32
Seaview Road, Shaw to Fenners	29

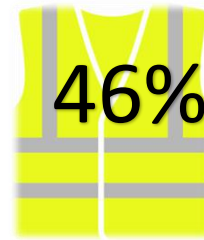
GRAFFITI SNAPSHOT February 2026

Further Insights

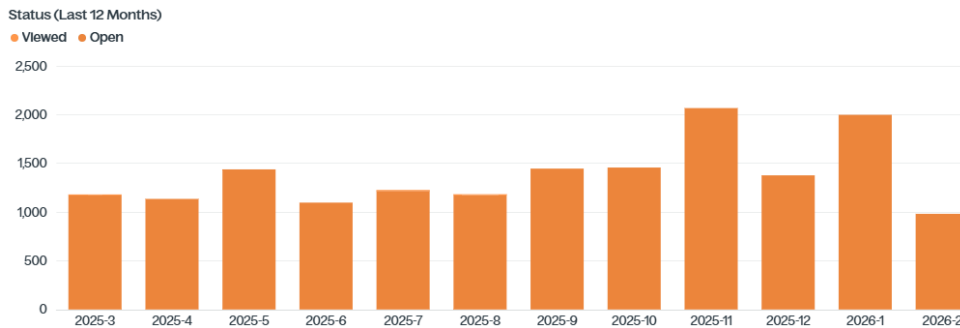
January Reports

Reporter Type	Reports made February
Non Volunteer	806
Individual Volunteer	581
Friend Volunteer	73
Group Volunteer	31
Total	1491

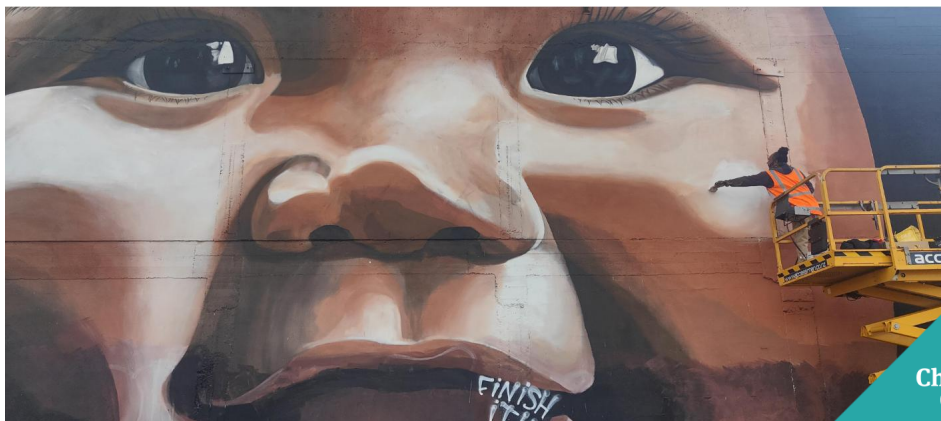
% of Reports made by Volunteers



Direct reports to Snap send Solve



Artist Richard "Pops" Baker - Painted in collaboration with Chile One, this work of a smiling infant's face is a refresh of the Manchester Street wall that has held a number of murals and graffiti artworks over its recent history. Completed over an extended period, the mural's title is a reference to the work never really being complete. The cropped composition providing an immediacy of impact as we can't help but giggle along with the cherubic subject.



18. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.

Karakia Whakamutunga

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

Actions Register Ngā Mahinga

When decisions are made at meetings, these are assigned to staff as **actions** to implement. The following lists detail any actions from this meeting that were:

- Open at the time the agenda was generated.
- Closed since the last ordinary meeting agenda was generated.

Open Actions Ngā Mahinga Tuwhera

REPORT TITLE/AGENDA SECTION	MEETING DATE	ACTION DUE DATE	UNIT	TEAM
Public Forum - Shirley Sports Club	8 December 2025	9 March 2026	Parks	Community Parks
South New Brighton Park development- design approval	8 September 2025	27 March 2026	Parks	Parks & Recreation Planning
Cypress Garden/Bromley Old School Reserves - park improvements and renewals	8 September 2025	31 March 2026	Parks	Parks & Recreation Planning
Grant of Electricity Easement over Linwood Park	11 August 2025	31 March 2026	F&P Unit	Property Consultancy
Broadpark Road - Considerations for Extension of Overnight Parking Restrictions	9 February 2026	11 May 2026	CS&P	CS&P - Governance (Coa-Bur-Lin)
Buckleys Road/Kerrs Road Intersection Improvements	9 February 2026	11 May 2026	Transport & Waste	Traffic Operations
Buckleys Road/Russell Street Intersection Improvements	9 February 2026	11 May 2026	Transport & Waste	Traffic Operations
Marine Parade - Parking Bay Resolution Adjustments	9 February 2026	11 May 2026	Transport & Waste	Project Management
New Brighton Rugby Football Club- variation to lease	9 February 2026	11 May 2026	F&P Unit	Property Consultancy
North Beach Surf Life Saving Club- approval for new build and lease	11 August 2025	20 May 2026	F&P Unit	Property Consultancy
Correspondence	9 March 2026	8 June 2026	Transport & Waste	Traffic Operations
Porthills Paragliding Schools- proposed new licences	9 March 2026	8 June 2026	F&P Unit	Property Consultancy
67989 Improving Bromley's Roads - Scheme Design for Approval and Approval to Proceed with Detail Design and Construction	9 December 2024	30 June 2026	Transport & Waste	Project Management
Public Forum - James Ridpath - Rawhiti Domain Play Equipment	10 June 2024	30 June 2026	Parks	Parks & Recreation Planning
New Brighton Community Gardens - proposed new lease	10 March 2025	12 December 2026	F&P Unit	Property Consultancy

Actions Closed Since the Last Meeting Ngā Mahinga kua Tutuki nō Tērā Hui

REPORT TITLE/AGENDA SECTION	MEETING DATE	DUE DATE	ACTION CLOSURE DATE	UNIT	TEAM
Grant an Easement over Birkdale Reserve	6 November 2023	2 April 2026	24 March 2026	F&P Unit	Property Consultancy
Chelsea Street Renewal - Linwood Woolston CRAF	11 August 2025	28 February 2026	3 March 2026	Transport & Waste	Project Management
Burwood & Mairehau intersection improvements	8 December 2025	9 March 2026	3 March 2026	Professional & Technical Services	Professional & Technical Services
Burwood & Mairehau intersection improvements	8 December 2025	9 March 2026	25 March 2026	Transport & Waste	Project Management
Coastal Spirit Football Club New Build Application, Linfield Park	9 February 2026	11 May 2026	6 March 2026	F&P Unit	Property Consultancy
North Beach parking restrictions	9 March 2026	8 June 2026	10 March 2026	Transport & Waste	Traffic Operations
Wainoni Park Landscape Plan	9 March 2026	8 June 2026	11 March 2026	Parks	Botanic and Garden Parks
Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations	9 March 2026	8 June 2026	18 March 2026	CS&P	CS&P - Governance (Coa-Bur-Lin)
Waitai Coastal-Burwood-Linwood Community Board Area Report - March 2026	9 March 2026	8 June 2026	12 March 2026	TW	Management