
Waimāero
Fendalton-Waimairi-Harewood Community Board
AGENDA

Notice of Meeting Te Pānui o te Hui:

The ordinary meeting of the Waimāero Fendalton-Waimairi-Harewood Community Board will be held on:

Date: Monday 20 April 2026
Time: 4.30 pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership Ngā Mema

Chairperson	Jason Middlemiss
Deputy Chairperson	Nicola McCormick
Members	David Cartwright
	James Gough
	Aaron Keown
	Lucy Keown
	Sam MacDonald
	Ben Spittle
	Bridget Williams

14 April 2026

Principal Advisor

Maryanne Lomax
Manager Community Governance
Tel: 941 6730
maryanne.lomax@ccc.govt.nz

Meeting Advisor

Aidan Kimberley
Community Board Advisor
Tel: 941 6566
aidan.kimberley@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 a recording after the meeting date, go to:

<https://www.youtube.com/@fendaltonwaimairiharewoodc6878/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

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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 hau hū 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.
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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 Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on [Monday, 16 March 2026](#) be confirmed (refer page 6).

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 hearing process.

Public Forum presentations will be recorded in the meeting minutes.

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.

Deputations will be recorded in the meeting minutes.

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.

Waimāero
Fendalton-Waimairi-Harewood Community Board
OPEN MINUTES

Date: Monday 16 March 2026
Time: 4.31 pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Present

Chairperson	Jason Middlemiss
Deputy Chairperson	Nicola McCormick
Members	David Cartwright
	James Gough
	Aaron Keown
	Lucy Keown
	Sam MacDonald
	Ben Spittle
	Bridget Williams

Principal Advisor

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

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.
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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

There were no apologies.

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 FWHB/2026/00012

That the minutes of the Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on Monday, 16 February 2026 be confirmed.

David Cartwright/Ben Spittle

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Staveley Street Shops

Mark Smith, local business owner, addressed the Board to provide feedback on the recent parking changes outside the Staveley Street Shops, and to discuss disability parking arrangements.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence

Community Board Resolved FWHB/2026/00013

Officer recommendations accepted without change.

Part B

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the correspondence report dated 16 March 2026

Nicola McCormick/Aaron Keown

Carried

8. Jellie Park Recreation & Sport Centre Storeroom

Community Board Resolved FWHB/2026/00014

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Jellie Park Recreation & Sport Centre Storeroom Report.
2. Approves construction of a new storeroom addition to the Jellie Park Recreation & Sport Centre building adjacent to the indoor pool plantroom.
3. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

Aaron Keown/David Cartwright

Carried

9. Fendalton-Waimairi-Harewood 2025-26 Discretionary Response Fund Applications - Belfast Residents Association, Burnside Bowling Club Inc, Heartfelt NZ Trust and Wildlife Veterinary Trust

Community Board Comment

The Community Board decided to grant the Burnside Bowling Club \$4,000, an increase of \$2,000 compared to the staff recommendation. The remainder of the staff recommendations were accepted without change.

Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the report: Fendalton-Waimairi-Harewood 2025-26 Discretionary Response Fund Applications - Belfast Residents Association, Burnside Bowling Club Inc, Heartfelt NZ Trust and Wildlife Veterinary Trust.
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 \$466 from its 2025-26 Discretionary Response Fund to the Belfast Area Residents Association towards website hosting, domain name and email address annual subscription fees.
4. Approves a grant of \$2,000 from its 2025-26 Discretionary Response Fund to Burnside Bowling Club Inc towards re-sealing and improvement of the Club's car park.
5. Approves a grant of \$3,550 from its 2025-26 Discretionary Response Fund to Heartfelt New Zealand Harvest Trust towards operational and volunteer costs for the Heartfelt Community Drop-in Centre.
6. Approves a grant of \$10,000 from its 2025-26 Discretionary Response Fund to Wildlife Veterinary Trust (known as South Island Wildlife Hospital) towards the purchase of a sump and up to six months wages for a volunteer coordinator.

Community Board Resolved FWHB/2026/00015

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the report: Fendalton-Waimairi-Harewood 2025-26 Discretionary Response Fund Applications - Belfast Residents Association, Burnside Bowling Club Inc, Heartfelt NZ Trust and Wildlife Veterinary Trust.
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 \$466 from its 2025-26 Discretionary Response Fund to the Belfast Area Residents Association towards website hosting, domain name and email address annual subscription fees.
4. Approves a grant of \$4,000 from its 2025-26 Discretionary Response Fund to Burnside Bowling Club Inc towards re-sealing and improvement of the Club's car park.

5. Approves a grant of \$3,550 from its 2025-26 Discretionary Response Fund to Heartfelt New Zealand Harvest Trust towards operational and volunteer costs for the Heartfelt Community Drop-in Centre.
6. Approves a grant of \$10,000 from its 2025-26 Discretionary Response Fund to Wildlife Veterinary Trust (known as South Island Wildlife Hospital) towards the purchase of a sump and up to six months wages for a volunteer coordinator.

Sam MacDonald/Ben Spittle

Carried

10. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - March 2026

Community Board Resolved FWHB/2026/00016

Officer recommendations accepted without change.

Part B

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - March 2026.

Sam MacDonald/Bridget Williams

Carried

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

Part B

Members exchanged information on matters of interest to the Community Board.

Karakia Whakamutunga

Meeting concluded at 4.58pm.

CONFIRMED THIS 20TH DAY OF APRIL 2026.

**JASON MIDDLEMISS
CHAIRPERSON**

7. Proposed Road Names - 232 Highsted Road, Casebrook

Reference Te Tohutoro: 26/485541

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 Waimāero Fendalton-Waimairi-Harewood Community Board to approve the proposed road names at 232 Highsted Road, Casebrook.
- 1.2 The report is staff-generated resulting from a naming request received from the developer.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Proposed Road Names - 232 Highsted Road, Casebrook 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 names for 232 Highsted Road (RMA/2023/2775)
 - a. Road 1 - MacKillop Avenue
 - b. Road 2 - Mother Teresa Drive
 - c. Road 3 - John Paul Crescent
 - d. Road 4 - Mooney Close

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 and alternative names have been put forward for the roads.
- 3.2 The recommended road names have 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 names are considered sufficiently different to existing road names.
- 3.3 The recommended road names have 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 name 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 roads to be named are not collector roads 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 roads are shown in **Attachment A**.
- 3.15 The proposed name and alternative names are themed for the locality's Catholic connections.

3.16 Road 1 - MacKillop Avenue

- 3.17 Mary MacKillop (1842–1909), also known as Saint Mary of the Cross, was an Australian Roman Catholic nun and educator. Born in Fitzroy, Melbourne, she founded the Sisters of St Joseph in Penola, South Australia. The order established schools across Australia and New Zealand, focusing on accessible education for the poor.

Her congregation expanded to New Zealand in the late 19th century, including foundations in Christchurch. St Mary MacKillop visited Christchurch in 1894 and 1895. The Sisters of St Joseph established schools here, contributing to Catholic education in the region. The sisters taught in at least 9 schools through the Christchurch Diocese. The Sisters of St Joseph were part of the original St Gregory's parish in Bishopdale, which has now merged to become Christchurch North. This is the parish within which Claridges Estate is located.

MacKillop College (Shirley) – Founded in 1949 by the Sisters of St Joseph of the Sacred Heart as a Catholic girls' secondary school with day and boarding facilities. It merged with St Mary's College to become Marian College in 1982. The new Marian College is now nearby in Papanui.

3.18 Road 2 - Mother Teresa Drive

- 3.19 Mary Teresa Bojaxhiu (1910–1997), better known as Mother Teresa was an Albanian-Indian Catholic nun, founder of the Missionaries of Charity and a Catholic saint.

Mother Teresa visited the Bishopdale parish of St Gregory's in February 1973.

3.20 Road 3 - John Paul Crescent

- 3.21 Pope John Paul II (1920–2005), born Karol Józef Wojtyła, was head of the Catholic Church and sovereign of Vatican City from 16 October 1978 until his death in 2005.

St John Paul II visited Christchurch in 1983 and led Mass at Lancaster Park. He was the first pope to visit New Zealand.

3.22 Road 4 - Mooney Crecent

- 3.23 Ronald Walter Mooney (1920–2004) was a historic owner of the underlying land. The farm was purchased by Ronald Mooney prior to his deployment with the NZ Army. Mr Mooney served in North Africa and Italy between 1941 – 1945. The farm was sold in 1975.

Mr Mooney was also a founding member of the Papanui Working Mens Club. It is understood that the family were involved in the local parish and Mr Mooney attended the local Catholic high school – St Bedes College.

- 3.24 *Officers Note: Written approval from the Mooney family for the above proposed name was provided with the naming request application.*

Alternative Names

Grimes Ave/Dr/Crs/Cl - Bishop John Grimes (1842-1915) was the first Catholic Bishop of Christchurch, from 1887 – 1915.

He was born in the East London slums in 1842 and was ordained as a priest in 1867. Following a stint teaching in Louisiana, USA, he was ordained Bishop in London in 1887 and then sailed for New Zealand arriving in Christchurch in early 1888.

Bishop Grimes was the instigator and driving force behind the building of the Cathedral of Blessed Sacrament in Barbadoes Street. Upon his death in 1915, Bishop Grimes was interred in ‘his’ cathedral.

- 3.25 Lyons Ave/Dr/Crs/Cl - Bishop Patrick Lyons (1903-1967) was the third Bishop of Christchurch from 1944 – 1950. Bishop Lyons was born in Melbourne, Australia in 1903 and was ordained a priest in 1927.


Bishop Lyons was responsible for the establishment of the Holy Name Seminary in Riccarton Christchurch, which trained secular clergy from 1947 to 1978. Similarly, he was instrumental in securing the site in Sockburn where St Thomas of Canterbury College was established.

It is understood that Bishop Lyons was well spoken and initiated what is now known as the Bishop Lyons Shield, a debating and public speaking competition for students from the Catholic secondary schools within Canterbury.

- 3.26 The proposed and alternative names are considered to be consistent with the policy.

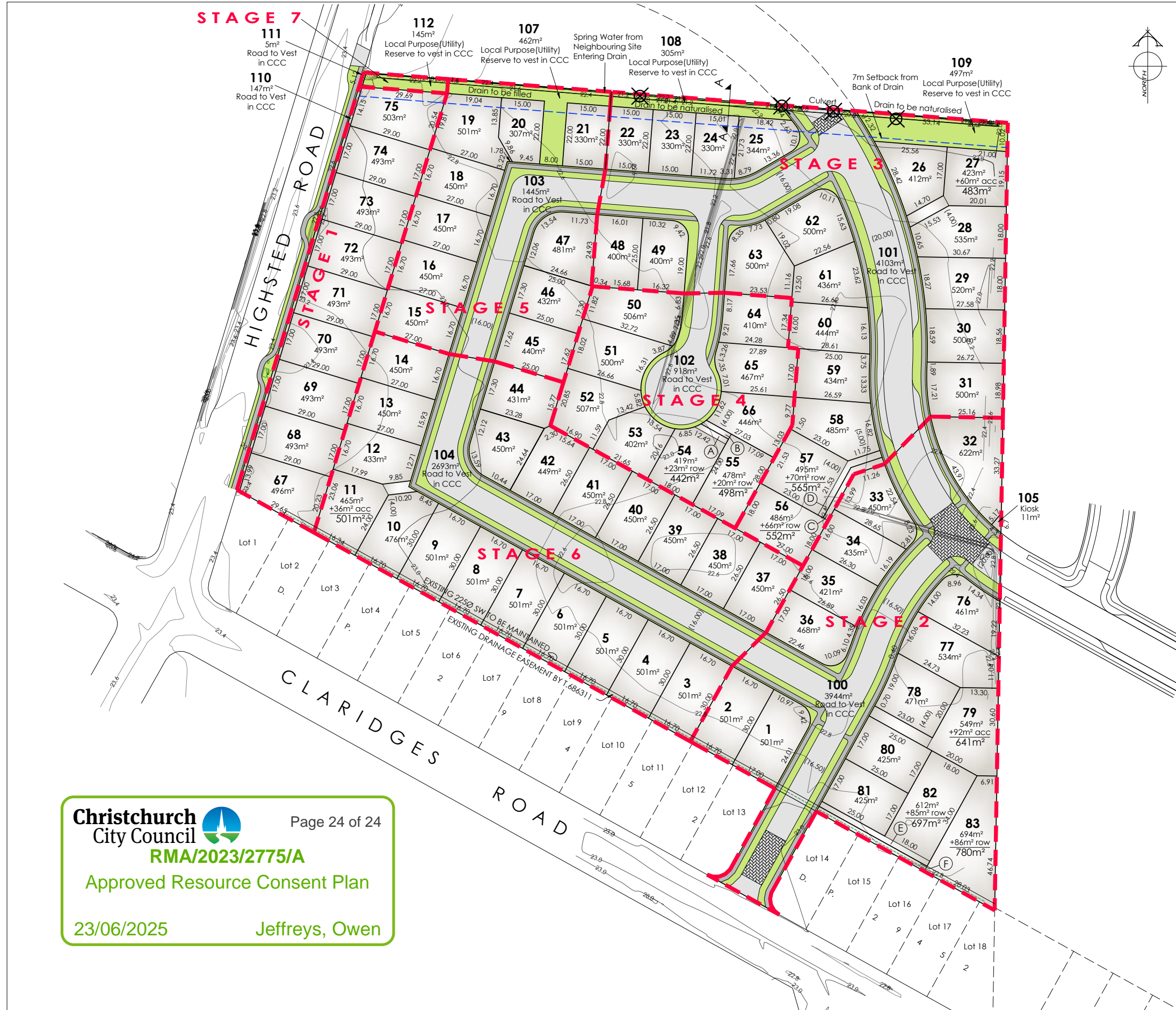
- 3.27 Notwithstanding, the discretion lies with the Community Board to approve any of the above name options, including the alternative names.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	RMA/2023/2775 - Proposed Road Naming Plan - 232 Highsted Road	26/433264	15

Signatories Ngā Kaiwaitohu

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



REVISION	DATE	DESCRIPTION
R1	27.01.20	LAYOUT AMENDED & EX. STORMWATER ADDED EX. EASEMENT ADDED, EX. CONTOURS UPDATED
R2	16.11.20	LAYOUT AMENDED
R3	21.3.22	DIMENSIONS UPDATED
R4	07.6.22	STAGING AMEND, LOT 111 ADD & LOT 106 REMOVE
R5	14.2.24	LOCATION OF SPRINGS ADDED
R6	14.5.25	STAGE 7 ADDED

- UNCL A
- Areas and dimensions are subject to final survey and deposit of plans.
 - Service easements to be created as required.
 - This plan has been prepared for subdivision consent purposes only. No liability is accepted if the plan is used for any other purpose.
 - This plan has been prepared for the use of our client and no liability is accepted in relation to any other parties.
 - Any measurements taken from information which is not dimensioned on the electronic copy are at the risk of the recipient.
 - 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.

SUNLUK A

LOCATION OF SPRINGS	
EXISTING STORMWATER	-----

Proposed Memorandum of Easements

Nature	Servient Tenement (Burdened Land)		Dominant Tenement (Benefitted Land)
	Lot No	Shown	
Right of way, rights to drain water & sewage & rights to convey gas, water, electricity & telecommunications.	54	A	Lot 54
	55	B	Lot 53
	56	C	Lot 57
	57	D	Lot 56
	82	E	Lot 83
	83	F	Lot 82

Total Area: 5.3837ha
Comprised in: RT CB21A/1167

DAVIE LOVELL-SMITH
PLANNING SURVEYING ENGINEERING

Highsted Grove

Proposed Subdivision of
Pt RS 1600 (A9222)

For Consent

ZJHSL A 1:625@A1
1:1250@A3
KH LA February 2024

JHK NBL A J:\19912\SUBCON\19912 Subdivision Consent_R6.dwg
KYH RNU A ZCLL UVA YLJZRU A

E19912 1 of 1 **R6**

Christchurch City Council
RMA/2023/2775/A
Approved Resource Consent Plan
23/06/2025
Jeffreys, Owen

Page 24 of 24

8. Proposed Road Names - 65 Grampian Street, Casebrook

Reference Te Tohutoro: 26/586764

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to approve the proposed road names at 65 Grampian Street, Casebrook.
- 1.2 The report is staff-generated resulting from a naming request received from the developer.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Proposed Road Names - 65 Grampian Street, Casebrook 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 names for 65 Grampian Street (RMA/2021/2685)
 - a. Road 1 - Cairnie Street
 - b. Road 2 - Cowie Place
 - c. Lane 1 - Spey Lane

3. Detail Te Whakamahuki

Introduction Te Whakatkinga

- 3.1 A road naming request has been submitted by the agent on behalf of the developer. Preferred names and alternative names have been put forward for the roads.
- 3.2 The recommended road names have 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 names are considered sufficiently different to existing road names.
- 3.3 The recommended road names have 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 roads to be named are not collector roads 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 roads are shown in **Attachment A**.
- 3.15 The proposed names and alternative names are themed for rivers that are located in the Grampian Mountains of Scotland. This is as the site is on Grampian Street which was named for the Scottish mountain range.
- 3.16 Road 1 - Cairnie Street
Cairnie Burn is a stream that rises in the Mounth, or eastern range of the Grampian Mountains, north of Netherley, Aberdeenshire, Scotland.
- 3.17 Road 2 - Cowie Place
The Cowie Water is a river of Scotland that rises in the Grampian Mountains in Kincardineshire, and discharges to the North Sea in the northern part of Stonehaven, south of the ruined Cowie Castle.
- 3.18 Lane 1 - Spey Lane
The River Spey is a river in the northeast of Scotland. It is the ninth longest river in the United Kingdom and the third longest and fastest-flowing river in Scotland. It is 172 km long. It rises at over 300 m at Loch Spey in Corrieyairack Forest in the Scottish Highlands and discharges into Moray Firth.

Alternative Names

- 3.19 Isla St/Pl/Ln - The River Isla is a tributary of the River Deveron in the northeast of Scotland.
- 3.20 Findhorn St/Pl/Ln - The River Findhorn is one of the longest rivers in Scotland. Located in the northeast, it flows into the Moray Firth on the north coast.
- 3.21 Tummel St/Pl/Ln - The River Tummel is a river in Perth and Kinross, Scotland.
- 3.22 Livet St/Pl/Ln - The River Livet is the lowermost tributary of the River Avon which is itself a tributary of the River Spey.
- 3.23 Deveron St/Pl/Ln - The River Deveron is a river in the northeast of Scotland. It has its source in the Ladder Hills between Glenbuchat and the Cabrach, part of the Grampian range.
- 3.24 The proposed and alternative names are considered to be consistent with the policy.
- 3.25 Notwithstanding, the discretion lies with the Community Board to approve any of the above name options, including the alternative names.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	RMA/2021/2685 - Proposed Road Naming Plan - 65 Grampian Street	26/547880	21

Signatories Ngā Kaiwaitohu

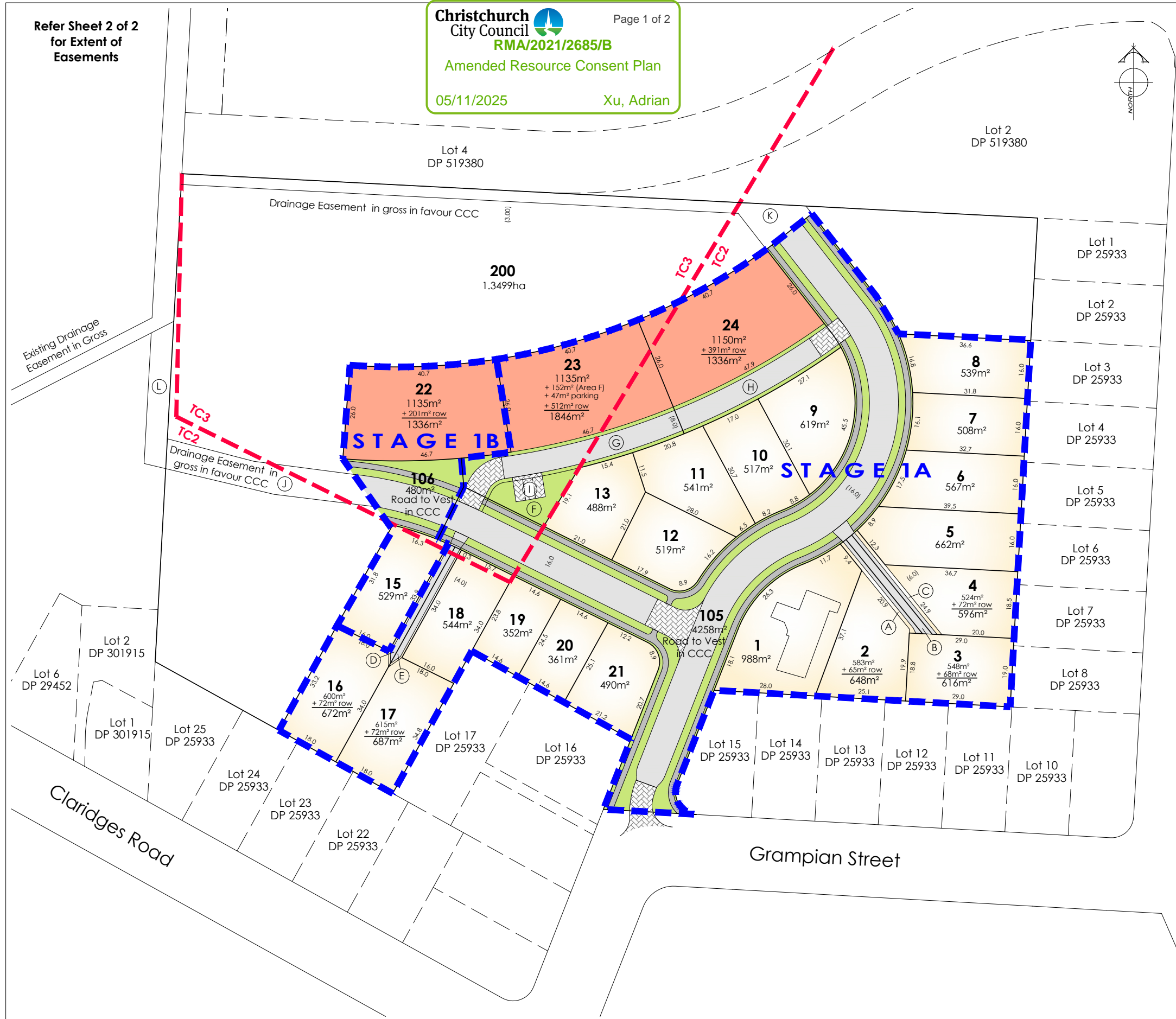
Authors	Leashelle Miller - Planner Level 2 Sean Ward - Team Leader Planning
Approved By	Mark Stevenson - Head of Planning & Consents

Item 8

Christchurch City Council
RMA/2021/2685/B
Amended Resource Consent Plan
05/11/2025 Xu, Adrian

Page 1 of 2

Refer Sheet 2 of 2
for Extent of
Easements



AMENDMENT	DATE	DESCRIPTION
R1	27/02/2017	LOTS AND ROADS AMENDED
R2	02/03/2017	LOTS AMENDED AND CARRIAGEWAYS ADDED
R3	04/04/2017	LOTS AND ROADS AMENDED
R4	21/04/2017	AREA SCHEDULE ADDED
R5	10/10/2018	LAYOUT UPDATED
R6	31/05/2021	DIMENSIONS ADDED + MEMORANDUM OF EASEMENTS
R7	09/11/2021	FOOTPATH CORRECTION
R8	15/10/2025	STAGE 1 SPLIT INTO 1A & 1B
R9	05/11/2025	ACCESS LOT REMOVED & ROW ADDED

- NOTES:
- Areas and dimensions are approximate only and are subject to final survey and deposit of plans.
 - Service easements to be created as required.
 - This plan has been prepared for subdivision consent purposes only. No liability is accepted if the plan is used for any other purposes.
 - The roading, footpaths and trees shown are indicative only subject to detailed design.

STAGE BOUNDARY (Blue dashed line)

RESIDENTIAL LOTS (Yellow fill)

APARTMENTS (Orange fill)

Restrictive Covenant
Area F is subject to a restrictive covenant.

Proposed Memorandum of Easements

Nature	Servient Tenement (Burdened Land)		Dominant Tenement (Benefited Land)
	Lot No	Shown	
Right of way, rights to drain water & sewage & rights to convey gas, water, electricity & telecommunications.	2	A	Lots 3 & 4
	3	B	Lots 2 & 4
	4	C	Lot 2 & 3
	16	D	Lot 17
	17	E	Lot 16
Right to park, rights to drain water & sewage & rights to convey gas, water, electricity & telecommunications.	23	I	Lots 22 & 24
	24	H	Lots 22 & 23
Rights to drain water & sewage & rights to convey gas, water, electricity & telecommunications.	23	F	Lots 22 & 24

Proposed Schedule of Easements in Gross

Nature	Servient Tenement (Burdened Land)		Grantee
	Lot No	Shown	
Right to drain water in gross.	200	J & K	Christchurch City Council
	Lot 5 DP 29452 RT CB18/785	L & M	

Total Area : 3.4224ha
Comprised in: RT CB7C/1099

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:
Freyberg Developments Ltd

SHEET TITLE:
Proposed Subdivision of Lot 26 DP 25933 & Easement over Lot 5 DP 29452

DRAWING STATUS:
Proposed Stage 1 Subdivision

SCALE: 1:1000@A3 DATE: October 2025

CAD FILE: J:\16592\16592_Subcon R9 Stage 1.dwg	REVISION:
DRAWING No: S.16592	SHEET No: 1 OF 2
	R9

9. Radcliffe Road Corridor Improvement

Reference Te Tohutoro: 26/259335

Responsible Officer(s) Te Pou Matua: Natasha Wells, Project Manager

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 to seek approval from the Waimāero Fendalton-Waimairi-Harewood Community Board for the Radcliffe Road Corridor Improvement scheme design following public consultation.
- 1.2 The report is staff generated.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Radcliffe Road Corridor Improvement Report.
2. Notes that the decision in this report is assessed as **medium** significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to parking and stopping restrictions and traffic controls made pursuant to any Bylaw to the extent that they are in conflict with parking or stopping restrictions described in resolutions 0 to 0 and 0 to 0 below.
4. Approves the following resolutions required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.

Radcliffe Road

5. Approves all kerb alignments, traffic islands, road surface treatments, and road markings on Radcliffe Road commencing at a point 172 metres east of its intersection with Main North Road, and extending in an easterly direction for a distance of 245 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
6. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**:
 - a. On the northern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 245 metres.
 - b. On the southern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 225 metres.
7. Approves all kerb alignments, traffic islands, road surface treatment, and road markings on Radcliffe Road commencing at a point 96 metres east of its intersection with Blakes Road, and extending in a westerly direction for a distance of 257 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.

8. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
 - a. On the northern side of Radcliffe Road, commencing at its intersection with Blakes Road and extending in a westerly direction for a distance of 96 metres.
 - b. On the northern side of Radcliffe Road, commencing at its intersection with Blakes Road and extending in an easterly direction for a distance of 94 metres.
 - c. On the southern side of Radcliffe Road, commencing at a point 96 metres east of its intersection with Blakes Road and extending in a westerly direction for a distance of 257 metres.
9. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 291 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 15 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
10. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 397 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 55 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
11. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 302 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 40 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
12. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 23 metres east of its intersection with Blakes Road and extending in an easterly direction for a distance of 13 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
13. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 36 metres east of its intersection with Blakes Road and extending in an easterly direction for a distance of 58 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is

for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

14. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 96 metres east of its intersection with Blakes Road and extending in a westerly direction for a distance of 588 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Blakes Road

15. Approves all kerb alignments, traffic islands, and road markings on Blakes Road commencing at its intersection with Radcliffe Road, and extending in a northerly direction for a distance of 183 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
16. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southbound approach of Blakes Road at its intersection with Radcliffe Road be controlled by a Stop Control, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
17. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
 - a. On the western side of Blakes Road, commencing at its intersection with Radcliffe Road and extending in a northerly direction for a distance of 183 metres.
 - b. On the easterly side of Blakes Road, commencing at its intersection with Radcliffe Road and extending in a northerly direction for a distance of 183 metres.
18. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 5 to 17 above are in place (or removed in the case of revocations).
19. Endorses staff's recommended delivery staging approach to construct the full intended design for Radcliffe Road and Blakes Road, other than the upgrades to the level crossing, as one phase as soon as possible. The railway level crossing will be delivered when ready to do so.

That the Waimāero Fendalton-Waimairi-Harewood Community Board recommend that Council:

20. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 100 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
21. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Radcliffe Road, commencing at a point 280 metres east of its intersection with Main North Road and extending in an easterly

direction for a distance of 11 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.

22. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Radcliffe Road, commencing at a point 382 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 97 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
23. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Radcliffe Road, commencing at a point 269 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 63 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
24. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 20 to 23 above are in place (or removed in the case of revocations).
25. Approves that for any traffic controls or parking restrictions on land not yet vested with Council as Road Reserve, these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place and when the land has been vested with Council.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Radcliffe Corridor Improvement project has come about from the need to provide a safe pedestrian and cycling connection between Main North Road and the Spring Grove subdivision.
- 3.2 The route means there will be impacts on the existing railway level crossing on Radcliffe Road due to the expected increased numbers of pedestrians and cyclists.
 - 3.2.1 Council therefore has an obligation to upgrade this level crossing to manage the increased risk.
 - 3.2.2 The design for the level crossing requires KiwiRail approval which has not yet been granted, so is not included in this report
- 3.3 Staff have considered the works and provided options for approval in two categories: the permanent design; and staging options:
 - 3.3.1 The permanent design options:
 - Approve the recommended design, found in **Attachment A**
 - Do not approve the design
 - 3.3.2 The staging options are:
 - Construct all scope as soon as possible, noting that the level crossing upgrade will likely be completed much later than the path

- Construct scope east of Blakes Road as soon as possible, and all scope west of Blakes Road once the level crossing upgrade is ready
 - Delay the construction of all scope until the level crossing is ready
- 3.4 The staff recommendation is to construct the intended design up to the rail crossing, then upgrade the level crossing once the design is approved.
- 3.4.1 Staff have recommended these as they address community concerns, and provide the connections as soon as possible.
- 3.4.2 However, staff expect that this will temporarily encourage more users towards a level crossing that has not been upgraded. While this will raise the level of risk at the level crossing itself, the overall impact on users of the corridor has been assessed as lower risk (due to the current risk to users walking on the edge of a narrow, fast and unlit road).

4. Background/Context Te Horopaki

- 4.1 In the past decade there has been significant growth in residential properties to the east of the railway between Radcliffe Road and Belfast Road, within the Spring Grove subdivision.
- 4.1.1 This has created an increasing demand for residents to access amenities and services to the west of the railway: schools, shops, cafes, bus services, major cycleway network, etc. However, there is poor pedestrian and cycle access from the subdivision to Main North Road due to a lack of footpaths, and level crossings that do not cater for non-vehicular traffic. Staff are aware of reports of people using the live railway corridor as an access route between Thompsons Road (east) and Sheldon Park.
- 4.1.2 In the 2015 Long Term Plan a project was initiated that sought to cater for this movement, by crossing the railway line at Thompsons Road. Despite ongoing discussions with KiwiRail over a number of years it was not possible to get agreement for a pedestrian level crossing in this location. A grade separated crossing (under or over-pass) was ruled out for a number of reasons, including high cost, property purchase requirements, and CPTED and privacy concerns. This project was removed from Council's capital programme as part of the 2024 Long Term Plan.
- 4.1.3 In the 2021 Long Term Plan a project was initiated for the Radcliffe Corridor Improvement project. As the Radcliffe Road level crossing needed to be linked to any new works at Thompsons Road, little progress was able to be made on this project until the Thompsons Road level crossing was removed from the programme.
- 4.2 Some of this project is on land which NZTA acquired for the northern motorway, and NZTA is in the process of handing over the land to CCC and vesting it as road reserve, in accordance with the signed memorandum of understanding between CCC and NZTA associated with the Northern Arterial Extension.
- 4.3 As part of the South-East Belfast Outline Development Plan there are significant further areas of land proposed to be developed for housing in this location. Therefore, it is anticipated that traffic and pedestrian/cycle volumes along Radcliffe Road will increase.
- 4.4 There have been high-profile campaigns over a number of years by residents, Council/Community Board elected members, and the Members of Parliament to highlight and address the lack of pedestrian and cycle access to these subdivisions.

Network Context

- 4.5 Both Radcliffe Road and Blakes Road are designated as Collector Roads within the District Plan.
- 4.5.1 Traffic counted was last carried out on Radcliffe Road in August 2022. Average daily traffic is around 4,600 vpd, with an average speed of 62km/h, and an 85th percentile of 68.5km/h. 8.6% of the traffic were heavy vehicles. The area under consideration is not on a bus route.
- 4.5.2 Posted speed limit is mostly 60km/h along Radcliffe Road, although this reduces to 50km/h at the western end (including over the level crossing), and on Blakes Road.
- 4.5.3 The road is narrow (around 6m), has minimal shoulder, and is rural in nature. Grass and other vegetation grows up to the seal edge, making it difficult for pedestrians to walk outside the road.
- 4.6 For cyclists, improved facilities along Radcliffe Road would provide an important link between the major cycleway (Northern Line MCR on Main North Road) and the Northern Corridor Shared Path (parallel to the motorway). This would provide a significant legibility benefit to the overall network.

Scope of the Projects

- 4.7 A condition of subdivisions is that they construct footpaths along their frontages. However, as developments are not necessarily constructed concurrently or in a sequential way, it can leave gaps in the footpath network between the new and existing facilities.
- 4.7.1 In this area there are a number of footpaths that do not link to the wider footpath network. While it is anticipated that eventually further developments will fill in many of these gaps, it is not clear how long this will take – some appear to be many years from being constructed.
- 4.8 To address the poor access, this project is seeking to provide the following:
- a footpath on the eastern side of Blakes Road; from the existing path at approx. 2 Blakes Road, to the intersection with Radcliffe Road
 - upgrade the Blakes Road/Radcliffe Road intersection
 - crossing facilities near the intersection
 - a shared path on the southern side of Radcliffe Road. This will go from the existing path adjacent to the motorway in the east, to the footpath (yet to be installed) outside the recently-constructed retirement development in the west.
 - upgrade the Radcliffe Road level crossing, to improve provision for pedestrians
- 4.8.2 Full path provision will be provided by developers at a later date as the subdivisions are constructed, and therefore has not been included as part of the scope of this project.

Level Crossing

- 4.9 Council and KiwiRail are working closely on the level crossing upgrade. Staff of the two organisations have agreed to a priority of level crossing upgrades to ensure that attention remains focused on the next priority. The upgrade to Radcliffe Road level crossing is the second highest priority in the Christchurch District (after Scruttons Road).
- 4.9.1 Level crossings are a known source of risk, as they are a point of conflict between road users and trains. As a “*rail participant*” under the Railways Act 2005, Council has

an obligation to “ensure, so far as is reasonably practicable, that none of the rail activities for which it is responsible causes, or is likely to cause, the death of, or serious injury to, individuals”.

- 4.9.2 The level crossing at Radcliffe Road was constructed as a single track crossing in a rural area. However, due to growth in the area over recent decades it is missing some of the features that would normally be expected in a urban environment.
- 4.9.3 There have been 2 incidents at this crossing between 2016 and 2025, one of which was a Serious Injury crash between a train and a car in mid-2024.
- 4.10 Council’s layout design for the level crossing upgrade was submitted to KiwiRail for approval and staff are currently working with them to finalise the layout design. Note that this is only seeking to manage the additional risk that Council’s path project puts on the level crossing, so will not address all the existing issues at the level crossing.
 - 4.10.1 Once the layout has been approved as compliant with the standards, KiwiRail will review how this integrates with their own systems, and provide Council with an estimate for the rail works.
 - 4.10.2 Due to the time frames for rail work, and the complexity required in integrating these with the existing rail network system, it is likely that the level crossing upgrade will not be constructed for at least 18 months, and possibly longer.
- 4.11 As the level crossing design requires technical approval from KiwiRail, it has not been included in this report.
 - 4.11.1 A further report will be brought to the Community Board for approval of the layout around the level crossing.
 - 4.11.2 However, feedback was specifically sought from the public on the concept for this facility, so further public engagement will be limited.

Phasing of the Works

- 4.12 The path along Radcliffe Road is likely to be ready for construction significantly before the level crossing upgrade. This could create a safety and liability risk if pedestrians are encouraged towards a level crossing with no safe, dedicated facility for non-vehicular traffic to cross the railway.
 - 4.12.1 It is likely that the path will induce more pedestrians and cyclists to use the level crossing, and therefore raise the risk exposure at the crossing.
 - 4.12.2 However, there are already users of the level crossing who are currently placed at risk while travelling along Radcliffe Road due to the high speeds of traffic (85%ile speeds ~70km/h), lack of shoulder, and narrow lanes. The provision of a path between Blakes Road and the level crossing would reduce the safety risk for these users.
 - 4.12.3 Staff commissioned a safety analysis to determine if an option to construct the path ahead of the level crossing upgrade would put users in unreasonable danger. This compared the increased risk at the existing level crossing due to more users, vs the reduced risk to current users along the existing road.
 - 4.12.4 While close, the analysis shows that, on balance, constructing the path ahead of the level crossing upgrade is the lower risk option overall.
- 4.13 The risk at the existing level crossing would need to be mitigated until the full level crossing upgrade is complete.

- 4.13.1 Therefore, if the board were to select the option to construct the path first, ahead of the level crossing upgrade, staff will investigate low-cost temporary interventions that can reduce the level crossing risk and/or adequately warn users of the risk.
- 4.14 However, it should be noted that this will, in isolation, raise the level of risk at the level crossing due to the expected increase in users. Therefore, KiwiRail are unlikely to support this approach.
- 4.15 The following related memos/information were circulated to the meeting members:

Date	Subject
15 Nov 2021	Belfast Park Cycle & Pedestrian Rail Crossing - Project Update
13 Oct 2023	Radcliffe Road Corridor Upgrade project
18 Apr 2024	Thompsons Rd Pedestrian and Cycle Crossing – Overbridge Costings
20 Aug 2025	Radcliffe Road Corridor Improvement – Public Consultation
16 Jan 2026	Radcliffe Road Corridor Improvement – Public Consultation

5. Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 5.1 In the options section below, there are two sets of options provided, in two different criteria:
- Permanent Design
 - Delivery Staging

- 5.1.2 The staging options make a minimal impact on overall price (see Financial Implications section below), but do impact on the level and type of risk that Council takes on.

Permanent Design - Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 5.2 The following reasonably practicable design options were considered and are assessed in this report:
- 5.2.1 **Option 1 (Preferred option)** - Installation of pedestrian and cycle infrastructure
- 5.2.2 Option 2 - Do nothing
- 5.3 The following design options were considered but ruled out:
- 5.3.1 Installing the refuge island on Radcliffe Road closer to the Northern Corridor cycleway crossing - This has been moved 15m further west to align with the natural desire lines of pedestrians travelling west, while avoiding a significant cost increase through increased stormwater infrastructure by installing the crossing west of the intersection.
- 5.3.2 Installing the shared path along the northern side of Radcliffe Road – This has not been considered further due to the limited road space available to accommodate the shared path. There is also an existing drain along the northern side of Radcliffe Road that would increase the cost of constructing over. The southern side of the road has sufficient space to accommodate the shared path.
- 5.3.3 Approval of the level crossing layout – until the design has been approved by KiwiRail staff cannot provide a level crossing design for approval by the Community Board. A separate report will be brought once more certainty is gained around the layout.
- 5.3.4 Reduced speed limit – An option to reduce the speed limit on Radcliffe Road to 50km/h (from 60km/h) was considered. However, as developments fronting directly onto Radcliffe Road have not yet been started, the road retains a semi-rural nature.

In this context a 50km/h was not felt to be appropriate, and likely to be poorly observed (current 85%ile speeds are around 68km/h), so the consultation process was not started. This would be better considered once developments fronting onto Radcliffe Road are under construction.

Options Descriptions Ngā Kōwhiringa

5.3.5 **Preferred Option:** Installation of pedestrian and cycle infrastructure

5.3.6 **Option Description:** The scope included includes:

- Improvements at Radcliffe Road and Blakes Road intersection
- A shared path along the southern side of Radcliffe Road
- Pedestrian refuge island on Radcliffe Road
- Extension of the footpath on Blakes Road

All areas will receive lighting and drainage upgrades

5.3.7 Option Advantages

- Improve safety for vulnerable road users along Radcliffe Road.
- Provide better pedestrian crossing facilities with the refuge island as pedestrians will be crossing Radcliffe Road in two stages.
- Reduced approaching speeds on Blakes Road with traffic island.
- No stopping to provide visibility at the refuge island and intersection.
- The operational speed of vehicles is anticipated to decrease and be more in line with the posted 60km limit as a result of the proposed design.
- The intersection improvements help to delineate and raise awareness of the intersection to traffic on Radcliffe Road.
- Provides a link in the cycle network between the Northern Corridor (adjacent to the motorway) and the Northern Line Major Cycle Route (along Main North Road)

5.3.8 Option Disadvantages

- High cost for works
- As it provides a slightly circuitous route from Spring Grove to amenities such as Belfast School, it may not fully meet community desires, and may not resolve the issue of illegal access to the railway at Thompsons Road.
- Design may clash with, or restrict design options for, future developments on the southern side of Radcliffe Road.

5.3.9 **Option 2: Do nothing**

5.3.10 **Option Description:** Leave existing layout

5.3.11 Option Advantages

- Does not cause clashes with future developments along Radcliffe Road – reduced chance of rework or damage by developers
- Allows funding to be re-allocated to other projects

5.3.12 Option Disadvantages

- Does not address community concerns about pedestrian and cycle access
- Retains existing safety risk for users along Radcliffe Road
- Does not provide an important link in the city-wide cycle network.

Delivery Staging - Options Considered Ngā Kōwhiringa Whaiwhakaaro

5.4 The following reasonably practicable construction phasing options were considered and are assessed in this report in relation to the construction of the project:

5.4.1 **Option A (Preferred option)** - Construct the full intended design, other than the upgrades to the level crossing, as one phase as soon as possible. Complete the level crossing when ready.

5.4.2 **Option B** - Stage the improvements: Phase 1 - Construct improvements east of the intersection of Radcliffe and Blakes Roads; Phase 2 – Construct the shared path west of Blakes Road and level crossing.

5.4.3 **Option C** - Delay construction of the full intended design until the upgrade of the level crossing can be constructed.

5.5 **Preferred Option A:** Construct the full intended design, other than the upgrades to the level crossing, as one phase as soon as possible. Complete the level crossing when ready.

Option Description: This option would involve constructing as soon as they are ready. It is likely that the roading works will be ready before the level crossing upgrade so the works would be split into two phases:

Phase 1 (to progress normally): All works apart from level crossing

Phase 2 (to progress only once ready): Level crossing upgrade

There is currently no certainty around the length of time between phases 1 & 2, but 12-18 months is a likely minimum.

5.5.1 Option Advantages

- The preferred option more quickly provides a safe access for residents of Spring Grove to the Northern Corridor shared path, and therefore to the wider footpath/cycleway networks.
- Building the shared path along the southern side of Radcliffe Road up to the level crossing creates a safe travel route for existing pedestrians and cyclists along the road.
- Building as much of the infrastructure as soon as possible would reduce the risk against inflation.

5.5.2 Option Disadvantages

- Does not meet the full project objectives of the Radcliffe Road corridor improvements and level crossing upgrade at once.
- As the path would likely induce more pedestrian and cycle traffic to use this route, the exposure risk at the level crossing would increase.

- Current users would experience more disruption as the works would be carried out in two phases
- Completing the works in two phases is likely to be more expensive than a single pass, due to remobilisation costs and loss of productivity.

5.6 **Option B:** Stage the improvements: Phase 1 - Construct improvements east of the intersection of Radcliffe and Blakes Roads; Phase 2 – Construct the shared path west of Blakes Road and level crossing.

5.6.1 **Option Description:** This option would split the works into two phases:

Phase 1 (to progress normally): Footpath connection along Blakes Road; intersection upgrade, crossing point, and connection to Northern Corridor path

Phase 2 (to progress only once level crossing works are ready): Level crossing upgrade, path along Radcliffe Road (from Blakes Road to the level crossing) is not constructed until the level crossing is upgraded.

There is currently no certainty around the length of time between phases 1 & 2, but 12-18 months is a likely minimum.

5.6.2 Option Advantages

- This option more quickly provides a safe access for residents of Spring Grove to the Northern Corridor shared path, and therefore to the wider footpath/cycleway networks.
- Does not encourage more pedestrian and cycle traffic to the existing level crossing ahead of upgrades

5.6.3 Option Disadvantages

- Does not meet the full project objectives of the Radcliffe Road corridor improvements and level crossing upgrade at once.
- Delays improvements to safety for current pedestrian and cycle users of Radcliffe Road.
- Does not immediately address the key concern of residents wanting improved access to the amenities and services along Main North Road
- Completing the works in two phases is likely to be more expensive than a single pass, due to remobilisation costs and loss of productivity.

5.7 **Option C:** Delay construction of the full intended design until the upgrade of the level crossing can be constructed.

Option Description: Under this option no works would be constructed until all parts are ready. The likely longest path would be to the level crossing upgrade, which may be 18 months away from completion.

5.7.1 Option Advantages

- Disruption to users would only happen once
- Completing the works in a single phase is likely to be the cheapest, as there is no requirement for remobilisation costs, and productivity can be increased.
- Does not encourage more pedestrian and cycle traffic to the existing level crossing ahead of upgrades

5.7.2 Option Disadvantages

- This option would delay the construction of a connection to the Northern Corridor shared path, and therefore to the wider footpath/cycleway networks.
- Delays improvements to safety for current pedestrian and cycle users of Radcliffe Road.
- Does not immediately address the key concern of residents wanting improved access to the amenities and services along Main North Road

Analysis Criteria Ngā Paearu Wetekina

Permanent Design

- 5.8 Staff have arrived at the recommended design option as it addresses safety concerns raised by residents for several years, and has been well supported during consultation.
- 5.8.1 While the primary intent of the project is improving local access, this recommended design would also provide a key link within the city’s cycle network, so has wider benefits.
- 5.8.2 The installation of this footpath may impact on future developments on the southern side of Radcliffe Road, however, there are no immediate plans to develop this area, and the impacts are likely to be small.

Delivery Staging

- 5.9 Staff are recommending that the footpath and other roading works are constructed in full as soon as ready, with the level crossing upgrade to follow once ready. However, staff believe this is marginal - there are clear benefits and disbenefits of each staging option.
- 5.10 The primary reason for selecting this option is overall safety for users:
- 5.10.1 Staff acknowledge that this will likely encourage more pedestrians and cyclists towards the level crossing ahead of the upgrade, which will increase the exposure risk at the level crossing.
- 5.10.2 However, by constructing a shared path along Radcliffe Road between Blakes Road and the level crossing, it will also decrease the risk for existing users navigating a busy, narrow and fast road.
- 5.10.3 Analysis shows that the overall risk to pedestrian and cycle users of Radcliffe Road will be slightly lower than the existing situation.
- 5.11 Based on feedback on other level crossings (eg Scruttons Road and Annex Road), staff expect that KiwiRail will have concerns with this option, as the expected increased numbers of users is likely to temporarily increase risk at the level crossing until the upgrade is complete.

6. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - Do nothing
Cost to Implement	\$2.59m	\$0
Maintenance/Ongoing Costs	\$4,234/year	No change
Funding Source	CPMS: 60115	CPMS: 60115
Funding Availability	\$3.66m	\$3.66m
Impact on Rates	Nil – costs covered by project funding	Nil

- 6.1 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.
- 6.2 The phasing will have a small impact on cost: for options A & B that require the work to be completed in two phases, staff believe there would be an increased cost in the region of \$30-50k for remobilisation, additional traffic management, and lower productivity. This remains within the available budget.

7. Considerations Ngā Whai Whakaaro

Non-Legal Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 7.1 There is a **risk** the construction will cause disruption to the surrounding businesses, schools and residents, and those travelling through or around the construction area.

The **mitigation** will be to highlight in the contractor tender information the importance of stakeholder engagement, communication and minimising traffic management disruption while balancing this with keeping all road users and contractor staff safe. The importance of minimising disruption will be enforced through the tender evaluation

- 7.2 There is a **risk** that this will not address community concerns, as it does not provide the more direct link wanted at Thompsons Road.

The **mitigation** is to explain the reasons why this is not feasible (see section 4.1).

- 7.3 There is a **risk** that KiwiRail will not support the proposed phasing option.

The **mitigation** is that Council demonstrates that the overall risk to users of Radcliffe Road is lower, despite the increased exposure risk at the level crossing due to increased numbers of people.

- 7.4 There is a **risk** that the assumptions of user numbers in the safety analysis are incorrect.

- 7.5 The **mitigation** is that Council will carry out before and after monitoring of user numbers.

Legal Considerations Ngā Hīraunga ā-Ture

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

- 7.6.1 The Waimāero Fendalton-Waimairi-Harewood Community Board has the delegated authority to approve the scheme design in Attachment A of this report.

- 7.7 Other Legal Implications:

- 7.7.1 Legal advice is contained in an attachment to this report.

Strategy and Policy Considerations Te Whai Kaupapa here

- 7.8 The required decisions:

- 7.8.1 Align with the [Christchurch City Council's Strategic Framework](#). Improving the safety of all road users aligns with the Strategic Priorities and Community Outcomes, in particular:

- Be an inclusive and equitable city
- Build trust and confidence in the council – this was achieved through the public consultation process and will continue through engagement with local groups and through the contractor's communication.
- Reduce emissions – a safe shared path encourages more people to walk and ride around the city.

- Balance the needs of today and the future
- 7.8.2 Is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the high amount of community interest in the project and the risks to Council associated with its delivery.
- 7.8.3 Are consistent with Council's Plans and Policies.
- 7.9 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 7.10 Transport
 - 7.10.1 Activity: Transport
 - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - $\geq 37\%$ of trips undertaken by non-car modes
 - Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - $\geq 85\%$ resident satisfaction
 - Level of Service: 16.0.9 Improve resident satisfaction with footpath condition - $\geq 43\%$
 - Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - ≥ 635 kilometres (total combined length)
 - 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: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - ≤ 12 crashes per 100,000 residents

Community Impacts and Views Ngā Mariu ā-Hāpori

- 7.11 Consultation started on 27 January 2026 and ran until 17 February.
- 7.12 Project details including links to the [Kōrero mai | Let's Talk webpage](#) were advertised via:
 - 7.12.1 An email sent to 25 key stakeholders, including local residents' associations, emergency services, Northwood Supa Centa, and Ryman Healthcare. Local groups were asked to circulate the project details within their networks and received an open invite to meet with project staff.
- 7.13 The [Kōrero mai | Let's Talk webpage](#) had 948 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 7.14 Submissions were made by three recognised organisations/businesses and 61 individuals. All submissions are available on our [Kōrero mai | Let's Talk webpage](#).
- 7.15 Spokes Canterbury and the AA Canterbury/West Coast District Council support the plans, with Spokes also requesting further improvements to enhance cyclist safety. The managers of Northwood Supa Centa would like to ensure a safe crossing area for pedestrians and cyclists into the shopping centre.
- 7.16 The majority of submitters made comments expressing support or excitement for the project. In addition, comments were made about:
 - Wanting to see the plans implemented as quickly as possible / before something bad happens (17)

- The need for safety improvements for the section of Radcliffe Road to the west of the railway (12)
- Speeding vehicles being an issue on Radcliffe Road (8) / that the speed limit should be lowered (6)
- The location of the pedestrian refuge island being unsuitable (4).

7.17 There was also a range of other requests made by submitters. These have been collated, along with staff responses, in **Attachment B**.

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

7.18.1 Harewood Ward

7.18.2 Waimāero Fendalton-Waimairi-Harewood Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

7.19 The decisions do 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.

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

7.21 The decisions in this report are likely to:

7.21.1 Contribute positively to adaptation to the impacts of climate change.

7.21.2 Contribute positively to emissions reductions.

7.22 The proposed design allows for the safe travel of pedestrians and cyclists, thereby encouraging walking and cycling as transport options. This, in turn, decreases traffic volumes.





7.23 Provision to address ponding near the intersection of Radcliffe and Blakes Roads will improve drainage facilities. This will likely reduce flooding during larger rain events.

8. Next Steps Ngā Mahinga ā-muri

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

8.2 Construction of the proposed design is currently scheduled for Summer 2026/27.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Radcliffe Road Corridor Improvements - TP362601- Issue 1 12-03-2026 For Approval	26/555602	39
B  	Consultation submission and staff responses	26/639479	41
C	Legal Advice - Radcliffes Road (<i>Under Separate Cover</i>) - CONFIDENTIAL	26/640226	

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

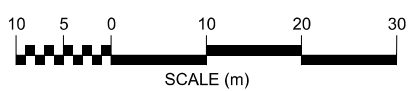
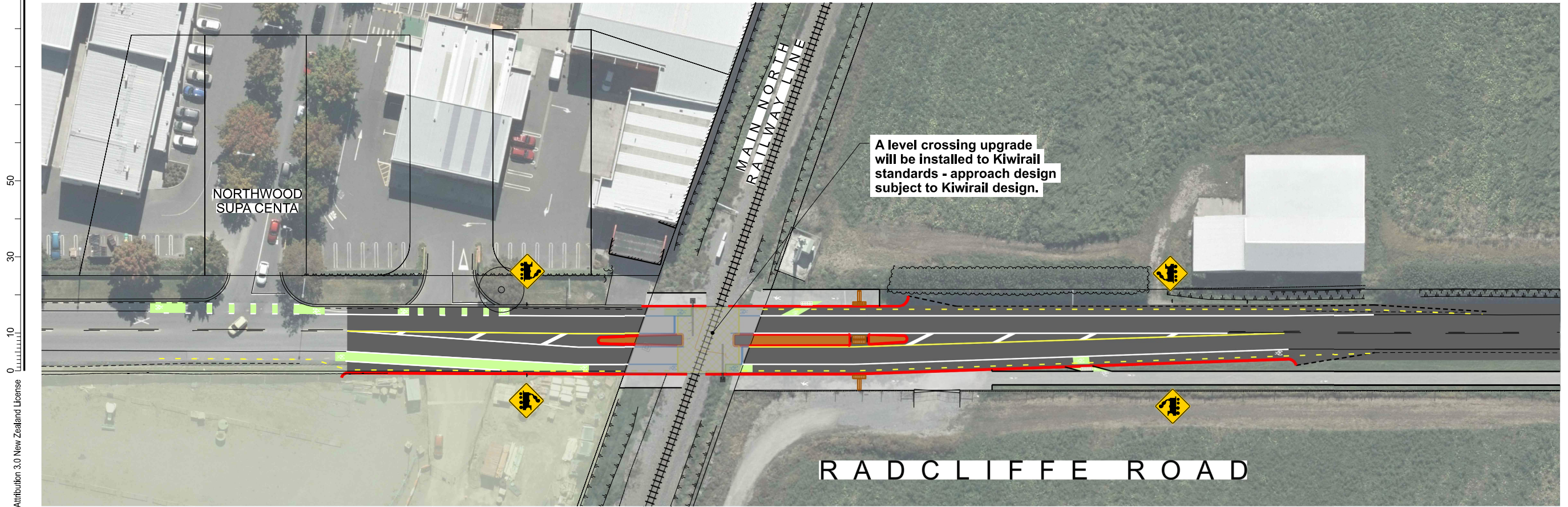
Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Natasha Wells - Project Manager Jacob Bradbury - Manager Planning & Delivery Transport Amy Rice - Engagement Advisor May Wong - Engineer - Traffic Investigations Elizabeth Neazor - Manager Legal Service Delivery
Approved By	Matt Goldring - Transport Team Leader Project Management Stephen Wright - Head of Transport & Waste Management



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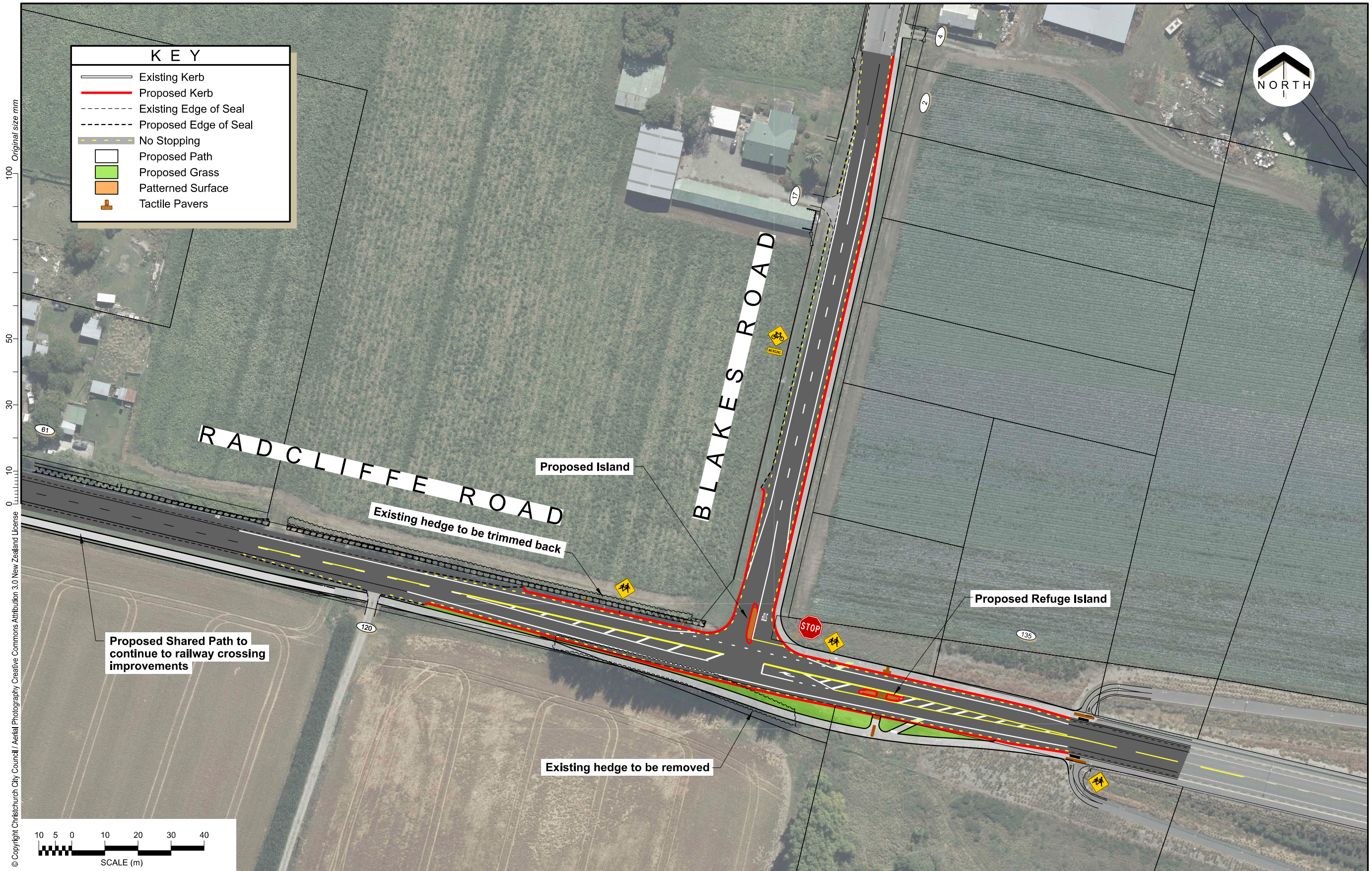
KEY	
	Existing Kerb
	Proposed Kerb
	Existing Edge of Seal
	Proposed Edge of Seal
	Proposed No Stopping
	Existing No Stopping
	Proposed Path
	Patterned Surface
	Tactiles
	Existing Tree



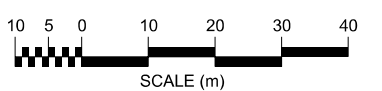
Radcliffe Road Railway Crossing
Proposed Improvements
For Board Approval

Attachment A
Sheet 1 of 2

Original Plan Size: A3
Drawn: VMI Issue 1 12/03/2026
Drawing: TP362601
Project: CP503855



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Issue/concern/recommendation	In/out of scope	Staff Response
Path along Blakes Road to be designated a shared path	Out	The majority of Blakes Road is outside the scope of the project, and that which is in scope is designed to tie into the existing facility. If the designation of the path were to include cyclists, the existing path along Blakes Road would need to be amended.
Path on northern side of Radcliffe connecting to Northern Corridor - confirm this is for the entire length, not just from the cyclist on-ramp.	Out	A shared path will be installed on the northern side of Radcliffe Road from the intersection with Blakes Road to the crossing to the southern entrance to the Northern Corridor. There is not sufficient room in the Radcliffe Road corridor to install a shared path the full of Radcliffe Road from the level crossing to the Northern Corridor. Provision for this may be available when the northern side of Radcliffe Road is developed.
Speed calming at refuge island crossing on Radcliffe Road between Blakes Road and the Northern Corridor	In	Staff do not recommend traffic calming in this location, as it would be considered out of context due to the rural environment and 60km/h speed limit. The refuge island has been moved further west towards Blakes Road to improve sight lines when crossing, particularly for those vehicles coming from the overbridge. This could be reconsidered alongside a change to the speed limit when more development has occurred
No obvious traffic calming at the refuge island by the rail crossing.	In	Engineers on site observed that vehicles tended to reduce their speed over the railway as a result of the steep gradients. These will be resolved as part of the level crossing upgrade. The refuge island may be subject to the design approval process with KiwiRail.
Request for wider refuge islands	In	These refuge islands are 1.8m wide. It can be increased to 2.1 if required.
Path outside Ryman's to be a 2.5m shared path.	Out	This is part of the developer's obligations, and is outside of the scope of this project
Shared path on-ramp east of Blakes Road	In	An on-ramp has been added to assist cyclists traveling on the road, to access the shared path on the northern side of Radcliffe Road east of Blakes Road, and the Northern Corridor.
KiwiRail crossing to consider a pedestrian refuge island or raised crossing at the entrance to the SupaCentre.	Out	This is outside the scope of this project, however it could be considered at a later date.
On-road cycle lanes on both sides of Radcliffe Road for the full length of the road	Out	The road corridor does not have the width to incorporate additional cycle facilities.
Wayfinding signage	In	As this is not part of the MCR network this has not been considered at this time. However, directional signage is likely to be low cost so could be added within the site boundaries if desired
Bicycle traffic signals on the south side of the Main North Road, Radcliffe Road, Northwood Blvd intersection	Out	This is outside the scope of the project. This project extends as far west as the tie in to the path to be constructed outside Ryman's development, and does not go as far as the intersection.
Reduce speed to 50km, preferably 40km.	Out	As present the road sits within a mostly rural environment with average speeds at nearly 70km/h, so reductions in speed limit from 60km/h would be inappropriate and likely poorly observed. Staff anticipate that the introduction of the path, kerbs and refuge islands will likely bring speeds closer to the posted limits. When further development occurs along Radcliffe Road an urban speed limit would feel more appropriate, so this can be reassessed at that time.
Right turning bay from Radcliffe Road into the Ryman village.	Out	This is outside the scope of the project which extends as far west as the connection to the new path. This will be shared with the Traffic Operations team who can provide feedback on potential road changes if required.
Pedestrian safety barrier on Radcliffe Road between the SupaCentre and Ryman's Village.	Out	This is outside the scope of the project which extends as far west as the connection to the new path. There is a safe crossing facility at the traffic lights at the Main North Road intersection.
Refuge island west of Blakes Road	In	Installing the refuge island west of Blakes Road was found to be problematic. - The path from Blakes Road is on the east. By installing the refuge island on the eastern side of the crossing, pedestrians are crossing the road once here rather than crossing Blakes Road then Radcliffe. - There is drainage infrastructure on the western side of the Radcliffe/Blakes intersection that would require additional cost to mitigate if a crossing was located there. - A crossing west of Blakes Road is more likely to be affected by future development along Radcliffe Road Post consultation, the refuge island has been moved further west to align more with pedestrian desire lines, and to give vehicles coming west over the bridge more time to notice vulnerable road users and adjust their speed.
Bus stop within Spring Grove	Out	There are currently no bus routes within the subdivision, so staff do not believe there would be any value in installing a bus stop at this time. This can be revisited through other budgets if Canterbury Regional Council conduct a wider route review.
Pathway parallel to rail line between Radcliffe and Thompsons Roads	Out	Staff remain interested in this longer term so have held preliminary discussions with the landowner, and the improved level crossing facility proposed on the northern side of Radcliffe Road is designed to future proof for this. However, this sits within private land so cannot be progressed at this time.
Please also consider a raised pedestrian platform or refuge island at the entrance to Northwood Supa Centa on Radcliffe Rd to give safer access for pedestrians and cyclists, while helping to reduce motor vehicle travelling speeds, which is much needed.	Out	This is outside the scope of this project.
Please ensure that all on- and off-ramps allow for cyclists to maintain speed, i.e. not too narrow or too sharp an angle.	In	The angles for the on/off ramps for cyclists are considered appropriate, and can be checked through the detailed design stage.
There should be a placeholder project created (if not done already) to cover west of the railway crossing to the traffic lights on Main North Road.	Out	The project is designed to tie into the path (to be installed by the developer) outside the Ryman's development on the southern side. This would provide a full link through to Main North Road. If further footpath connections are desired, these should be requested by the Board, and can be added as candidates to the New Footpath Programme
For anyone biking south on Blakes Road and wanting to connect with the CNC shared path, it would be safer to bypass the intersection and just ride on the path.	In	The path from the Blakes Road intersection to the connection to the Northern Corridor is a shared path. Request is for cyclist on ramp on Blakes Road.
Ensure there is a shoulder on the south side of Radcliffe Road at the Blakes Road intersection.	In	The length of the path on the south side of Radcliffe Road will have kerb and channel
For the two unsealed driveways on the south side of Radcliffe Road, can measures be taken to reduce the amount of loose metal that ends up on the shared path. Maybe raise the shared path slightly above the driveway or seal the driveway a few metres back from the shared path. Also seal the driveway between the shared path and the road.	Out	This is outside the scope of the project but can be considered if acceptable to private property owners and there are no implications to stormwater catchment or path levels
The width of the shared path on Radcliffe Road should be similar to the width of the CNC shared path.	In	The width of the road corridor is narrow and space is limited.
The shared path should continue across the rail crossing.	Out	The intended design is for cyclists to leave the shared path and enter the road carriageway when passing over the level crossing. To include the shared path in the level crossing so cyclists use the pedestrian gates would significantly alter the design and increase the cost of the level crossing upgrade.
There should also be a traffic light controlled means for pedestrians and cyclists to travel between the north and south side of Radcliffe Road at the rail crossing.	Out	A crossing is available at the intersection with Main North Road. To include a signalised crossing at the level crossing would likely significantly increase costs, yet would not be expected to attract large numbers of users.
I'm not sure the best option for a cycling connection between the rail crossing and Main North Road traffic lights. My preference is probably a protected one-way cycleway on the north and south side of Radcliffe Road. Reason for this is there are a few significant driveways, some drivers don't expect cyclists to approach from the left, so using one-way cycleways makes interactions more standard.	Out	This is outside the scope of the project. Such a proposal would have risks around cost, and available space within the corridor
Way outside the scope, but Radcliffe Road between the CNC and Te Waouku Kahikatea is also not the friendliest place to cycle, yet this is a wonderful place for a family outing. It would be wonderful if this could be improved in future.	Out	This is outside the scope of the project. This would require funding through a future Annual or Long Term Plan
With the rail crossing upgrade, if the road is built up to reduce the hump, this will likely result in increased vehicle speed near the crossing. This should be considered (especially for drivers approaching from the east).	In	This is being considered by the designer. Other proposed changes around the level crossing are likely to help manage speeds
Why is the path on the south side of Radcliffe Road?	In	The northern side will have paths installed at a later date by developers as part of their subdivisions
Improvements to street lights and signage should be considered.	In	A lighting assessment has been undertaken and this is forming the foundation of the design.
Cost split between KiwiRail and CCC to upgrade the level crossing "I would be interested to know the cost split between altering the Kiwirail level crossing and the works approaching this either way."	Out	As the path will encourage more users to the level crossing, CCC have caused a "change of use", so are obliged to fund the upgrades to the level crossing. Ongoing maintenance will be split as per agreements and guidance.
Is there a similar future proposal for the Belfast Road crossing. Access to and from the Belfast retail and schools precinct is serviced by this more so from Radcliffe Road.	Out	This is outside the scope of this project, and would require a separate budget to be allocated through a future Annual or Long Term Plan. Belfast Road does not suffer from the many of the same issues as Radcliffe Road: there are existing pedestrian facilities, a wider road corridor, half arm barriers, and a path between Blakes Road and the rail corridor
We note that the road surface entering from the northern corridor has degraded and though "patched" does not provide a longterm adequate result.	out	This is outside the scope of the project but can be forwarded to the Maintenance team for review.
mowing regularly and checking for rubbish which often blocks the drains	out	The installation of the footpath will remove much of the grass berm, and therefore should reduce these issues
Safety of crossing at the railway line. Suggest barrier arms for cars and very clear signs for pedestrians and cyclists		The design of the level crossing is to be agreed with KiwiRail
This footpath is a huge waste of public money. The Consent for Spring Grove was very specific about the requirement for an at grade pedestrian crossing at Thompsons Road (this would save anyone having to use your proposed path about an hours walk either way). It is impracticable to build a bridge due to cost and the area is suitable for an underpass due to flooding concerns - for these two reasons KiwiRail are able to allow a variance their policy of no new at grade crossings. However this has not been pursued I suspect because a certain interest group wants a cycle path to the northern motorway cycle path instead. This is not an either or proposition, we should actually have both. Buyers off the plan were misled and promised access across the rail line at Thompsons Road. No one cares about public safety or up holding consent conditions the were made for good reasons.		These is addressed within the main report. There is no project on budget for an at-grade crossing at Thompsons Road

10. Marshland Road / Main North Road / Spencerville Road Intersection Improvements Report

Reference Te Tohutoro: 26/95758

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 Waimāero Fendalton-Waimairi-Harewood Community Board to approve a stop control and redesigned slip-lane road markings on Main North Road at its intersection with Marshland Road and Spencerville Road.
- 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 changes to the approach layout on Spencerville Road, will be considered by the Waitai Coastal-Burwood-Linwood Community Board.
- 1.4 The recommended option is to install a stop control and new slip-lane markings in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood 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 Main North Road at its intersection with Marshland Road and Spencerville Road, as detailed on plan TG1509S3 dated 20/01/2026 and attached to this report as Attachment A.
4. Approves that any previously approved resolutions be revoked, in accordance 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 recommendation 3 above.
5. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 3 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 west 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 on Main North Road in accordance with Attachment A. This will match the proposed stop control on Spencerville Road. The recommended option also includes changes to the slip lane line-markings.
- 3.4 The intersection is located on a Community Board boundary with the Waitai Coastal-Burwood-Linwood Community Board. The proposed changes on the east side of Marshland Road, which include a median island and stop control, are being taken to their decision meeting on 9 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.

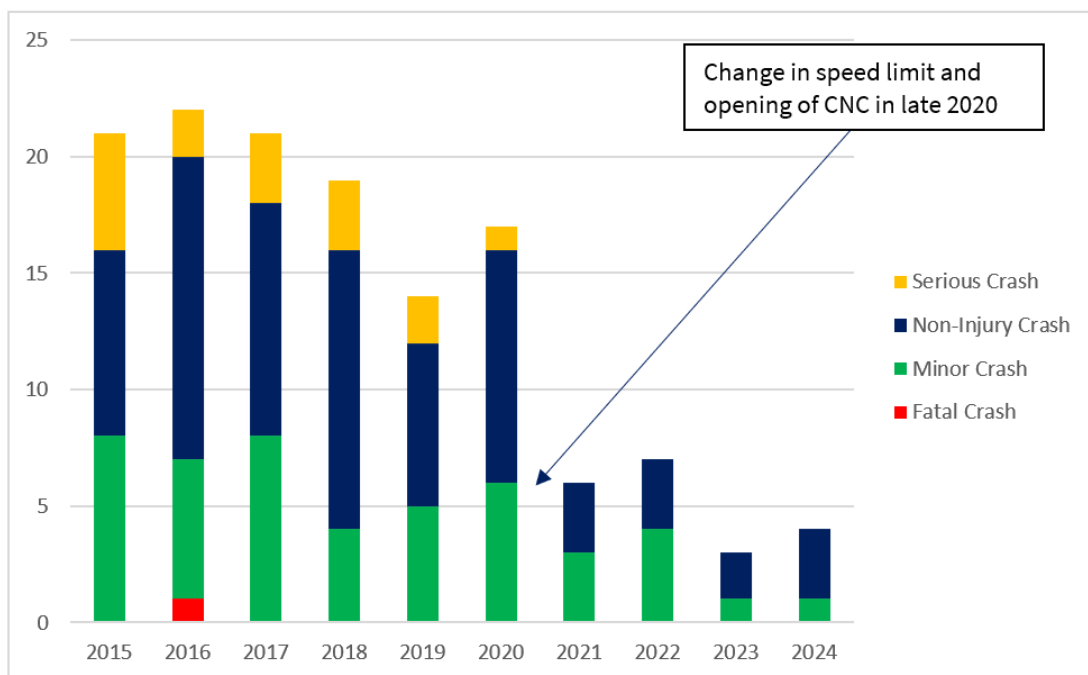


Figure 1: Change in crashes over a ten-year period

- 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 Main North Road and Spencerville 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 south-west 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:** 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 Hiraunga 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 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 Waimāero Fendalton-Waimairi-Harewood Community Board

6.10.2 Waitai Coastal-Burwood-Linwood 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, island and signage to be installed in the current financial year.

Attachments Ngā Tāpirihanga

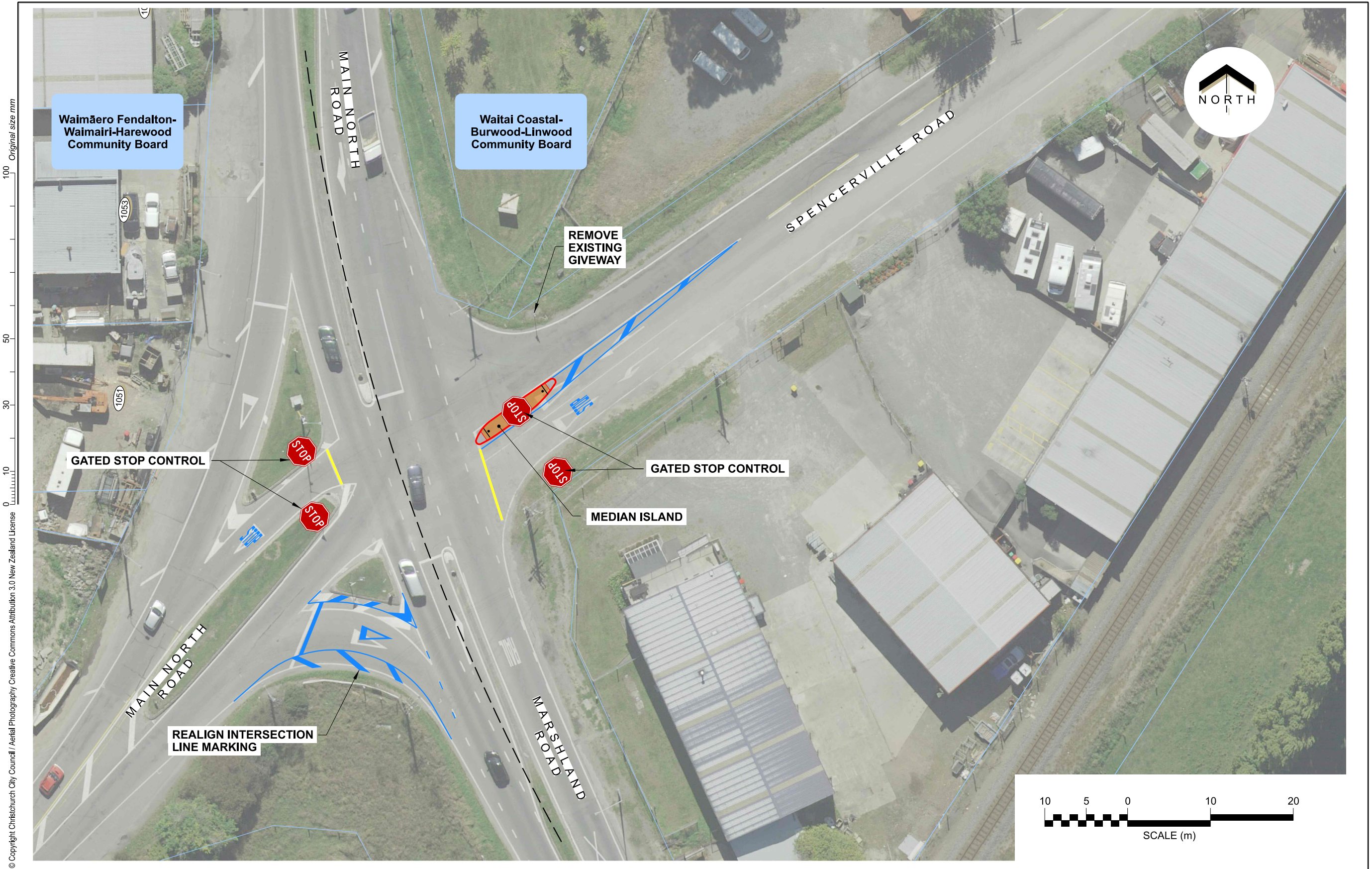
No.	Title	Reference	Page
A 	Marshland Rd - Main North Rd - Spencerville Rd - Plan	26/106180	50

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



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11. Glandovey/Heaton/Rossall/Strowan - Right turn arrows

Reference Te Tohutoro: 26/677721

Responsible Officer(s) Te Pou Matua: Gemma Dioni, Principal Advisor - Transport

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 This report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to approve right turn phases on Rossall Street and Strowan Road at the Glandovey Road, Heaton Street, Rossall Street, Strowan Road intersection.
- 1.2 The report has been written in response to requests to support the nearby three waters and roading projects in the northwest of the city.
- 1.3 Staff are undertaking a full upgrade of the traffic signals. This includes underground cables, new signal poles and lanterns, as these critical assets are at the end of their working life and need to be replaced before additional right turn phases can be introduced. Currently the approaches from Rossall Street and Strowan Road into Glandovey Road and Heaton Street have pedestrian protection arrows (single red right turn display), which require upgrading to fully controlled right turn movements (green, amber & red displays) to enable effective management of traffic during the future three waters and roading projects.
- 1.4 The upgrade will also include minor safety improvements for people walking and crossing. This will be through the new kerb cutdowns to align with new pole locations and road markings. This will provide increased separation between pedestrian crossings. Cycle marking changes are also proposed, which include a new advanced cycle stop box and coloured surfacing.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Glandovey/Heaton/Rossall/Strowan - Right turn arrows 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, pursuant to Section 331 and 334 of the Local Government Act 1974:
 - a. All kerb alignments and road markings changes on Glandovey Road, Heaton Street, Rossall Street and Strowan Road as detailed in **Attachment A** of this report.
 - b. The installation of hardware to facilitate traffic signal control of the right turn movement from Rossall Street (south) and Strowan Road (north).
4. Notes that staff will review the operation of the intersection following completion of the three waters and roading projects to determine whether the right turn phases should be retained.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Council's Three Waters and Transport teams are delivering a number of renewals and capital projects in the northwest of the city. While this work is essential to keep the three waters network operational and to deliver the transport improvements and maintenance work, it is likely to affect how people drive around the local road network. The signal upgrade outlined in this report aim to keep traffic flowing through the wider area while these works are in place.

4. Background/Context Te Horopaki

- 4.1 A full upgrade of the traffic signals is required at the Glandovey Road/Heaton Street/Rossall Street/Strowan Road intersection as these critical assets are at the end of their working life and to support the additional traffic signal displays required to support effective traffic management. There is therefore an opportunity to include minor improvements as part of the work to improve safety for people walking and crossing at this intersection. These improvements include:
- 4.1.1 Altering the kerb cut downs to provide separation between the crossing points and to align with the new pole locations and road marking (similar to the existing arrangement on the South-west corner of the intersection). Tactile paving will be adjusted to suit the new crossing alignments.
- 4.1.2 Addition of a new advanced stop boxes and additional coloured surfacing for people cycling.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.2 The following reasonably practicable options were considered and are assessed in this report:
- 4.2.1 Introduce right turn green arrows from Rossall Street and Strowan Road.
- 4.2.2 Do nothing.

Options Descriptions Ngā Kōwhiringa

- 4.3 **Preferred Option:** Introduce right turn green arrows from Rossall Street and Strowan Road.
- 4.3.1 Option Advantages
- Improve the ability for drivers to turn right from the north and south approaches.
 - Provide separation between the crossing points.
 - Introduce an advanced stop box and coloured surfacing for people cycling.
- 4.3.2 Option Disadvantages
- Cost to Council
 - Potential impact on intersection efficiency, as the right turn phasing changes are likely to introduce additional delay to movements on other intersection approaches.
- 4.4 Do Nothing
- 4.4.1 Option Advantages
- No cost to Council
- 4.4.2 Option Disadvantages

- Does not improve the ability for drivers to turn right from Rossall Street and Strowan Road and Grahams Road when traffic management is in place at worksites, which could affect people's driving routes.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$750k approx	\$0
Maintenance/Ongoing Costs	To be covered under the Traffic Signals Maintenance contract. Would reduce the cost of maintenance in the medium-term due to new assets being provided.	\$0
Funding Source	#37293 Delivery Package - Traffic Signals Renewals	\$0
Funding Availability	Funding available in the above-named budget.	\$0
Impact on Rates	None	\$0

- 5.1 The cost are high-level estimates and are not tendered prices.
- 5.2 The traffic signals require renewal at the intersection, as the cables are at the end of their working life. As part of the traffic signal renewal, it is proposed to undertake further improvements.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that not completing the work now and having to undertake it at a more reactive time during the delivery of the northwest three waters and roading programme, would compound the impacts on people driving around the network when there are other road closures and traffic management in place. Completing this work now, ahead of major works, should lessen the impact on the local community. Completing this work ahead of the scheduled resurfacing will also minimise any redundant works through trenching to lay cables and ducts.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
 - Local Government Act 1974*
 - 6.2.1 Section 331 provides authority to approve concept plans for forming or upgrading footpath, kerbs and channels.
 - 6.2.2 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 other 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 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 level of impact and low number of people affected by the recommended decision.
- 6.4.2 The recommended option is consistent with the Council's Plans and Policies, in particular:
- LTP Activity Plan - Level of Service target to reduce the number of deaths or serious injuries (DSI) from all crashes by 40% in 2030.
 - The changes made align with the safe and healthy streets for everyone goal in the Ōtautahi Christchurch Future Transport Strategy 2024-2054.
- 6.4.3 Improving safety on local roads is a priority for the Council.
- 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 Due to the very minor nature of improvements at the intersection consultation has not been undertaken.
- 6.8 The decision affects the following Community Board areas:
- 6.8.1 Waimāero Fendalton-Waimairi-Harewood Community Board.

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

- 6.11 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.12 This is a minor proposal that is principally intended to improve accessibility and safety for people crossing at the intersection.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will proceed with construction.

Attachments Ngā Tāpirihanga

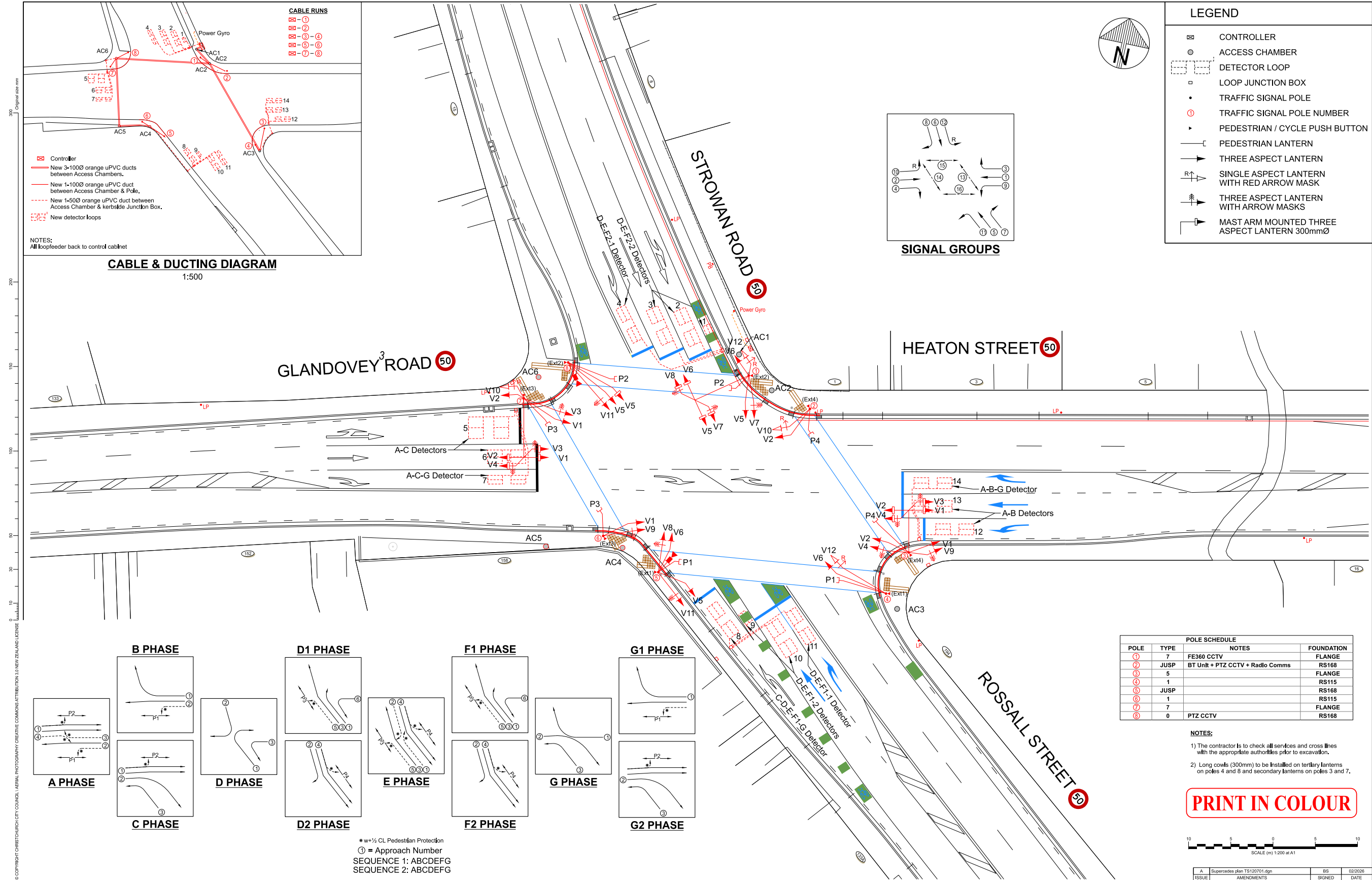
No.	Title	Reference	Page
A  	Glandovey/Heaton/Rossall/Strowan - Intersection Improvements	26/718437	56

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

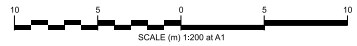
Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Gemma Dioni - Principal Advisor Transportation Safety
Approved By	Jann-Philipp Phoenix - Team Leader Real Time Operations Kathy Graham - Acting Operations Manager



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A	Supersedes plan TS120701.dgn	BS	02/2026
ISSUE	AMENDMENTS	SIGNED	DATE

<p>Christchurch City Council TECHNICAL SERVICES & DESIGN</p>	DATUM	C.D.D.	NAME	SIGNED	DATE	APPROVED FOR TENDER	CONSULTANT	<p>PROJECT TITLE GLANDOVEY ROAD / HEATON STREET / ROSSALL STREET / STROWAN ROAD INTERSECTION</p> <p>DRAWING TITLE TRAFFIC SIGNALS AND PAVEMENT MARKINGS</p>	DOCUMENT NUMBER	ORIGINAL SHEET SIZE	SCALES
	BENCH MK.	DESIGNED	B. Stinson		02/2026	DATE	SIGNED		TS142101.dgn	A1	1:200 @ A1 1:400 @ A3
	SURVEY	DES. REVIEW	V Inwood		02/2026	FOR CONSTRUCTION			TSO PROJECT FILE NUMBER		INTERSECTION NUMBER
	SURVEY LB	DRW. CHECK				DATE	SIGNED				301
	FILE LOCATION	S:\Data\Opv18\Tran\ts1400ts142101.dgn		PRINTED ON 1/04/2026 BY Inwoody		CONSULTANT PROJECT REF.	CONSULTANT FILE REF.				

12. Grant an Easement for Fibre Installation to Enable, at Tulett Park, Casebrook

Reference Te Tohutoro: 26/478074

Responsible Officer(s) Te Pou Matua: Elizabeth Hoskins, Property Consultant

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 to request the Community Board to exercise its delegation to approve an easement over land governed under Section 48(1) of the Reserves Act 1977.
- 1.2 The easement will be for Enable Networks Limited, to provide fibre across Tulett Park to the Nomads United AFC clubrooms (as Lessee), located next to the carpark with entry from Claridges Road.
- 1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the easement over the reserve will allow robust and reliable internet connectivity to the Lessee and is below ground.
- 1.4 The Community Board holds the delegation to grant easements over reserve land pursuant to the Reserves Act 1977, subject to consent from the Minister of Conservation (delegated to the Council Chief Executive)

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Grant an Easement for Fibre Installation to Enable, at Tulett Park, Casebrook 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 installation of a fibre cable and subsequent granting of an easement in favour of Enable Networks Limited to convey underground utilities within the land described as Reserve 5136 comprising 6.0930 ha (Recreation Reserve) and Lot 126 Deposited Plan 82299 (Recreation Reserve) comprising 6179 m², known as Tulett Park.
4. Notes that approval is subject to Section 48(1) of the Reserves Act 1977 and is subject to the Minister of Conservation consent to the easement, as delegated to the Council Chief Executive under the Instrument of Delegation for Territorial Authorities dated 12 June 2013. The Community Board recommends the Chief Executive exercise their delegation in this regard.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Staff recommend granting the easement for fibre (underground cables) across Tulett Park which is a recreation reserve, to the Lessee, Nomads United AFC under Section 48(1) of the Reserves Act 1977.
- 3.2 This sports club is a not-for-profit entity for sporting and community benefit and has occupied the land since 1989 with an initial lease with the Waimairi District Council. The club owns the building.
- 3.3 Fibre is the preferred option for the provision of internet services, as this is a reliable service with the capacity to allow the club and its operations to operate efficiently and effectively.
- 3.4 This includes streaming games on a large screen, operating an electronic scoreboard, operating security cameras, and general business in running the club.
- 3.5 The underground cables and installation will have minimal impact on the public and access to the reserve will not be affected. An aerial and plan of the route is shown below.
- 3.6 The city arborist has confirmed there will be no impact to existing trees as the route bypasses most of these and, where close, the cable trench will be hand dug.
- 3.7 Attachment A has the route and description of installation from Enable Networks Ltd.

4. Plans and Photos

1) Aerial showing location of the Nomads Football Club building



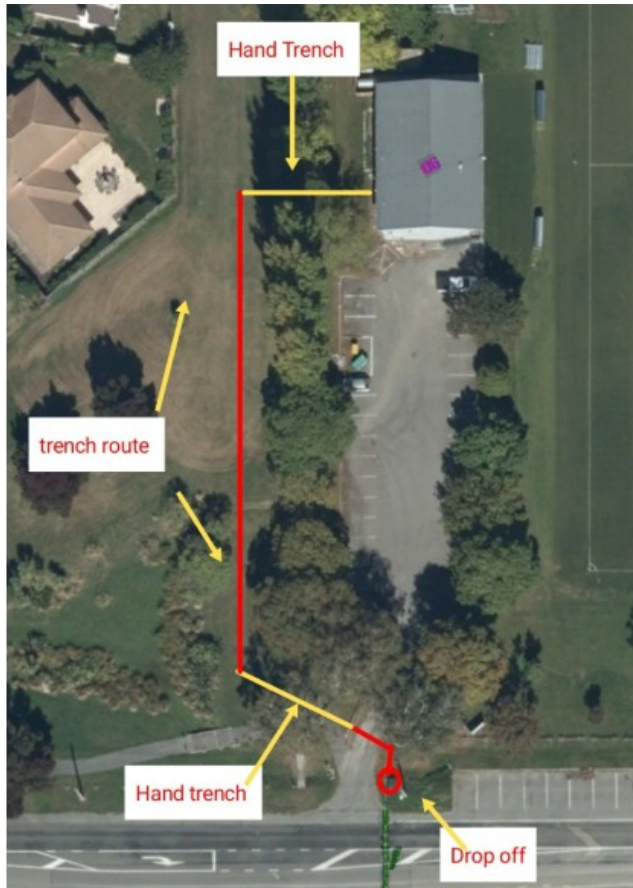
2) View from Claridges Rd entry to Tulett Park



Lot 126 No 93

No 99 Reserve 5136

3) Approved Enable Plan showing the route over No 93 and 99 Claridges road



5. Background/Context Te Horopaki

- 5.1 Tulett Park is a recreation reserve being described as Reserve 5136 comprising 6.0930ha on Record of Title CB 10F/1014 and adjoining Lot 126 Deposited Plan 82299 comprising 6179m² On Record of Title CB47C/710.
- 5.2 The Nomads Football Club have occupied the land since 1989 as Lessee, and they built and own the existing building.
- 5.3 The sports club is a not-for-profit entity and they also offer the clubrooms for community use.
- 5.4 The club require fibre to operate their business effectively with a robust and reliable internet service. They require fibre to allow efficient business use including but not limited to streaming games for members, an electronic scoreboard, and to operate security systems etc.
- 5.5 Access for the underground cable will be from the street to the building and through a recreation reserve. Therefore the process under Section 48(1) of the Reserves Act 1977 is required to allow the installation by way of an easement.
- 5.6 There is an expectation that Lessees on a reserve, which are sports clubs and community groups, will have the ability to be provided with utilities that support the functionality of that entity.

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

Date	Subject
	N/A

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

Date	Subject
	N/A

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- Grant an Easement to allow a fibre connection to the clubrooms.

5.10 The following options were considered but ruled out:

- Do not Grant an Easement for fibre and request the Sports Club use other wireless options for internet connectivity. These other options, however, would not provide sufficient capability for the efficient use of the internet for their business and community events.

Options Descriptions Ngā Kōwhiringa

5.11 **Preferred Option: - Grant an Easement to allow a fibre connection to the clubrooms.**

5.11.1 **Option Description:** Grant an Easement to allow a fibre connection to the clubrooms.

5.11.2 **Option Advantages**

- This will allow a robust and reliable internet connection needed for the club to use for their business and any events.

5.11.3 **Option Disadvantages**

- There are no disadvantages with this option. The installation will have the Parks unit oversight and approval regarding location, scope of work, tree protection access and any remediation.

5.12 **Do not Grant an Easement for fibre.**

5.12.1 **Option Description:** Do not Grant an Easement for fibre.

5.12.2 **Option Advantages**

- There are no advantages with this option and any other options for internet connectivity would provide an inferior service and are not practical in this situation.

5.12.3 **Option Disadvantages**

- Enable would be unlikely to install fibre through the reserve without some protection for their infrastructure.

Analysis Criteria Ngā Paearu Wetekina

- 5.13 Installation of fibre to the building through the reserve is the most practical, reasonable and cost-effective option for the club and providing an easement to protect Enable’s infrastructure ensures the fibre installation is protected.

6. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option
Cost to Implement	Costs to be met by Enable other than staff time
Maintenance/Ongoing Costs	Nil
Funding Source	N/A
Funding Availability	N/A
Impact on Rates	Nil

- 6.1 Costs will be met by Enable.

7. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 7.1 There are no risks in granting this easement to Enable Networks Limited. The utility will be managed under a business-as-usual approach by the operators and access to install or maintain by Enable Networks will require notification to and approval from the Council.
- 7.2 The Council will be indemnified for any damage to the cable or conduit.
- 7.3 Should the Council need the cable to be relocated in the future for any development, this will be at the cost of Enable Networks limited.

Legal Considerations Ngā Hīraunga ā-Ture

- 7.4 Statutory and/or delegated authority to undertake proposals in the report:
- 7.4.1 Section 48(1) of the Reserves Act 1977 states that the administering body of a reserve may grant an easement over any part of the reserve.
- 7.4.2 A public notice for this easement and works was not required under Section 48(3) of the Reserves Act 1977 as the reserve is not likely to be materially amended and the rights of the public are not permanently affected.
- 7.4.3 The Minister of Conservation’s Instrument of Delegation for Territorial Authorities dated 12 June 2013, delegating to Council and sub delegated to the Chief Executive to exercise the power to consent to the granting of the easement pursuant to Section 48(1) of the Reserves Act 1977 as recommended by the Community Board.
- 7.5 Other Legal Implications:
- 7.5.1 There is no legal context, issue, or implication relevant to this decision. Council legal services will view and approve all legal documentation associated with the easement.
- 7.6 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

7.7 The required decision:

- Aligns with the [Christchurch City Council's Strategic Framework](#). The decision to grant this easement to Enable Network Limited is consistent with Council's Plans and Policies.
- Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by there being no impact to Park users or access to the Park, and the cable is underground.
- Is consistent with Council's Plans and Policies.

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

7.9 Parks, Heritage and Coastal Environment

7.9.1 Activity: Parks and Foreshore

- Level of Service: 6.8.10.1 Appropriate use and occupation of parks is facilitated - Processing of the application is started within ten working days of receiving application - 95%

Community Impacts and Views Ngā Mariu ā-Hāpori

7.10 The cables are underground and there is no impact to park users or access to the park.

7.11 The park will also not be materially altered or damaged.

7.12 For these reasons a public notice was not required under Section 48(3) of the Reserves Act.

7.13 The decision affects the Community Board areas:

- Waimaero Fendalton-Waimairi-Harewood.

7.14 The Community Board view has not been tabled prior to this report.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

7.15 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 to grant this easement does not specifically impact Mana Whenua, their culture, and traditions.

7.16 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.

7.17 The decision does not impact on Mana Whenua as the location is not a site of significance nor does the granting of an easement impact on any culture or values.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi



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

7.16 The granting of an easement is for an underground utility on Council land.

8. Next Steps Ngā Mahinga ā-muri

- 8.1 Following the recommendation to grant this easement, we will seek Minister of Conservation approval, delegated to the Chief Executive, then complete all documentation and processes required before any works commence on the reserve.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	304/7090 Approved Enable Plan Enable Connect Plan__20260128_233348	26/612754	65

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Elizabeth Hoskins - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Kelly Hansen - Manager Parks Planning & Asset Management Rupert Bool - Head of Parks

Enable Connect Plan

Details

Work Order **203137**
Customer Job ID **1203495**
Service Account **99 Claridges Road, Casebrook**
Date **28/01/2026**
Prepared By **Androop Peechara**
Phone

Additional Requirements

Is EWP Required **No**
Traffic Management **Low Level or Not Required**
Is it a vulnerable customer **No**
What Health and Safety elements need to be considered? **Other**
Please list other **N/A**

Connect Overview

Is End User on Work order present? **Yes**
Please enter email address
Dogs on site? **No**
Locked Gate? **No**

Contact Person Name

Are there any special site access requirements?
Work Access Permit (WAP) Required? **No**
Permit to Work (PTW) Required? **No**

MDU/ROW Property Type

Right of Way **No**
Multi Dwelling Unit **No**
Build Complete? **No**

Duration: 00:10:06

Created on: Wednesday, 28 January 2026 1/13

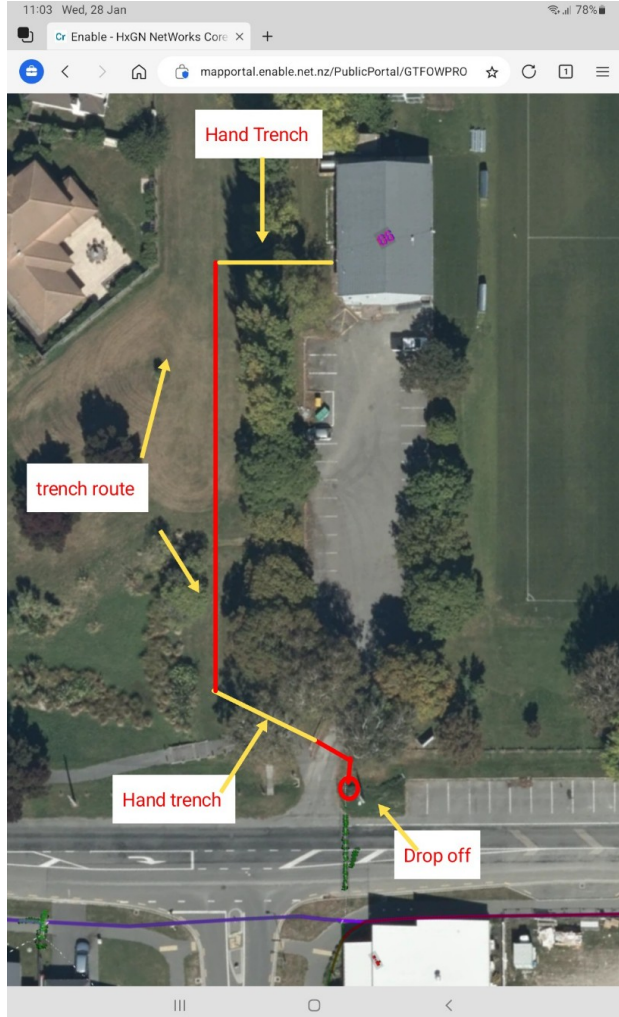
Enable Connect Plan

Build Out Side Boundary (OSB)

Is the boundary drop present? **Yes**

What surface type is the Boundary drop in? **Grass**

Aerial Network Screenshot with drop location



Duration: 00:10:06

Created on: Wednesday, 28 January 2026

2/13

Enable Connect Plan

Build Inside Boundary (ISB)

Grass Trench (m)	86
Hard Trench (m)	4
Tube at ETP (m)	
Existing Customer Owned 20-50mm duct (m)	
Fenceline (m)	
Slot Trench (m)	
Cobble stone (m)	
Conduit Clip (m)	
Detailed description of Civil Install	From the Drop off do a trench in the given location with 4m Asphalt open trench & 86m grass trench by using Trencher. Note. : Trench depth will be 300mm to 350mm & trench width will be 200mm to 300mm and near tree roots area techs to do hand trench instead of using Trencher to avoid tree roots damage. Follow the photos for trench route.

Tech Internal Installation

What type of Internal Installation?	External Clipping, Internal Capping
Underfloor Access Checked?	Yes
Detailed description of Tech Install	Install ETP and from ETP run conduit Externally as shown in photos thereafter penetrate inside and clip capping up to ONT Location to install ONT in the given location. Customer will clear the Area for techs to install ONT. Fibre blow Required.

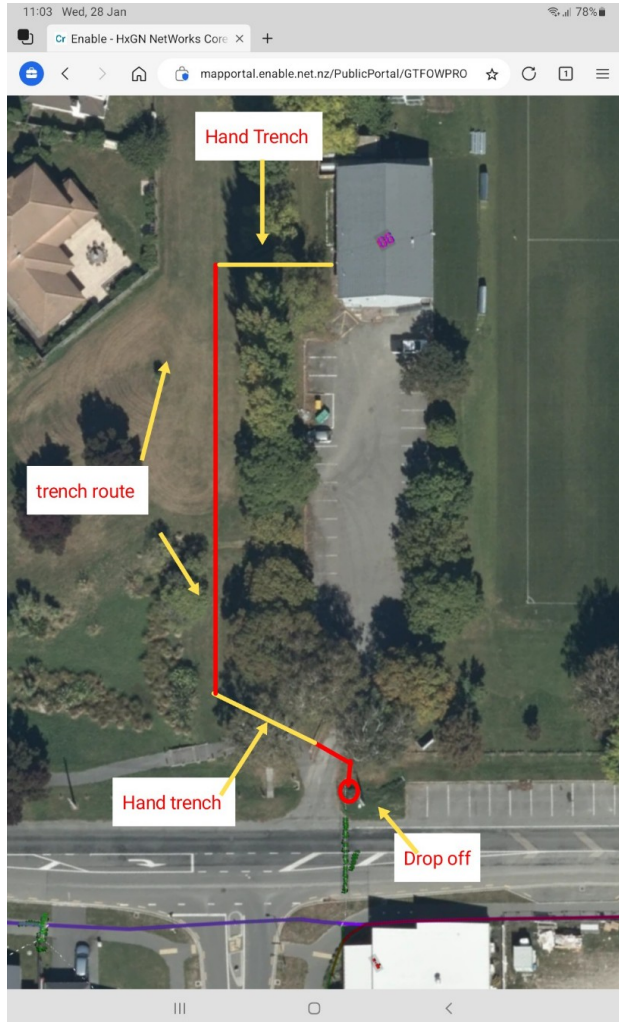
Duration: 00:10:06

Created on: Wednesday, 28 January 2026

3/13

Enable Connect Plan

Marked up Photos of Full installation



Item 12
Attachment A

Duration: 00:10:06

Created on: Wednesday, 28 January 2026

4/13

Enable Connect Plan

Marked up Photos of Full installation



Marked up Photos of Full installation



Duration: 00:10:06

Created on: Wednesday, 28 January 2026

5/13

Enable Connect Plan

Marked up Photos of Full installation



Marked up Photos of Full installation



Duration: 00:10:06

Created on: Wednesday, 28 January 2026

6/13

Enable Connect Plan

Marked up Photos of Full installation



Attachment A
Item 12

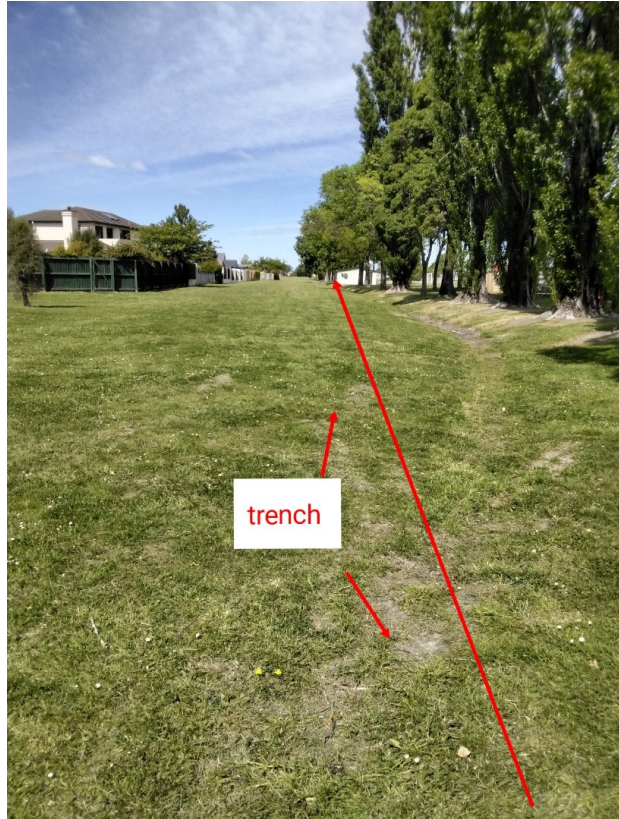
Duration: 00:10:06

Created on: Wednesday, 28 January 2026

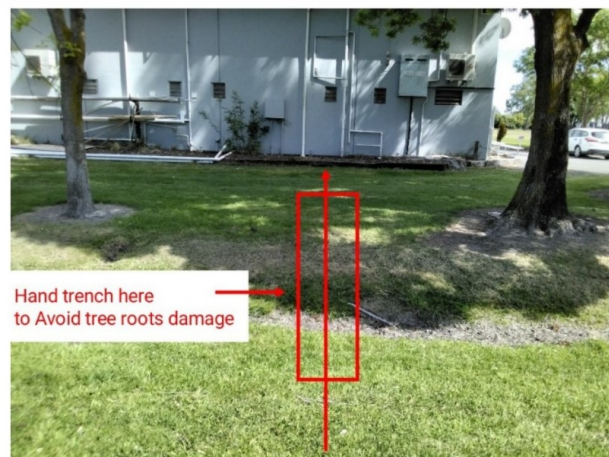
7/13

Enable Connect Plan

Marked up Photos of Full installation



Marked up Photos of Full installation



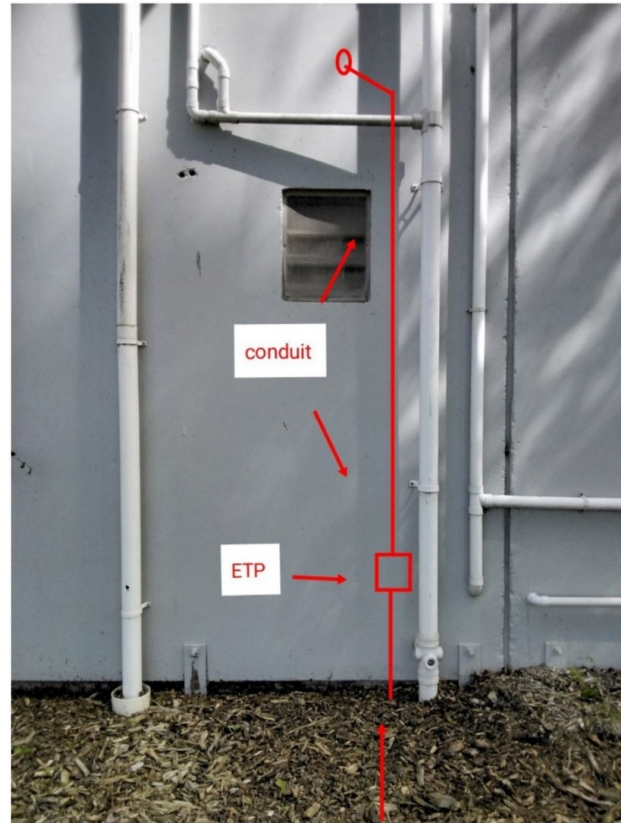
Duration: 00:10:06

Created on: Wednesday, 28 January 2026

8/13

Enable Connect Plan

Marked up Photos of Full installation



Attachment A Item 12

Duration: 00:10:06

Created on: Wednesday, 28 January 2026

9/13

Enable Connect Plan

Marked up Photos of Full installation



Duration: 00:10:06

Created on: Wednesday, 28 January 2026

10/13

Attachment A Item 12

Enable Connect Plan

Marked up Photos of Full installation



Outside Property Consent

- Trenching in Garden and/or Grass? **Yes**
- Installation of Cable on fence **No**
- Cutting of Driveway and/or Footpath? **No**
- Installation of Conduit? **Yes**
- Removal of Concrete/Tiling/
Cobbles/Pavement/Asphalt? **No**
- Installation of Box (ETP) on outside of the house? **Yes**
- Exposed surface cabling on house? **No**
- Others?

Duration: 00:10:06

Created on: Wednesday, 28 January 2026

11/13

Enable Connect Plan

Signed Consent

I confirm that: - I have seen, read and understood this information and the end user terms and accept those terms; and - If I am not the owner of the property, I have obtained the consent of the owner for the installation works; and - I understand that there may be an impact on the operation of burglar and medical alarms, particularly monitored alarms. [Note: check with your alarm provider or telecommunications service provider]

I have read and agree to Enable's End User Terms **No**

End User Signature:

Authorised Enable technician:



End User Name

Duration: 00:10:06

Created on: Wednesday, 28 January 2026

13/13

13. Waimāero Fendalton-Waimairi-Harewood - Better-Off Fund Application for Consideration - Belfast Community Network

Reference Te Tohutoro: 26/586312

Responsible Officer(s) Te Pou Matua: Natalie Dally, 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 Waimāero Fendalton-Waimairi-Harewood Community Board to consider changing the recipient of a Better-Off Fund allocation originally approved on 8 December 2025.
- 1.2 At the Waimāero Fendalton-Waimairi-Harewood Community Board meeting of 8 December 2025 the Board approved a grant of \$38,000 from its Better-Off Fund to the Anglican Diocese of Christchurch - Parish of Merivale St Albans towards the purchase of a community van for use by groups in the Waimāero Fendalton-Waimairi-Harewood Community Board area.
- 1.3 Due to logistics around hosting the van, the Anglican Diocese of Christchurch - Parish of Merivale St Albans are now unable to accept the grant.
- 1.4 The Belfast Community Network have confirmed that they are able to host the van.
- 1.5 The Belfast Community Network currently have a van that is borrowed by the community and will be needing a new one soon due to user demand. They have the capacity to purchase and manage the van with the Better-Off Funding. Basing the van in Belfast will enhance access for organisations on the eastern side of the Board area as St Barnabas currently operate a community van in Fendalton on the western side.

1. Funding Request Number	2. Organisation	3. Project Name	4. Amount Requested	5. Amount Recommended
FWH_0003_BOF	Belfast Community Network	Community Van	\$38,000	\$38,000

- 1.6 This report recommends reallocating \$38,000 of previously committed funds to an alternative organisation to deliver an equivalent project. This will result in the Board's Better-Off Fund being fully allocated.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood - Better-Off Fund Application for Consideration - Belfast Community Network 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. Revokes clause 3. of resolution FWHB/2025/00071 passed on 8 December 2025 which read as follows:

Approves a grant of \$38,000 from its Better-Off Fund to the Anglican Diocese of Christchurch - Parish of Merivale St Albans towards the purchase of a community van for use by groups in the Waimāero Fendalton-Waimairi-Harewood Community Board area.

4. Approves a grant of \$38,000 from its Better-Off Fund to the Belfast Community Network towards the purchase of a community van for use by groups in the Waimāero Fendalton-Waimairi-Harewood Community Board area.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations above are aligned to the Council's Strategic Framework and in particular the strategic priorities of a Collaborative and Confident City and A Cultural Powerhouse City. The projects also align with the Te Haumako Te Whitingia Strengthening Communities Together Strategy.
- 3.2 The purpose of the fund is to partner with organisations and groups to support local initiatives, projects, and activities through additional Community Board funding, including a focus on supporting local action to increase climate resilience.
- 3.3 Projects will improve well-being by building social capital, encouraging participation, increase accessibility and connectedness – generating opportunities for youth, and diverse communities and increasing local pride.
- 3.4 When considering allocation of funds, priority will be given to projects/initiatives that contribute towards the following outcomes:
 - Increasing the tree canopy across the city and our regional parks
 - Enhancing biodiversity
 - Safer neighbourhoods
 - Repairing infrastructure and facilities
 - Responding to climate change through adaptation planning
 - Encouraging active travel
- 3.5 Projects should also show a strong alignment to the Council's Te Haumako Te Whitingia Strengthening Communities Together Strategy.
- 3.6 Priority will also be given to projects that directly contribute towards achieving Community Board Plan priorities.

Decision Making Authority Te Mana Whakatau

- 3.7 The Community Board has the delegated authority to determine the allocation of the **Better-Off Fund** for each community.
 - 3.7.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council.
 - 3.7.2 The Fund does not cover:
 - Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations, or Community Board decisions.

- Projects or initiatives that change the scope of a Council project or that will 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

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


Discussion Kōrerorero

3.11 At the time of writing, the balance of the **Better-Off Fund** is as below.

Total Budget 2023/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$500,000	\$462,000	\$38,000	\$0

- 3.12 Based on the current **Better-Off Fund criteria**, the above application is eligible for funding.
- 3.13 The attached Project Brief provides detailed information for the application. This includes organisational details, project details, financial information, and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Better off project brief - Community Van - Belfast Community Network - March 2026	26/587424	82

Signatories Ngā Kaiwaitohu

Author	Natalie Dally - Community Development Advisor
Approved By	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

BETTER-OFF FUND PROJECT BRIEF

SECTION ONE: APPLICANT DETAILS

Name of Community Board	Staff member and position	Staff member contact details (email & phone)
Waimāero Fendalton-Waimairi-Harewood Community Board	Natalie Dally, Community Development Advisor	Natalie.dally@ccc.govt.nz 03 941 5326

SECTION TWO: PROJECT DETAILS

Name of Project	Project Description
Purchase of a Community Van	<p>The project will fund the purchase of a community van to provide safe, accessible, and affordable transport for residents participating in Waimāero Fendalton-Waimairi-Harewood group activities and outings. The van will be a shared community resource to:</p> <ul style="list-style-type: none"> • Enable access to essential services, events, recreation, and cultural activities. • Reduce isolation among older people, youth, migrants, and those with limited mobility. • Support local organisations, schools, and groups by removing transport barriers. • Enhance community resilience by providing an additional resource for emergencies or disruptions.

Alignment to Funding Priorities

Better-Off Fund Priorities	Council Strategies	Community Board Plan Priorities
<ul style="list-style-type: none"> • Promotes equity and inclusion by improving access for vulnerable groups. • Strengthens community wellbeing and participation. • Supports environmental priorities through shared, low-emission transport. • Builds resilience by providing a flexible resource for emergency response 	<p>Community Outcomes:</p> <ul style="list-style-type: none"> • A collaborative confident city (strengthens belonging, participation, safety). • A green, liveable city (reduces emissions, improves connections). • A cultural powerhouse city (improves access to arts, heritage, sports, and cultural events). • A thriving prosperous city (supports access to training, jobs, and local business activity). <p>Strategic Priorities:</p> <ul style="list-style-type: none"> • Inclusive, equitable city. • City-wide response to climate change. • Balance needs of present and future generations. • Manage ratepayer money wisely by creating a shared community asset. 	<ul style="list-style-type: none"> • Support local wellbeing and inclusion. • Enable community participation in cultural, sporting, and recreational activities. • Enhance preparedness and resilience within the local board area.

SECTION THREE: PROJECT DELIVERY

1. Will the project be delivered in partnership with an external community organisation? Yes

Name of Organisation	Contact person and position	Contact details (email & phone)
Belfast Community Network	Lynda Goodrick, Manager	021 280 6962 manager@belfastcommunitynetwork.org.nz

SECTION FOUR: PROJECT BUDGET

Total Cost of Project \$38,000

Budget items requested:

Item	Amount
Purchase of community van (including first year running costs)	\$38,000
TOTAL	\$38,000

Are there any other sources of funding contributing to the project? No

Any other comments on budget?

The van will be managed as a shared community resource with ongoing operating costs supported by the host group through user contributions, fundraising, or partnerships.

SECTION FIVE: TIMEFRAMES AND REPORTING

Expected start date of project:	June 2026 (purchase of vehicle and establishment of management agreement).
Expected end date of project:	August 2026 (van operational and available for community use – based on purchase date).

Reporting – How will you report to the Board on progress of the project and how often?

Governance Staff will provide updates through Community Board Area reports, and annual accountability will be provided by the community organisation hosting the van, including usage statistics and outcomes reporting.

SECTION SIX: STAFF ASSESSMENT

In talking with groups across the ward a few have mentioned the need for another Community Van to meet the needs of the Community. This was referenced predominantly by youth groups and those working with older adults. But the use of the van would not be limited to these sectors. The Belfast Community Network has suitable processes, capacity, access and storage security to be able to host the vehicle.

The project strongly aligns with the Council’s Community Outcomes, Strategic Priorities, and the Four Pillars of the Strengthening Communities Together Strategy. It will address equity and accessibility barriers, support cultural and social participation, contribute to emissions reduction, and provide resilience benefits. The van will be a practical, visible, and well-used community asset.

SECTION SEVEN: STAFF RECOMMENDATION

Recommended for funding? Yes

Amount recommended: \$38,000

14. Waimāero Fendalton-Waimairi-Harewood 2025/26 Youth Development Fund Applications - Kaitlyn Adams and Burnside High School

Reference Te Tohutoro: 26/622738
Lisa Gregory – Community Recreation Advisor
Responsible Officer(s) Te lisa.gregory@ccc.govt.nz
Pou Matua: Karen Boag, Community Development Advisor,
karen.boag@ccc.govt.nz
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 Waimāero Fendalton-Waimairi-Harewood Community Board to consider applications received for funding from its 2025/26 Youth Development Fund.
- 1.2 There is currently a balance of \$8,250 remaining in this fund.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board resolve to:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood 2025/26 Youth Development Fund Applications - Kaitlyn Adams and Burnside High School 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 \$750 from its 2025/26 Youth Development Fund to Kaitlyn Adams towards expenses to compete at the Canoe Polo World Championships in Germany from 15 to 19 September 2026.
4. Approves a grant of \$800 from its 2025/26 Youth Development Fund to Burnside High School towards the costs of eight ward-based students participating in the Spirit of Adventure Discovery Voyage from 9 to 14 June 2026.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations in this report align to the Council's Community Outcome of A Cultural Powerhouse City - 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'.

Decision Making Authority Te Mana Whakatau

- 3.2 Determine the allocation of the Discretionary Response Fund for each community (including any allocation towards a Youth Development Fund).
- 3.3 Allocations must be consistent with any policies, standards or criteria adopted by the Council.

- 3.4 The Fund does not cover:
- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions.
 - Projects or initiatives that change the scope of a Council project or that will 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 Mana Whakatau

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

4. Applicant Te Kaitono 1 – Kaitlyn Adams

- 4.1 **Age:** 20
- 4.2 **Suburb:** Burnside.
- 4.3 **Event seeking support for:** Canoe Polo World Championships in Germany from 15 to 19 September 2026.
- 4.4 Kaitlyn has been playing Canoe Polo for about six years and began her journey at Middleton Grange School where she competed at Secondary Schools Nationals twice and was the captain of the senior girls’ team for two years.
- 4.5 In 2022 Kaitlyn chose to trial for her first New Zealand campaign where she was selected as the U18B Captain but was unfortunately cancelled due to Covid. After high school her passion for the sport only grew stronger and she trialled for New Zealand and in 2023 and made the U21A team which was a great achievement.
- 4.6 As her confidence grew Kaitlyn was selected for the 2024 World Championships team and the team won a bronze medal in China. This year Kaitlyn has been selected as Vice-Captain for the U21 Worlds team, which again is a huge achievement for her.
- 4.7 Unfortunately canoe polo does not receive any funding from the governing body, so players are responsible for raising the funds for all their trips and competitions.
- 4.8 The following table provides a breakdown of the costs for Kaitlyn’s trip:

EXPENSES	Cost (\$)
Flights	\$6,000
Accommodation	\$2,000
Entry Fees	\$1,000
Food	\$1,000
Vehicle Hire	\$1,000
Boat Transport	\$1,500
Coach Fees	\$1,500
Total	\$14,000

5. Applicant Te Kaitono 2 – Burnside High School

- 5.1 **Event seeking support for:** Spirit of Adventure Five Day Discovery Voyage, which departs from and returns to Auckland, from 9 to 14 June 2026.
- 5.2 Eight of the ten participants reside in the Fendalton-Waimairi-Harewood area and are Year 10 and 11 students:
- Isak Blommart, who lives in Avonhead
 - Gracie Byrne, who lives in Harewood
 - Katie Churchill, who lives in Ilam
 - Grace Guan, who lives in Avonhead
 - Tremain Laid, who lives in Burnside
 - Hannah Lin, who lives in Ilam
 - Alec McGeorge, who lives in Bryndwr
 - Guy Robinson, who lives in Burnside
- 5.3 The Spirit of Adventure Discovery Voyage is a five-day programme for Year 10 and 11 students. A group of up to ten students from each school joins peers from other schools on board the tall ship, with approximately 40 young people in total on each voyage.
- 5.4 Now known as the ‘Discovery Voyage’ (previously the Trophy Voyage), the programme offers a unique learning experience that combines challenge, adventure, creativity, and reward.
- 5.5 Throughout the voyage, students participate in a range of activities including ship-handling, teamwork, problem-solving, debating, and water-based activities. They also go ashore to complete challenges and take part in competitive games that encourage ingenuity, leadership, and fun.
- 5.6 These experiences provide opportunities for personal growth, confidence building, and leadership development in an unforgettable setting at sea.
- 5.7 The total cost of the voyage for the eight students is \$14,086. To help meet the shortfall, they have held a bake sale, with three more planned, as well as a sausage sizzle at Mitre 10 on 9 May.
- 5.8 The following table provides a breakdown of the costs for eight of the ten participants who reside in the Fendalton-Waimairi-Harewood area:

EXPENSES	Cost (\$)
Air Fares	1,830
Suttle Costs	256
Voyage Fees	12,000
Total	\$14,086

Attachments Ngā Tāpirihanga

There are no attachments to this report.

Signatories Ngā Kaiwaitohu

Authors	Lisa Gregory - Community Recreation Advisor Karen Boag - Community Development Advisor
Approved By	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood

15. Fendalton-Waimairi-Harewood Youth Development Fund - Approval Process

Reference Te Tohutoro: 26/669950

Responsible Officer(s) Te Maryanne Lomax, Community Governance Manager,
Pou Matua: maryanne.lomax@ccc.govt.nz

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

- 1.1 Purpose and Origin of the Report Te Pūtake Pūrongo The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to consider the process for approving applications received to their Youth Development Fund.

2. This report is staff generated.

3. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Fendalton-Waimairi-Harewood Youth Development Fund - Approval Process Report.
2. Considers the options below with regards to the approval process for Youth Development Fund applications:
 - a. **Option A** - Increase the Community Governance Manager's delegation to approve applications up to \$1,000.
 - b. **Option B** - Implement a process for Youth Development Fund applications to be approved by the Board via email.
 - c. **Option C** - Staff to complete a full options report to come to a Board meeting for consideration of applications being recommended for over \$500.

4. Background/Context Te Horopaki

- 4.1 Each year the Board establishes a Youth Development Fund from their Discretionary Response Fund.
- 4.2 The purpose of the Youth Development Fund is to celebrate and support young people living in the Fendalton-Waimairi-Harewood area by providing financial assistance for their development. The Community Board also seeks to acknowledge young people's effort, achievement and potential excellence in the community.
- 4.3 In the past three years, the Board has received an average of 25 applications each year to this fund. The median grant amount has been \$250.
- 4.4 Currently, the Community Governance Manager has delegation from the Board to approve applications up to \$500. The fund recipients are reported back to the Board via the monthly Area Report.
- 4.5 The majority of applications fit within this delegation, however, on occasion we receive applications from groups which include a number of young people from the Board area. These applications could result in the staff recommendation being over \$500. Under the current process, this would require a full options report to the Board for consideration. This

can often be an issue in terms of timeframes for the event they are seeking funding for and the staff time involved in writing an options report for the Board agenda.

- 4.6 To streamline the process and make it easier for applicants, staff are asking the Board to consider alternative options to approve these applications.
- 4.7 **Option A** would increase the Community Governance Manager’s delegation to \$1,000 which would be the maximum amount we would recommend for an application.
- 4.8 **Option B** is implementing a process for the Board to approve Youth Development Fund Applications by email. This would allow a quicker turnaround for decisions and is the process currently used by most of the other Community Boards across the city.
- 4.9 **Option C** is the status quo, noting that a full options report is now required rather than the short cover report used previously.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

16. Waimāero Fendalton-Waimairi-Harewood 2026-28 Community Board Plan

Reference Te Tohutoro: 26/614253

Responsible Officer(s) Te Maryanne Lomax, Community Governance Manager,
Pou Matua: maryanne.lomax@ccc.govt.nz

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to adopt its 2026-28 Community Board Plan.
- 1.2 This report is staff generated.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:





1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood 2026-28 Community Board 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. Adopts the Waimāero Fendalton-Waimairi-Harewood 2026-28 Community Board Plan.

3. Context / Background / Te Horopaki

- 3.1 The purpose of the Waimāero Fendalton-Waimairi-Harewood Community Board Plan (refer to **Attachment A**) is to identify the Board's vision and strategic priorities for the 2023-2025 term.
- 3.2 The plan identifies nine priorities, which the board will focus on during their term. For each priority, the plan includes:
 - Why the project matters
 - What actions the Board will take
 - How the Board will measure its success
- 3.3 The nine Waimāero Fendalton-Waimairi-Harewood priorities are:
 - Safety improvements at the Withells Road/Yaldhurst Road intersection
 - Safety improvements for the pedestrian crossing at Avonhead School - Rakipaoa on Avonhead Road
 - Improvements to facilities at Burnside Park
 - Community Traffic Safety Committee - Merivale pilot project
 - Elmwood Park playground renewal
 - Strengthening Community Connections in Bryndwr
 - Belfast Road improvements (Blakes to Main North Road)
 - Sheldon and Nunweek Park improvements

- Radcliffe Road railway crossing safety improvements
- 3.4 The draft Waimāero Fendalton-Waimairi-Harewood 2026-28 Board Plan priorities opened for community feedback via the Council's Kōrero mai/Let's talk website on 24 February 2026 and closed on 15 March 2026.
- 3.5 A total of 28 submissions were received on the Board's draft priorities (refer to **Attachment B**).
- 3.6 There was overwhelming support for the nine priorities in the draft plan.
- 3.7 General themes from the feedback included:
- The development of safe cycling infrastructure across the Board area.
 - The need to ensure young people's voices are heard in the development and upgrades of play spaces, parks and community facilities.
 - Traffic safety improvements across the Board, particularly for cyclists and pedestrians.
- 3.8 Other suggestions provided by submitters included:
- Completion of the Wheels to Wings Major Cycle Route
 - Extension of the Uni-Cycle MCR through Avonhead, Russley, and Masham, connecting to the South Express MCR.
 - Traffic safety improvements on Blighs Road for Waimairi School students.
 - Improvements to timing of roadworks to reduce disruption.
 - A number of suggestions for cycling infrastructure improvements (refer to attached submissions for more details).
 - Planting of fruit and nut trees in parks.
 - Safety improvements at Brodie Street/Yaldhurst Road intersection.
 - Installation of a pedestrian crossing on Johns Road to improve safety for students at Pūtahi Belfast School campus.
 - A small dog walk in Burnside Park, Nunweek Park and Sheldon Park.
 - Netball court lighting upgrade at Sheldon Park.
 - Speed calming measures down Factory Road.
- 3.9 Although these suggestions do not form part of the Community Board Plan, they will be forwarded to relevant staff for investigation.
- 3.10 Priorities that involve other Council Units were sent to relevant staff for them to have the opportunity to provide feedback. This feedback was sent to the Board for their consideration.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Waimāero Fendalton-Waimairi-Harewood 2026-28 Board Plan	26/620272	94
B  	Waimāero Draft Community Board Plan 2026-2028 Submissions	26/620802	110

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waimāero Fendalton-Waimairi-Harewood **Community Board** **Plan 2026–28**



Lake Roto Kohatu, Harewood

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From the Chair



On behalf of the Waimāero Fendalton-Waimairi-Harewood Community Board, I am proud to present our 2026-2028 Community Board Plan.

A community board plan is a key document that outlines our vision for the local community and helps guide the board in prioritising its work over the next three years.

We see this plan as a “living document” that may evolve over time as projects are completed or as changing circumstances lead to adjustments in our priorities.

The priorities identified in this plan reflect the issues raised by residents, community groups, and Christchurch City Council staff.

I would like to take this opportunity to thank everyone who took the time to provide feedback on our draft priorities. Please be assured that we have listened to your suggestions, and while they may not all appear on our priority list, we will continue to advocate for them to be considered in the Council’s planning processes where appropriate.

Our vision for this community is for it to thrive environmentally, socially, and economically, while recognising the range of risks and challenges we face today, from rising living costs to the impacts of climate change. Balancing priorities is therefore essential, as is ensuring your money is spent responsibly.

We look forward to working in partnership with our local community to achieve the vision we share for this area.



Jason Middlemiss, Chairperson

About community boards and our plans

Community boards carry out functions and exercise powers delegated to them by their councils.

There are six community boards within the Christchurch City Council area.

Local body elections for community board members and councillors are held every three years.

The community board’s main role is to:

- Represent and advocate for the interests of its community.
- Consider and report on all matters referred to it by the council, or any matter of interest to the board.
- Maintain an overview of council services in the community.

- Prepare an annual submission to the council for expenditure within the community.
- Communicate with community organisations and special interest groups within the community.

Community Board Plans

Community board plans are developed every three years and outline the board's key priorities for their elected term. They also indicate how the board will work in partnership with the local community to achieve the council's community outcomes.

A key part of the development of the plan is engagement with the local community and key stakeholders to ensure that the board's priorities reflect the needs and desires of local residents, community groups and businesses in our board area.

Te Haumako Te Whitingia Strengthening Communities Together Strategy

In 2022, the Council reflected on the 2007 Strengthening Communities Strategy, which made it clear that people value diversity, collaboration, being connected and building capability for the future.

We cannot address the many complex social issues that face our city on our own but can help to develop and nurture networks and bring resources and people together so that collectively we can achieve more.

We know that communities want us to focus more on impact and outcomes, with more emphasis on collaboration and partnership. They want transparency and accountability with measurable goals and actions so we know what's working and what isn't.

We believe this refreshed strategy delivers on this.

The strategy has been organised around four pillars that set out the Council's commitment to working alongside the community over the next ten years.

Strategy Pillars

Te Tāngata People	Whenua Place	Te Mahi Participation	Te Takatū Preparedness
Actively promote a culture of equity by valuing diversity and fostering inclusion across communities and generations.	Support and help build connections between communities to foster a sense of local identity, shared experience and stewardship.	Residents and groups in the wider community are socially and actively engaged and able to initiate and influence decisions affecting their lives.	People feel safe in their communities and neighbourhoods and work together to understand, adapt and thrive in the context of change and disruption.

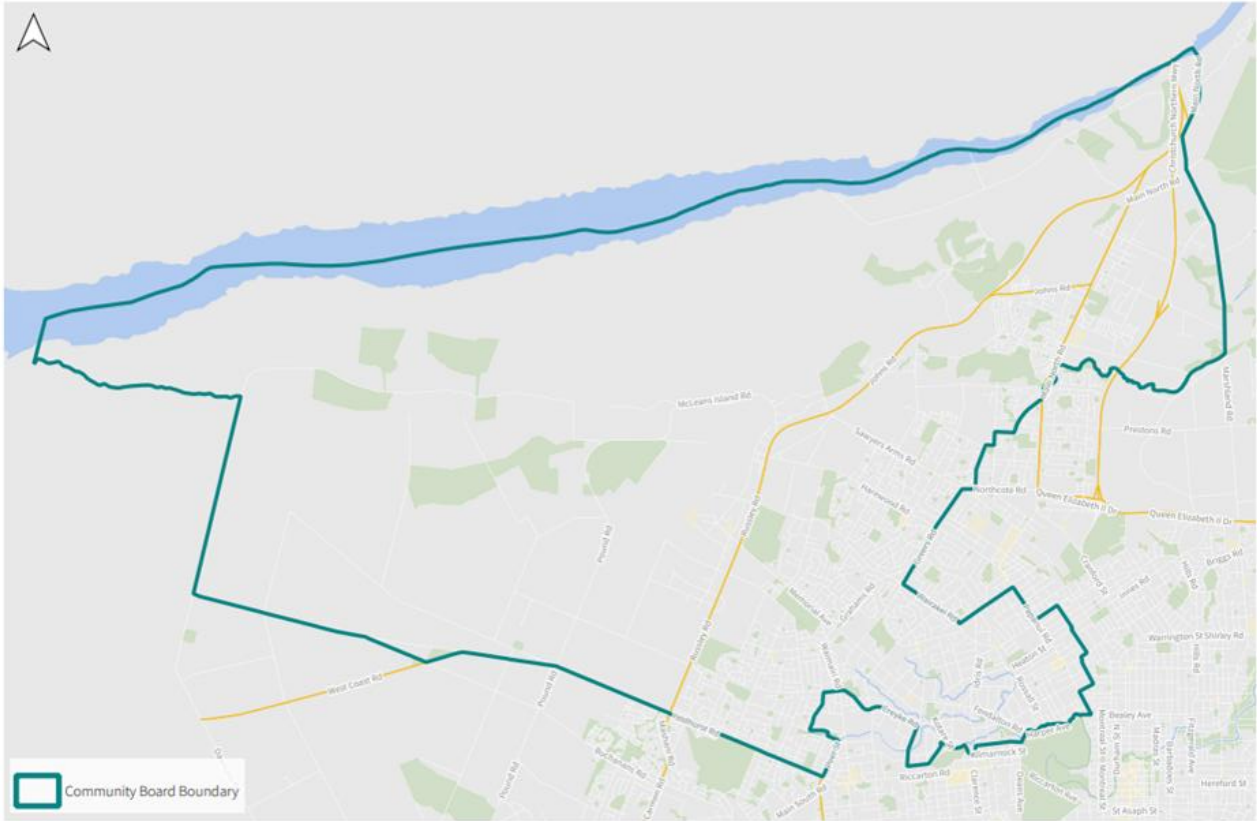
The Waimāero Fendalton-Waimairi-Harewood Community Board is committed to working alongside our local communities to achieve the goals of the strategy. The four pillars above guide us in our decision-making and advocacy on behalf of our residents.

You can view a copy of the Strengthening Communities Together Strategy on the Council's website [here](https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/strategies/strengthening-communities-together-strategy).

(ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/strategies/strengthening-communities-together-strategy)



Waimāero Fendalton-Waimairi-Harewood Community Board area

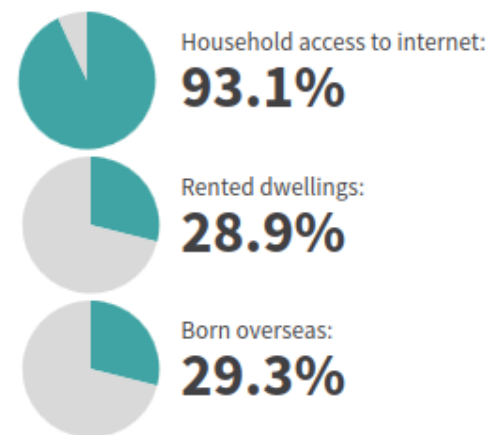
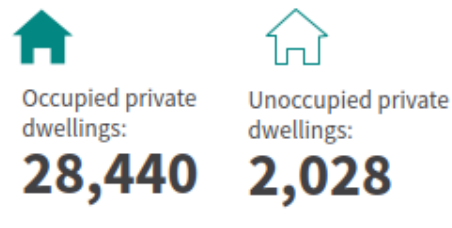


2022 Christchurch City Council Local Government Elections |
Waimāero Fendalton-Waimairi-Harewood Community Board



Key statistics

This section provides an overview of key statistics for the Waimāero Fendalton-Waimairi-Harewood Community Board area. Please note all figures are sourced from the 2023 Census of Population and Dwellings.



Key Facilities and Amenities

- 2 Council libraries: Fendalton, Ōrauwata: Bishopdale Library
- 1 Council service centre: Fendalton
- 165 Council parks (670 hectares)
- 31 schools: 19 primary, 3 intermediate, 5 secondary, 3 composite (Year 1-13), 1 special
- 2 private hospitals: St George's, Nurse Maude
- 1 charity hospital: Canterbury Charity Hospital
- Approximately 9,798 businesses employing 38,992 people (Feb 2024)
- Christchurch Airport
- Multiple major sport and recreation amenities: Jellie Park Rec and Sport Centre, McLeans Island, Christchurch Football Academy, The Groynes, Lake Roto Kohatu, Nunweek Park, Sheldon Park
- Main shopping centres and precincts: Avonhead Mall, Bishopdale Mall, Fendalton Mall, Ilam/Clyde, Merivale Mall
- Mall, Spitfire Square (airport), Wairakei/Greers, Northwood Supa Centre/Belfast
- Major tourist attractions: Orana Wildlife Park, Willowbank Wildlife Reserve, Antarctic Centre

Our vision



The Waimāero Fendalton-Waimairi-Harewood area has a strong local identity that is vibrant, inclusive and highly valued by all.



Vision statements

- The views, interests, needs and aspirations of residents are effectively represented.
- The Community Board has an open and transparent decision-making process that residents can understand and engage in.
- Initiatives to protect the local environment will be developed and supported, including the protection of our local waterways, increasing tree-canopy and retaining and enhancing the natural character of the area.
- The Board area has a safe and sustainable transport network which links with the wider Canterbury network. This includes advocating for improvements to infrastructure that create efficiencies for all road users e.g. right-turning arrows, enabling better traffic flow through busy intersections.
- Residents have inclusive access to parks and greenspaces for recreational activities.
- A range of social and recreational activities are provided, which strengthen community wellbeing and result in residents feeling safe and connected in their communities.
- Local initiatives and plans will be developed with our communities to prepare and respond to emergencies and impacts of our changing climate.

In addition to our priority projects identified in this plan, the board will continue work with our community and Council staff to address issues as they arise throughout the Board term.

We will also continue to advocate strongly through submissions to the Council's Annual Plan and Long Term Plan for the following:

- Maintaining rates at an affordable level
- Chlorine-free water supply
- Priority focus on road, footpath and park maintenance

Our priorities

Safety improvements at the Withells Road/Yaldhurst Road intersection

Why this matters

Withells Road is an important local connection between SH73/Yaldhurst Road and the residential areas to the north of the corridor. The intersection experiences high traffic volumes and operates within a constrained environment, which increases safety and operational risks.

The primary safety concern at this intersection relates to right turn movements both into and out of Withells Road, which have a higher likelihood of resulting in severe crashes.

What the board will do:

- Work alongside Council staff and NZTA to advocate for immediate safety improvements to be undertaken at this intersection as an interim measure until funding is available for a long-term solution.
- Advocate on behalf of the community and in partnership with the local Member of Parliament for funding to be prioritised in the National Land Transport Programme (NLTP) 2027-30 for traffic lights to be installed at this intersection.
- Ensure that the views of the local residents and road users are considered when considering options for safety improvements.
- Advocate to NZTA for a wider corridor review of Yaldhurst Road, including the Brodie Street intersection, safe pedestrian and cycling facilities, and provision of safe u-turn bays.

We will measure our success by:

- Immediate interim safety improvements are investigated and implemented at this intersection.
- Funding is allocated in the NLTP 2027-30 for a long-term solution to address the safety of this intersection, with the preference being the installation of traffic lights (subject to safety audit and community feedback).

Safety improvements for the pedestrian crossing at Avonhead School - Rakipaoa on Avonhead Road

Why this matters

Our Community Board has received a request from Avonhead School - Rakipaoa for safety improvements at the pedestrian crossing outside their school, with their preference being the installation of a signalised pedestrian crossing.

There are concerns related to the increased traffic volumes on Avonhead Road which often become congested and causes traffic to back-up around the vicinity of the crossing. When this occurs on one side of the road, drivers travelling in the opposite lane frequently do not see the road patrol signs and continue through the crossing at speed. This creates an extremely hazardous situation for their students, families, staff and residents who rely on this crossing daily.

What the board will do:

- Advocate for Council staff to investigate a range of safety improvement options at the crossing point, including the feasibility of a signalised crossing.

We will measure our success by:

- Safety options investigated and implemented at the pedestrian crossing at Avonhead School - Rakipaoa.

Our priorities

Improvements to facilities at Burnside Park

Why this matters

Burnside Park is a vital community hub supporting sport, recreation, health, and wellbeing for people of all ages, serving sports clubs, families, young people, and other community groups. Existing club facilities are outdated, limiting accessibility and inclusivity, particularly for women, girls, and those with limited mobility. The current condition and location of the public toilets discourage use.

Recent feedback from nearly 900 residents, including 500 young people, highlights the importance of safe, accessible, and welcoming outdoor spaces, with many expressing a desire to have more input into how these areas are developed, making the upcoming playground renewal a timely opportunity for engagement.

Investing in fit-for-purpose, accessible, and sustainable facilities at Burnside Park will support long-term community resilience, enhance inclusivity, and ensure the park continues to thrive as a shared hub for all users.

What the board will do:

- Work collaboratively with Council staff, sports clubs, and other key stakeholders to facilitate collaborative planning and support a feasibility assessment for improved and potentially shared, fit-for-purpose facilities at Burnside Park, advocating for accessible and inclusive design, ensuring long-term sustainability, and creating a hub of facilities that can be used by both clubs and the wider community.
- Advocate for the inclusion of park users' views, especially young people, in planning the new youth play space and broader park improvements.
- Support investigation and assessment of options to improve the existing public toilet facilities at Burnside Park.

We will measure our success by:

- Feasibility assessment by park user groups is supported, including recommendations for accessible and inclusive design
- Collaborative planning between Council, sports clubs, and other park users is established, ensuring facilities support both club activities and wider community use.
- Youth perspectives are sought and considered in the planning and design of the new youth play space and broader park improvements.
- Options for improving the existing public toilet facilities are investigated and reported.



Burnside Park

Our priorities

Community Traffic Safety Committee - Merivale pilot project

Why this matters

This project responds directly to ongoing safety concerns around schools in Merivale, including congestion, speeding, unsafe drop-off behaviour, and increasing traffic volumes from housing intensification.

This pilot project seeks to establish a structured, community-led committee to empower parents, students, residents, and schools to work collaboratively to develop practical, locally informed solutions.

The pilot aims improve safety for all road users while feeding into longer-term transport planning and making the neighbourhood safer and more liveable for everyone.

What the board will do:

- Work with key local stakeholders to establish a Merivale Community Traffic Safety Committee.
- Facilitate committee meetings, request advice, data and technical input from Council staff, escalate issues identified and support the alignment of the committee's work with existing Council transport and safety programmes.
- Advocate for identified infrastructure improvements through Council processes/plans.

We will measure our success by:

- A reduction in complaints received regarding safety conditions during, before and after school, including reduced traffic incidents, better driver behaviour, and fewer complaints.
- Regular attendance at committee meetings by participants, positive feedback from stakeholders and ideas are considered/actioned by the committee.
- An evaluation of the pilot project will be undertaken after 18 months (or earlier if requested).

Elmwood Park playground renewal

Why this matters

Elmwood Park is a local heritage park in the heart of Merivale. The park is used by various sporting codes and is very popular with local residents.

The park contains a children's playground which is highly used by local families and visitors to the park when sports games are happening.

Our Board has received very clear messages from our local community about the need for the playground to be updated.

The renewal of the playground is currently scheduled for 2029 but the Board and the local community would like to see this happen sooner.

What the board will do:

- Advocate to Council through its submission to the Long Term Plan for the Elmwood Park playground renewal to be brought forward to the 2027 financial year.

We will measure our success by:

- Elmwood Park playground renewed earlier than FY 2029.

Our priorities

Strengthening Community Connections in Bryndwr

Why this matters

Bryndwr is a diverse and evolving community, home to long-term residents, newcomers, families, older adults, and culturally diverse communities. The suburb includes both well-established households and areas facing socio-economic challenges, with a high proportion of social housing and higher of deprivation in parts of the area.

Ongoing social housing development brings new residents into the community, including individuals and families from outside Christchurch or overseas. While this adds cultural richness, some arrive without local networks, and language barriers or unfamiliarity with local services can make it harder to connect and participate.

As Bryndwr continues to grow and change, there is an increasing need for easy access to opportunities, spaces, and support that help people connect, feel welcome, and build a sense of belonging.

Strengthening community connections will build on existing strengths, reduce isolation, and foster local pride and a sense of belonging.

What the board will do:

- Support and partner with local networks, community groups, schools, churches and youth organisations to strengthen collaboration and build on existing community strengths.
- Champion and support initiatives that bring people together, including community events, neighbourhood activities, programmes, hui, and youth-led opportunities, that reflect Bryndwr's diversity and support newcomers.
- Support accessible communication tools, (such as community directories, newsletters, and online platforms), to increase awareness of local services and activities.
- Support the development, visibility, and activation of community spaces (including existing spaces like community gardens), and explore opportunities for flexible, welcoming places that enable connection now and into the future.
- Advocate for safe, welcoming, and accessible neighbourhood environments that make it easier for people to connect in everyday way (e.g. walkability, safe streets, and shared spaces).

We will measure our success by:

- Increased participation in community events and local initiatives.
- Positive feedback from residents showing improved, awareness of local services and opportunities.
- More groups, and a wider diversity of groups, actively collaborating, sharing resources, and contributing to community-led initiatives.
- Increased use and visibility of local community spaces and places.
- Evidence of new initiatives, ideas and connections emerging from within the community.

Our priorities

Belfast Road improvements (Blakes to Main North Road)

Why this matters

Belfast Road connects with the Christchurch Northern Corridor Motorway, as well as servicing a new industrial development and the Spring Grove subdivision. It is a busy road and is getting busier. It also plays an essential role in community connectivity, offering the most direct cycling and walking route between Spring Grove and the new Belfast School Senior Campus, the new Woolworths Supermarket, shops on Main North Road, and Sheldon Park via the March Plance entrance.

Belfast contains a number of residential areas divided by industrial zones, Main North Road and the railway. In the long term, the Board wants to establish a strategic plan to connect these communities with walking and cycling routes, divert heavy vehicle traffic away from residential areas and improve landscaping amenity. Improvements to Belfast Road, such as a shared path between Blakes Road and Main North Road, could form the first stage of this plan.

What the board will do:

- Investigate the feasibility of constructing a shared path (pedestrian and cyclists) on Belfast Road between Main North Road and Blakes Road, also connecting to the Christchurch Northern Corridor shared path.
- Advocate to the Council through the Board's submission on the Long Term Plan for funding towards a shared path and safety improvements on Belfast Road between Blakes Road and Belfast Road.
- Advocate for Council staff to prepare a community connectivity plan for Belfast.

We will measure our success by:

- The Board receives a report on the feasibility of constructing a shared path on Belfast Road between Blakes Road and Belfast Road.
- Funding is allocated in the Long Term Plan 2027-37 for safety improvements on Belfast Road.
- Staff initiate a community connectivity plan for the Belfast area.

Radcliffe Road railway crossing safety improvements

Why this matters

A priority in the Board's previous plan was to advocate for traffic safety improvements along the Radcliffe Road corridor including the intersection with Main North Road.

The Board is pleased that safety improvements have now been developed and funding allocated in the Long Term Plan to undertake these changes.

However, the plan for a safe pedestrian/cyclist crossing over the railway line is yet to be approved by KiwiRail. Our Board is keen to continue to advocate strongly for a plan to be approved and implemented.

What the board will do:

- Support Council staff to obtain approval from KiwiRail to create a pedestrian/cycle crossing over the railway line near the Main North Road intersection.

We will measure our success by:

- Pedestrian/cycle crossing approved and implemented.

Our priorities

Sheldon and Nunweek Park improvements

Why this matters

Sheldon Park is a vital recreation space for the Belfast Community, as well as being home to a number of local community groups and sports clubs. The park would benefit from improvements including:

- Community art work on wall at swimming pool
- Building a pump track, possibly partnering with external funders
- Improved drainage for the sport fields
- Re-sealing the car parks

Nunweek Park has been identified as a priority for improvements as part of the Sports Field Network Plan.

The park is well used year-round by multiple sporting codes. However, the park has inadequate bathroom and changing room facilities, has suffered from drainage issues for a number of years and we have received feedback that the layout of the sports fields is sub-optimal.

What the board will do:

- Advocate to the Council through the Board's submission on the Long Term Plan for improved facilities at Sheldon Park and Nunweek Park.
- Investigate external funding opportunities for a pump track at Sheldon Park.
- Repairs to the external wall and community art work at the Belfast swimming pool .
- Advocate for upgrades to the bathroom and changing room facilities at Nunweek Park.
- Advocate for improvements to these parks, including drainage, through the Sports Field Network Plan.
- Ensure that local clubs/organisations and park user groups are engaged with regarding any upgrades.

We will measure our success by:

- Staff investigations including costings for upgrades at Sheldon Park and Nunweek Park completed.
- Where appropriate, funding for upgrades included in the 2027-37 Long Term Plan.
- Both parks included in the Sports Field Network Plan.
- External funding opportunities for the installation of a pump track at Sheldon Park are identified.
- Car parks and driveway at Sheldon Park have been re-sealed.



Nunweek Park



Belfast pool at Sheldon Park

Community board funding

In Christchurch, Community Board funding is allocated to each Community Board based on population and equity. The NZ Deprivation Index is the tool used to measure the equity portion of the allocation. The Council resolved to use the formula of 60% population and 40% equity when determining the allocations to each Board.

The Waimāero Fendalton-Waimairi-Harewood Community Board has three key funds available for allocation each year:

Strengthening Communities Fund

An annual contestable round - opens in April each year. Provides funding for the period of 1 September to 30 August each year.

The purpose of this fund is to support community-focused organisations whose projects contribute to the strengthening of community wellbeing in the Christchurch city area.

Successful organisations will be those who demonstrate they are sustainable, strategic, community-focused groups who have a significant presence within their community of benefit. Successful projects will also clearly demonstrate their contribution to the Council funding outcomes and priorities.

Discretionary Response Fund

Open for applications all year - 1 July to 30 June (or when the fund is fully spent).

The purpose of this fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.

Community Board projects (events and awards) are also funded from this fund.

Youth Development Fund

The purpose of the Youth Development Fund is to celebrate and support young people living in the Fendalton-Waimairi-Harewood area by providing financial assistance for their development. The Community Board also seeks to acknowledge young people's effort, achievement and potential excellence in the community.

The Community Board will consider applications for the following activities:

- **Personal Development and Growth** - For example leadership training, career development, Outward Bound, Spirit of Adventure, extra-curricular educational opportunities.
- **Representation at Events** - Applicants can apply for assistance if they have been selected to represent their school, team, club or community at a local, national or international event or competition. This includes sporting, cultural and community events.

If you would like to know more about the board's community funding, please contact any of the staff below:

- Natalie Dally - Community Development Advisor - **03 941 5326**
- Karen Boag - Community Development Advisor - **03 941 5273**
- Lisa Gregory - Community Recreation Advisor - **03 94106729**

Your community board members



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The Waimāero Fendalton-Waimairi-Harewood Community Board generally meets on the third Monday of each month at 4.30pm at the Fendalton Service Centre on Clyde Road. These meetings are open to the public and live-streamed on our YouTube channel [here](#).

Agendas and minutes for each meeting can be found on the council's website at ccc.govt.nz.

If you would like to speak at a board meeting please contact the Community Board Adviser on 03 941 6728.

The Community Board also has a webpage that can be found [here](#).



Submissions received on Waimāero Draft Community Board plan 2026-2028

Do you have any comments on the draft vision?

Comment	Individual/Group	Suburb
Adding changing facilities to Nunweek park for all the sports located there.	Individual	Casebrook
<p>I support the intent behind the draft vision, but I think it could more strongly reflect what actually creates “local identity” in our communities. From our mahi (Kia Kori Waitaha) across local kura, hāpori and whānau, we consistently see that a strong community identity doesn’t just exist – it’s built through connection, participation and play. Tamariki develop confidence, creativity, social skills and a sense of belonging when they are given opportunities to engage meaningfully with others. Whanaungatanga, shared experiences and active play are key drivers of how our communities see themselves and connect with each other.</p> <p>Our experience shows that vibrancy and inclusiveness come alive when people feel they have a place, a role, and the chance to contribute. Tamariki tell us that play makes them feel happy, confident and able to be themselves. Kaiako tell us they see tamariki building resilience, teamwork and positive relationships. These are the foundations of a truly “highly valued” community identity.</p> <p>Suggested Strengthening of the Vision to better reflect what is happening on the ground, the vision could include ideas of:</p> <ul style="list-style-type: none"> • Connectedness • Active participation • Wellbeing and belonging • Community identity shaped by people, not place alone 	Group	Belfast
Very good vision.	Group	Bishopdale
It is great to see improvements that meet the health and safety requirements of the community. As a School Board at Pūtahi Belfast School, we are disappointed that the crossing on Johns Road is not viewed as a priority. This is something we have been asking for prior to the senior campus being built, and the campus finally opened over 2 years ago. Prioritising safe crossings for students going between the campuses is essential.	Group	Belfast

Comment	Individual/Group	Suburb
<p>The Styx Living Lab Trust supports the proposed improvements to Belfast Road particularly the opportunity to create better connections between Belfast’s residential areas currently separated by industrial zones. Strengthening these links is essential for safe, accessible movement across the community, and we see real potential for integrated pathway networks that enhance both mobility and ecological outcomes.</p> <p>We also acknowledge the ongoing work regarding the Radcliffe Road railway crossing and the need for a safe, approved pedestrian and cyclist connection over the rail corridor. We support the Board’s continued advocacy for KiwiRail approval so this critical safety project can progress.</p> <p>From our perspective as an organisation working within the Styx catchment, we would welcome the opportunity to collaborate with Council on these projects. In particular, we can contribute to:</p> <ul style="list-style-type: none"> • Designing and refining pathway connections that align with wider ecological and community goals • Revegetation and planting work consistent with the established planting approach along the rail corridor • On-the-ground implementation, supported by our trained and experienced staff • Long-term ecological stewardship, ensuring plantings and pathways integrate with the broader Styx vision <p>We have the capacity, expertise, and local knowledge to support Council in achieving these outcomes, and we are open to discussing how our involvement could help deliver high-quality, connected, and environmentally aligned solutions for the Belfast community.</p>	Group	Styx catchment
Love the values. Let’s put that into practice.	Group	Belfast
Very keen to see the Strengthening of community in Bryndwr. This is an area we have been working in and the community needs Council support and more connections with those that can help.	Individual	Harewood
Great that you want to upgrade Nunweek Park. The Norwest Hub and Canterbury Hockey are about to undergo a feasibility study for the space.	Group	Casebrook
I think our ward is very diverse and the needs of the greater ward often are dismissed by the wealthier car-using part of the ward.	Individual	Ilam

Priority: Safety improvements at the Withells Road/Yaldhurst Road intersection

Comment	Individual/Group	Suburb
I agree this intersection has issues, but the intersection in the Waipuna board area at Yaldhurst/Racecourse Rd is worse. Please ensure the safety of cyclists and pedestrians is included in the scope and design. Reducing the speed limit to 50 km/h on Yaldhurst Rd would also help make this intersection safer.	Individual	Harewood
Traffic Lights at Withells Road and Yaldhurst Road could be valuable. In addition to improving safety for right turning traffic, it would also improve safety for pedestrians and cyclists when crossing Yaldhurst Road. I do however wonder though if traffic lights at Racecourse Road and Yaldhurst Road could be more valuable. Reason being that intersection is more complex with the shops and at that location Yaldhurst Road has two lanes in each direction. It does however provide a bay to wait in. I feel it would be worth getting reports about each intersection and an understanding of where these intersections rank in relation to other intersections.	Individual	Redwood
I fully support any efforts to improve safety at the Withells Road / Yaldhurst Road intersection. Considering increasing rates of cycling within Christchurch, specific consultation of cyclists as road users would be helpful to ensure the intersection is safe for multiple modes of transport.	Individual	Bryndwr
Spokes supports safety improvements at the Withells Road / Yaldhurst Road intersection. It is a dangerous intersection for pedestrians and cyclists. There is no pedestrian crossing between Racecourse Road and Withells Road that less confident cyclists can use to get safely over Yaldhurst Road to get between the South Express and Withells Road. There is no footpath on the south side and the road cycle lanes are narrow for the speed of traffic. Motor vehicles are making dangerous turns out of Withells Road without looking for other more vulnerable road users.	Group	Citywide
There are problems turning right at this intersection. A larger problem is cycling or walking through here. There is no refuge to get across the road. There is no footpath on the south side of Yaldhurst Road. These things should be fixed first.	Individual	Avonhead

Comment	Individual/Group	Suburb
Safety improvements would be welcome at this intersection.	Individual	Fendalton
This is a big priority for me. If there were a right turning arrow here it would be safer for all involved, and I would consider using the intersection again rather than always going down Avonhead Road. The problem with so many people using Avonhead Road instead because it's safer is that Avonhead Road has a school there, and so if more traffic could safely use Withells it would decrease the traffic flow around school areas which would be safer for all.	Individual	Belfast
I use this intersection frequently and have not seen a particular issue, however I have been witness to several crashes at the Brodie St/Yaldhurst Rd intersection. As a College community, Villa Maria have raised the serious risk to children's lives at this intersection and there have been a number of vehicle crashes which have affected our College at this intersection. We would seek a higher priority for this intersection which is not even mentioned.	Group	Avonhead/Upper Riccarton
It will be great to improve the safety of this area as is it very hard to turn some days.	Group	Bishopdale

Priority: Safety improvements for the pedestrian crossing at Avonhead School - Rakipaoa on Avonhead Road

Comment	Individual/Group	Suburb
I fully support a crossing upgrade outside Avonhead school. A raised signalised crossing would be my preference, to help slow traffic and help ensure drivers don't ignore the signals (a common occurrence in mid-block crossings).	Individual	Harewood
Fully support this.	Individual	Redwood
I am fully in support of these efforts.	Individual	Bryndwr

Comment	Individual/Group	Suburb
Spokes fully supports safety improvements at the school for pedestrians and cyclists.	Group	Citywide
Fully support improvements in safety around our schools. You should also push vehicles dropping off students further away from the crossing to make it safer for students walking, cycling or scooting as these cars also contribute to the lack of visibility. Enforcement would also help.	Individual	Avonhead
Student safety should be a high priority.	Individual	Fendalton
This is a busy road and having a signalled pedestrian crossing is needed, especially when children are crossing outside of the duty rostered times of staff.	Group	Belfast
Go beyond the crossing point to the surrounding streets - traffic calm these to make the whole area a slower speed zone.	Individual	Ilam
Traffic can actually be decreased around schools if it is safe for kids to get to school on foot or bike, so all safety improvements should be considered.	Individual	Ilam
Great idea!	Group	Belfast
This sounds very good. We need to keep our children safe crossing roads.	Group	Bishopdale

Priority: Improvements to facilities at Burnside Park

Comment	Individual/Group	Suburb
<p>I fully support investing in upgrades at Burnside Park.</p> <p>Please widen the path between Memorial Ave and Avonhead Road and make the access between the roads and the path safer and easier for cyclists (e.g. cycling north up Avonhead and into the park where Avonhead Road bends to the west is terrible, but a common route to take.</p> <p>Please provide staple-shaped bike racks at multiple locations around the park for all of the different sports and activities.</p>	Individual	Harewood
<p>Support this. Grassroots sport is really important for youth, it is of course great for fitness, great for the mind, and being part of a team grows valuable life skills. I spent a good few years coaching football, our teams have played many a game at Burnside Park.</p> <p>Anything that helps youth get into sport is good.</p> <p>Burnside Park could also be improved with some paths to help bypass the vehicle driveways around the parking areas.</p>	Individual	Redwood
<p>I support all of these efforts. I would like to recommend that bike parking and bike accessibility is considered in the upgrades to Burnside Park.</p>	Individual	Bryndwr
<p>We support the inclusion of children and youth voice (including those with extra needs) when planning new play spaces. Engagement should be genuine, meaningful and honour children's time and contribution.</p>	Group	Linwood
<p>A community space is needed in this area, especially for young people.</p>	Individual	Fendalton
<p>Join all three clubs into one facility.</p>	Individual	Russley

Comment	Individual/Group	Suburb
<p>I live on Memorial Ave in front of the back section of Burnside Park. I would like to see the path through the middle of the park widened and the areas of the path that flood remediated. I would also like to see the south branch of the path re-routed further towards the Bowling Club and the entrance widened. A lot of children bike through here and the path entrance is on a blind bend. The alternative is a short piece of shared path from the vehicle entrance to the cricket club to the pathway.</p> <p>Good bike parking in Burnside Park would encourage more people to cycle to sport. This would help with the parking congestion.</p> <p>More vehicles now use Memorial Ave making it harder to get in and out of our properties. I would like parking lines along Memorial Ave by the back section of Burnside Park to stop vehicles protruding illegally over the driveways. This would give better line of sight as there would be more gaps to see through. During cricket season these cars can partially block our drive all day. Support the playground update.</p>	Individual	Avonhead
<p>The path through the middle of Burnside Park from Memorial Ave to Avonhead Road is popular with cyclists. The current path is too narrow for the volume of users and floods in places when it rains. The width should be doubled and the bollards in the middle removed to allow easier access for mobility devices and cargo bikes.</p> <p>The cut-down on Memorial Ave at the end of the path that was taken out should be put back in again so cyclists have a way of getting on and off the road ideally angled/sloped in so it's not a 90 degree turn. The southern branch of the path has a very narrow entrance onto Avonhead Road and going north on Avonhead Road to get to the path it is on a blind bend. This is an opportunity to reposition this part of the path now the fence has gone.</p> <p>There was a plan to put a path around the outside of Burnside Park. This would be a good connection to Hadlow Place.</p> <p>There is no secure bike parking in Burnside Park. The old stands at the tennis courts do not work for most bikes. Please add staple bike parking similar to the new bike stands in Hagley Park at strategic places. This would reduce the parking problems. The park is frequently used for high school sports.</p>	Group	Citywide
Organising a small dog walk would be great!!	Individual	Burnside

Comment	Individual/Group	Suburb
Wonderful.	Group	Bishopdale
I use the park daily for walking, a perimeter walkway would be the improvement of most value in my opinion. Bollard lighting should be considered for safety and aesthetics. Additionally, a shared walkway / cycleway across the park with adequate space for all users and overhead lighting is essential, the current pathway has inadequate access for cyclists and the lack of lighting makes it dangerous.	Individual	Burnside
Burnside Park already has many facilities. The clubs based there (Rugby, Cricket, Squash and Bowls) should collaborate more to share their facilities.	Group	Casebrook
Talk to Canterbury Volleyball about building a sand court facility at the park. They are looking at a site in Wigram and have money to spend on making it really nice. This would increase diversity of use and visitors to the park and engage with a wide range of the local community.	Individual	Ilam
Burnside Park is not very welcoming. I would personally love a gravel or paved running track around the park.	Individual	Ilam

Priority: Community Traffic Safety Committee - Merivale pilot project

Comment	Individual/Group	Suburb
This is a great idea. I hope there are plenty of active and public transport users in the committee.	Individual	Harewood
Support this. Would be very interested in understanding the current issues, although I have seen issues in the past through attendance at one of the local schools.	Individual	Redwood

Comment	Individual/Group	Suburb
<p>I am tentatively supportive of this idea. Whilst door-knocking throughout Merivale last year, I heard multiple times about these concerns. However, I think that more specific actions can be taken. These include:</p> <p>1) Improving cycle-safety throughout Merivale in order to encourage young people to bike to school and Merivale residents to bike to work, thereby reducing congestion.</p> <p>2) consulting with ECAN to increase the frequency of nearby routes (95 / 100) and introducing double decker busses for already existing high-frequency routes (such as the 1 and the 8), whilst also encouraging young people to bus.</p> <p>Though I support the community-led approach, I would also want to see further detail surrounding who would be included within a Merivale Community Traffic Safety Committee. In particular, I think that including a diverse range of views and perspectives is essential, including the perspectives of road users from a range of modalities.</p> <p>Similarly, I would like to see further research into the cause of increased traffic volumes. Housing intensification certainly has some impact, but growth in the roles of many of the schools in Merivale (and thereby increased traffic volumes from this) is also a factor.</p> <p>Ultimately, I do not want to see this project result in the demonisation of housing intensification, particularly with the need for increased intensification within Christchurch over coming years.</p> <p>As an alternative or an addition to the Merivale Community Traffic Safety Committee, I believe that trialling a Citizens' Assembly programme around this project could also have a lot of potential.</p>	Individual	Bryndwr
<p>Spokes can see opportunities here for good community engagement, including with cyclists. Merivale has high rates of cycling, with 8.3% of residents using a bicycle as their main form of transport to work and 16% using it as their main form of transport to education (both more than 4 times the national average).</p> <p>The project "responds directly to ongoing safety concerns around schools in Merivale, including congestion, speeding, unsafe drop-off behaviour, and increasing traffic volumes from housing intensification" aiming to "establish a structured, community-led committee to empower parents, students, residents, and schools to work collaboratively to develop practical, locally informed solutions."</p> <p>The key to good engagement is ensuring that students who walk or cycle to the various schools in Merivale are advocated for, and that these voices are included within the community-led committee. As the committee is going to recommend infrastructure improvements, it is important that multi-modal perspectives are covered well.</p>	Group	Citywide

Comment	Individual/Group	Suburb
Great idea if it includes those interested in walking, biking and other active transport methods.	Individual	Avonhead
I support this. In particular, traffic calming/speed limits in these highly congested narrow streets need to be looked at especially given the preponderance of fast moving Utes and SUVs.	Individual	Merivale
This is a horrifically unsafe area for children. I lived on Merivale Lane and couldn't let my kids walk to school alone because there are no safe crossing points. I think Merivale Lane should be one way, with a dedicated bike lane. And, at the very least, please put zebra stripes at the crossings in front of Rangī Ruru and at the Merivale Ln/Winchester roundabout. If cars had to stop for kids, more kids could walk to school, which would decrease the number of cars in the area. And, if it was made safe for cycling, it would cut down on the number of people who live within 2km currently driving into the area. I would never let my daughter bike alone to school at Selwyn House because there is literally no way to safely get there. At the very least, there needs to be a safe bike route into the schools from Hagley Park.	Individual	Ilam
This sounds great and much needed.	Group	Bishopdale

Priority: Elmwood Park playground renewal

Comment	Individual/Group	Suburb
I don't use playgrounds much, personally, but they are important for young people. Please provide bicycle and scooter parking facilities and wayfinding through to St Andrews Square.	Individual	Harewood
Unsure about this. Would need to know what would be pushed back if this was brought forward.	Individual	Redwood
As long as it does not push Pinehurst Cres park further back.	Individual	Russley

Comment	Individual/Group	Suburb
I would generally be supportive of this, but would also advocate for renewal and support of park spaces within lower socio-economic areas, as well as those that have traditionally received reduced less funding from the community board.	Individual	Bryndwr
We support the development of quality play spaces that afford different types of play, exploration and rest (beyond what structured play spaces usually offer).	Group	Linwood
Spokes would like to see bike parking provided at all playgrounds. Provide way-finding signs here saying the path takes you to St Andrews Square.	Group	Citywide
<p>Kia Kori Waitaha support this priority and the Board’s intention to advocate for the playground renewal to be brought forward. From what we witness through our PLAY mahi, quality play spaces have a significant positive impact on tamariki. A renewed playground at Elmwood Park would:</p> <ul style="list-style-type: none"> • Provide a safe, engaging environment that supports physical, social, and emotional development • Strengthen community connections by giving whānau a place to gather, play, and feel a sense of belonging • Better serve the high numbers of families using the park during sporting events • Reflect the importance the local community places on accessible, inclusive play opportunities • Ensure tamariki in this area have the same opportunities for rich, meaningful PLAY as those in other parts of the city <p>Advocating to bring the renewal forward to 2027 is a positive and necessary step. It shows that the Board is listening to its community and understands the long-term value of investing in play, wellbeing, and strong neighbourhood identity.</p>	Group	Belfast
I agree.	Individual	Merivale
This playground is so old!	Individual	Ilam
Exciting :)	Group	Bishopdale

Priority: Strengthening Community Connections in Bryndwr

Comment	Individual/Group	Suburb
This is definitely needed for the diverse needs of this community. A new community hall and greater awareness of the community garden would be good. Safe speeds would make a huge difference, as would modal filters.	Individual	Harewood
Supportive of this.	Individual	Redwood
As it is, this plan seems incredibly vague. I would want to see much greater specificity. I am certainly in support of it, and agree for the need to increase connection, but struggle to see how the general actions suggested by the board will yield an increase in community connection. I would also like to see the Bryndwr Banter, which I believe is supported by the Waimaero community board, have an increased focus on local stories. As it is, it acts as a way to promote community events (which is great!), but there is the potential for it also build community through creating shared identity and celebrating local successes. Finally, in the long term I would like to see the creation of a Bryndwr Community Centre, likely on the site of either Jelly Park or Morley Reserve. A dedicated community space within the heart of the community that is not tied to existing community organisations is, in my opinion, crucial.	Individual	Bryndwr
Cycling provision, including safer speed limits, is a good way to strengthen communities. Research shows that low traffic streets increase community connections and heavy traffic has the opposite effect. Donald Appleyard, Livable Streets University of California Press, 1981. We would like to see the use of modal filters and improved accessibility in alleyways with rails/bollards removed or upgraded.	Group	Citywide
We support initiatives that bring people together and offer opportunities for residents to share their ideas, thoughts, strengths and skills. Spaces that are changeable and flexible allows for placemaking to be an ongoing process rather than a project with defined end (possibly becoming stagnant and underused).	Group	Linwood
Fully support this initiative.”	Individual	Avonhead

Comment	Individual/Group	Suburb
People connected to the community are invested in a safe and taken care of community. High priority for this!	Individual	Fendalton
Bryndwr is where I work, and I think strengthening community connections here is a huge need. I do think that churches should be acknowledged explicitly in the organisations that bring people together, as these bring together a diverse range of ethnic groups and build community.	Individual	Belfast
<p>As Kia Kori Waitaha, we strongly support this priority. Our mahi across Bryndwr and neighbouring communities has shown us firsthand the importance of strengthening community connections, especially in areas experiencing rapid change, cultural diversity, and socio-economic pressures.</p> <p>Through our PLAY programme, we see tamariki from many different backgrounds coming together, forming friendships, growing in confidence, and developing a sense of belonging that often transcends language, culture, or circumstance. Play creates natural opportunities for connection not only for tamariki, but also for whānau who meet each other on fields, courts, playgrounds, and at local events. These moments build trust, familiarity, and pride in the community.</p> <p>In Bryndwr, where many families are new to the area or to the country, welcoming and inclusive opportunities are essential. We regularly engage with tamariki who benefit immensely from consistent, positive experiences of play experiences that help them integrate, build resilience, and feel part of something bigger. This reinforces how crucial it is for communities to have accessible programmes, safe spaces, and events that bring people together.</p> <p>We also recognise the strength that already exists within Bryndwr. We've seen dedicated schools, kura hubs, community leaders, and whānau actively working to support tamariki and build connections. By partnering with these networks, the Board can uplift what is already working and help ensure that newcomers whether from across the city, across the motu, or from overseas feel welcomed and supported.</p>	Group	Belfast
I think this is a very important issue and the board should be focusing on this area.	Group	Belfast

Comment	Individual/Group	Suburb
<p>Rangatahi Bryndwr Trust has existing community trust in Bryndwr and we focus on Youth and Whanau. Our youth workers in the schools have a huge impact on teens and relationship building.</p> <p>This focus area is important in your plan vision.</p> <p>We provide safe areas supported by the community and hope to continue to receive council support. The Bryndwr Banter has worked well to keep the community informed.</p> <p>Also the Kia Ora Bryndwr event was well planned and needs to continue to be an annual event (subject to weather!!).</p>	Individual	Harewood
You are doing a great job. Enjoy reading what is going on.	Individual	Burnside
Yes, this is necessary, especially due to the construction of social housing and the way social housing is allocated with residents being assigned housing away from their existing communities.	Individual	Ilam
Hopefully some more businesses come to our meetings Council meetings to engage.	Group	Bishopdale

Priority: Belfast Road improvements (Blakes to Main North Road)

Comment	Individual/Group	Suburb
I have been cycling along Belfast Road for 20+ years and have had so many close passes due to the lack of shoulder near the railway line. Please make sure there are both shared path and on-road cycling options for different confidence levels (and therefore cycling speeds). Please ensure bus routes are also looked at to provide a service to all of Belfast residents.	Individual	Harewood
Support this. Much easier to think ahead rather than trying to retrofit solutions later. However, do keep in mind a shared path may be ok for light traffic load, but as time goes on and it gets busier it becomes necessary to separate cyclists and e-scooters from pedestrians.	Individual	Redwood

Comment	Individual/Group	Suburb
I am fully in support of this project!	Individual	Bryndwr
Spokes supports Belfast Road improvements (Blakes to Main North Road). We would like to see the construction of a shared path along this road on the south side, connecting the existing shared paths at the Main North corner through to the existing shared path just past Blakes Road (formally extend the shared path from where it ends at the Christchurch Northern Arterial shared path access).	Group	Citywide
Fully support shared path.	Individual	Avonhead
Linking the city's cycleways and shared paths should remain a priority.	Individual	Burnside
The road along this area is narrow and the traffic is fast. When driving along this road it is not conducive at present for bikes or pedestrians which limits how much the residents use it access local amenities. It would be good for this to be developed.	Group	Belfast
The Styx Living Lab Trust supports the proposed improvements to Belfast Road, particularly the opportunity to create better connections between Belfast's residential areas currently separated by industrial zones. Strengthening these links is essential for safe, accessible movement across the community, and we see real potential for integrated pathway networks that enhance both mobility and ecological outcomes.	Group	Styx catchment
Yes, I find it pretty dangerous to bike east-west up there.	Individual	Ilam
I think the shared pathway is a very important issue, especially as Belfast is growing with the new sub-divisions planned or already built. I also think it's important to re-route heavy traffic out of the residential areas. It would be good to have speed calming measures down Factory Rd too.	Group	Belfast
Great plan.	Group	Bishopdale

Priority: Radcliffe Road railway crossing safety improvements

Comment	Individual/Group	Suburb
100% needs to be completed along with the shared path and on-road facilities for cyclists as consulted on recently. I have been cycling down this road for 20+ years and it is super dangerous. I see so many people walking down the road here too.	Individual	Harewood
Yes this should happen. Although as I understand it, KiwiRail will prescribe how it is to be. The shared path and cycle lane also needs to connect to the Northern Line Cycleway across Main North Road as well.	Individual	Redwood
I am in support of this project, and would also advocate for KiwiRail to provide funding to facilitate this.	Individual	Bryndwr
Spokes supports the shared path and on-road cycle lanes on Radcliffe Road. We would like to see KiwiRail pay at least half of the safety treatments at their intersections. We would also be willing to see some compromises made on design rather than aiming for perfection, particularly given that the status quo has no treatments at this crossing suitable for pedestrians or less confident cyclists.	Group	Citywide
Fully support the shared path down Radcliffe Road. Once the Nor'West Arc is finished, this will be a great way to bike all the way to Kaiapoi. KiwiRail needs to compromise on their over the top safety demands which are hindering sensible, affordable solutions that could provide much better safety than is present now for a fraction of the cost.	Individual	Avonhead
Safe railway crossings are vital.	Individual	Fendalton
Due to increase in rail traffic, this is becoming even more important and should be a priority.	Group	Belfast
Yes please do as much as you can.	Individual	Ilam

Comment	Individual/Group	Suburb
<p>We also acknowledge the ongoing work regarding the Radcliffe Road railway crossing and the need for a safe, approved pedestrian and cyclist connection over the rail corridor. We support the Board's continued advocacy for KiwiRail approval so this critical safety project can progress.</p> <p>From our perspective as an organisation working within the Styx catchment, we would welcome the opportunity to collaborate with Council on these projects. In particular, we can contribute to:</p> <ul style="list-style-type: none"> • Designing and refining pathway connections that align with wider ecological and community goals • Revegetation and planting work consistent with the established planting approach along the rail corridor • On-the-ground implementation, supported by our trained and experienced staff • Long-term ecological stewardship, ensuring plantings and pathways integrate with the broader Styx vision <p>We have the capacity, expertise, and local knowledge to support Council in achieving these outcomes, and we are open to discussing how our involvement could help deliver high-quality, connected, and environmentally aligned solutions for the Belfast community.</p>	Group	Styx catchment
<p>I think this is a vital safety measure, especially with the growing number of housing going up in that area. I support CCC staff advocating for a crossing over the railway line.</p>	Group	Belfast
<p>This will be great if we can get this to happen.</p>	Group	Bishopdale

Priority: Sheldon and Nunweek Park improvements

Comment	Individual/Group	Suburb
<p>Sounds great! Please also include staple-shaped bicycle parking and push-scooter parking.</p>	Individual	Harewood
<p>Support this. Again, helping youth get into sport is great. I would however like to see more improvements that allow players to safely bike to sports parks and securely lock their bikes there.</p>	Individual	Redwood

Comment	Individual/Group	Suburb
I do not frequently use these parks, but am in support of the suggestions laid out within the project.	Individual	Bryndwr
Spokes supports the construction of a pump track at Sheldon Park. Nunweek Path needs another path at the South end down the tree line from Wooldridge Road to Sykedale Drive. This is the missing safe link for cyclists going to Burnside High, Harewood School and other schools in the area. Another option is a gravel path through to Wairakei Reserve as there are a lot of people walking through this area. Both parks need cycle parking in high use areas.	Group	Citywide
We support the inclusion of children and young people's voice when decisions are being made that will affect them.	Group	Linwood
Provide a path across Nunweek park from Wooldridge Road to Skyedale Drive by the trees. Many of us bike across the grass as there is no other option once the path gives out.	Individual	Avonhead
Improving community areas for active use is important.	Individual	Fendalton
Re-sealing the car parks at Sheldon Park should be a priority.	Individual	Belfast
Yes updating the facilities at Nunweek are a must!	Individual	Casebrook
An upgrade is much needed, sounds good.	Group	Bishopdale
Please partner with the Norwest Hub and Canterbury Hockey to make the Nunweek Park goal a reality.	Group	Belfast

Comment	Individual/Group	Suburb
<p>Nunweek Park is straight chaos and I welcome any improvements that can be made.</p>	<p>Individual</p>	<p>Ilam</p>
<p>As Kia Kori Waitaha, being based at Sheldon Park places us right at the heart of the Belfast community. We see daily how important this park is for tamariki, whānau, schools, and local sports groups. Any improvements to Sheldon Park would have a direct and meaningful impact on the wellbeing, confidence, and connection of the tamariki we work with particularly those from Belfast School, where we deliver regular PLAY sessions.</p> <p>Why These Improvements Matter to Us and the Community:</p> <ol style="list-style-type: none"> Sheldon Park is a central hub for play, learning, and connection <p>Because our programme is grounded in fostering confidence, creativity, movement, and social connection, the quality of the spaces we use plays a massive role. When the environment is engaging, safe, and well-maintained, tamariki thrive, they participate more, interact more confidently, and discover more opportunities for active, joyful play.</p> <ol style="list-style-type: none"> Improvements will directly benefit Belfast School Tamariki <p>We regularly see Belfast School tamariki using Sheldon Park during school time, after school, and on weekends. Upgrading the park strengthens:</p> <ul style="list-style-type: none"> their physical literacy their sense of belonging in their own community their opportunities for free, unstructured, imaginative play their connection to local sports and recreation <p>For many tamariki, especially those with limited access to extracurricular activities, this park is their main recreational space. Enhancing it means enhancing their growth.</p> <ol style="list-style-type: none"> A pump track would be transformational <p>A pump track would create a high-engagement, accessible activity for children and young people. In our programmes, tamariki consistently show enthusiasm for movement-based challenges. A pump track would:</p> <ul style="list-style-type: none"> build confidence and resilience encourage physical activity for tamariki who don't connect with traditional sports provide a space where older tamariki and teenagers can safely gather and stay active support whānau connection as parents come to watch, encourage, and participate 	<p>Group</p>	<p>Belfast</p>

<p>This is the kind of community infrastructure that aligns perfectly with our mission: PLAY that brings people together.</p> <p>4. Community artwork would strengthen identity and pride</p> <p>A mural at the pool would give tamariki and whānau a sense of representation and belonging. When young people see their stories, colours, and culture reflected in shared spaces, they feel ownership. This is a huge part of building resilience and pride, something we emphasise strongly in our mahi.</p> <p>5. Better drainage and car park improvements enhance accessibility</p> <p>Improved drainage means safer, more usable fields year-round. This benefits not only sports teams, but also our PLAY sessions, whole-school activities, local families, and casual park users.</p> <p>Re-sealing the car parks may seem small, but it makes access safer and more inviting, especially for whānau with young children or mobility needs.</p>		
<p>The carpark at Nunweek Park has been a safety risk for years. The access to Tait Electronics being approved directly opposite vs accessing via the laneway in the adjacent cul-de-sac compounds the issue. Whilst Tait's kindly offers overflow parking, the design, layout and narrow entrance of the existing carpark should be an easy solve for Council.</p> <p>Poor drainage renders one entire bay unusable even in light rain. Council recently cleaned out the gardens to expose an existing pathway which was useful, all be it after another year of chaos.</p> <p>Additional shrubs were planted one year ago which will only make visibility and access worse for our families. We welcome an immediate upgrade of the carpark pending a longer term project on the park facilities and design scope. As a lease holder, we have received no contact from council directly which is disappointing.</p>	Group	Harewood
<p>Organized small dog walk in this park would be great.</p>	Individual	Burnside
<p>Sheldon Park is used extensively by the community and is the hub of the local area. The new mural on the pool looks fantastic, however it took many hours of hard labour and dedication from the artist. The car parks are used frequently and need to be sealed as well as fixed to avoid flooding. This whole area is prone to flooding and needs attention.</p> <p>A pump track would be a wonderful asset to the community with the growing number of students.</p>	Group	Belfast

Comment	Individual/Group	Suburb
<p>Belfast Netball Club strongly supports the Board’s advocacy for improvements to Sheldon Park. We appreciate the recognition that the park is a vital recreation space serving multiple community groups and sporting codes.</p> <p>However, we note that a critical infrastructure issue has not been identified, the condition and adequacy of the netball court lighting. The current lighting on the netball courts is significantly below an acceptable standard for safe evening training and competition. During winter months in particular, visibility is poor, creating safety concerns for players, umpires, and spectators. As a year-round user group, this directly impacts our ability to provide safe and equitable access to sport.</p> <p>Importantly, the netball courts are a shared community asset. They are used not only by Belfast Netball Club, but also by marching groups, rugby training sessions, local schools, and members of the wider Belfast community. Any lighting upgrade would benefit multiple codes and user groups, aligning with the Board’s stated goal of supporting a well-used community recreation space.</p> <p>We respectfully request that upgrading the netball court lighting be included as a priority infrastructure improvement for Sheldon Park within the Long Term Plan advocacy to Christchurch City Council.</p> <p>It is not reasonable for a volunteer-run community sports club to fund major capital infrastructure that serves a wide range of community users. Court lighting is core public infrastructure that supports safety, participation, and equitable access to sport.</p> <p>Improved lighting would:</p> <ul style="list-style-type: none"> • Enhance safety and reduce risk • Support winter training and competition • Increase usability of the courts for multiple community groups • Strengthen community participation in local sport <p>We welcome the opportunity to be engaged in discussions regarding any proposed upgrades.</p>	Group	Belfast
<p>I would like to see the board include the Belfast Netball Courts at Sheldon Park court lights be upgraded. They are a safety hazard over the winter period when multiple sports especially netball use them as they do not cover all 4 courts and are terribly dim. The courts cannot be used to their full potential because of this which in turn sends other groups to other facilities. Upgrading this should be a priority and included in this.</p>	Group	Belfast

Comment	Individual/Group	Suburb
<p>Belfast Community Network is situated within Sheldon Park.</p> <p>We support the resurfacing of the car parks by the Rugby club and bowling club and in particular the driveway of 710 Main North Rd which accesses the carparks. This driveway has lots of pot holes, and is a hazard. As to the drainage of the sports fields, there is definitely an issue around the edges of the rugby fields. When these flood it is difficult for us to access our building, and we have to cancel our programmes as we have vulnerable people who cannot navigate flooded pathways.</p> <p>Our building is also a self-designated Community Emergency Hub, so we would like to know that we can access it in really wet weather if there is an emergency or disaster. We have partnered with the Urban Park Ranger to get native planting down around our building to help soak up excess water.</p> <p>The mural in the swimming pool has been completed within the complex. The external wall mural has a gap where building repairs were undertaken. At this stage it has Belfast Pool painted on it in black. We are keen to get funding to finish this area of wall off and tidy up the existing external wall mural which is a bit worn and has the odd tag.</p> <p>It would be fantastic to have a pump track installed at Sheldon Park, somewhere near the skate park if possible. We realise this is an expensive undertaking and support the investigation of external funders/sponsors. The skate park and surrounding park is well utilised by children and youth in the area, and we also use it to run our community events. So a pump track would be a welcome addition that would be well used by the community.</p> <p>We would love to see the old playground equipment beyond the new playground updated too. This includes a swing set and an old slide.</p>	Group	Belfast

GENERAL COMMENTS

Overall, do you support the nine priorities proposed? If not, what would you change?

Comment
<p>These are all good projects, but my personal priorities would be to complete the Wheels to Wings Major Cycle Route and install safe speed neighbourhoods to make all roads safer for all road users. The Uni-Cycle MCR also needs to be extended through to Avonhead, Russley, and Masham, connecting to the South Express MCR. What has happened to the intersection upgrade at Sawyers Arms/Greers/Northcote?</p>

Comment
<p>Safety on the roads is very much a concern. There isn't a day that goes by where we don't read about a serious transport incident in the media. We do need to see active transport well supported. The MCR cycleway program needs to be completed. Another project that should be considered is a traffic light controlled crossing on Blighs Road near Tillman Avenue. This is for the students attending Waimairi School. I have seen many incidents at this Kea crossing. Can an investigation into this be considered.</p>
<p>Generally, I do support these priorities. However, there are a few broader areas which I think there could be further attention paid to, as outlined below.</p> <ol style="list-style-type: none"> 1. Completion of MCRs within the Waimāero Community Board area (Nor'West Arc, Wheels to Wings), and continued efforts to increase connection between these MCRs with smaller separated cycleways, shared paths and cycle lanes. To me, this is particularly important considering the large-student populations within the Community Board area (especially in Ilam, Avonhead and Upper Riccarton) who are frequent cyclists. 2. Consult with community on increased hours of work for roadworks projects in order to reduce the total amount of time where disruption occurs. Though I am well aware of the necessity of the roadworks that have been occurring throughout the ward, the high number of roadworks that have occurred (particularly within the Fendalton Ward) have resulted in some level of animosity within the community. Consulting with community members as to what works programme they prefer shows a desire to build trust and deliver outcomes which please the greatest number of people.
<p>Nor-West Arc - Spokes is concerned that there is no mention of completing the Nor-West Arc in the Board's Plan, including the section on Harewood Road from Matsons Ave to the Northern Line MCR. We have not included the Nor-West Arc in our top priorities as Spokes believes it is already funded. Spokes has received many positive comments from cyclists on the sections that have been completed so far.</p> <p>Spokes Cycling Priorities in Waimāero:</p> <p>These priorities have come from Spokes members and from a number of public consultations in 2025 and 2026. These are our top eight of 34 requests in priority order:</p> <ol style="list-style-type: none"> 1. Memorial Ave at the Ilam Road intersection going towards the airport has two lanes. Impatient drivers are speeding up the left-hand lane and endangering cyclists. The left-hand lane should be left turn only except for buses and cyclists who can go straight through. This would improve the flow of vehicles through the intersection as the centre lane would not need to stop to give way to aggressive drivers in the left lane. Spokes does not support the conversion of roadside parking between Clyde Road and Greers Road into a clearway, as there would be no space for cyclists. 2. Greers Rd on-road cycling lanes need extending the full length of the road. Alongside this, access to Burnside High and Jellie Park need to be improved. 3. Shared path along Radcliffe Road between Christchurch northern corridor path and Main North Road. (This has been consulted on) 4. Upgrade the crossing on Grahams Road from Flay Park into Parkham Reserve. Lots of school children, pedestrians and cyclists, are crossing here. 5. Extend the Uni-cycle MCR to Avonhead / Russley past Merrin School and connect to the south express MCR down Steadmans Road.

6. Extend the on-road cycle lanes along Wairakei Rd to Roydvale Ave / Wooldridge Rd.
7. Build a MCR down Memorial Avenue.
8. Complete the Wheels to Wings MCR, plus connections to other cycleways. Harewood Road between Greers and the roundabout is very tight for cyclists in both directions (parked cars west bound, multiple lanes east bound).

There are also some general things that can significantly improve cycling in the Waimāero area.

- Speed reductions make neighbourhoods safer for all road users. Waimāero has the fewest safe speed neighbourhoods in the city.
- Pedestrian / cyclist crossings make it easier to get across busy roads.
- Bike parking at popular destinations and events that suit a wide range of bikes with space for loading and unloading.
- Provision of cut downs into and out of paths in parks and alleyways suitable for cargo bikes and mobility devices.
- Progressively remove staples and bollards at alleyway entrances that are too narrow for cycles, push chairs and mobility devices to navigate.
- Put reflective tape on bollards that remain and paint diamonds on pavement where appropriate.
- More cycle signage and way-finding. This was the top request at the UCSA Orientation Day from new students. In particular, with recent work extending the Nor-West Arc, signage directing cyclists onto the Nor-West Arc and towards other nearby cycleways (such as the Northern Line) may be useful.
- Reinstating cycle infrastructure when road works are completed, e.g. green paint.
- Improved lighting for cycling through parks and alleyways.
- Greater enforcement for vehicles parked / driving in cycleways and cycle lanes, or dangerously parking at school entrances. Automated 24/7 enforcement at hot spots.
- Ensuring that cyclists trigger the lights at intersections without waiting for a car or pressing the pedestrian button. E.g. If there is a cycle lane at the intersection, make sure the cycle lane has underground loops to trigger the signals, and diamonds on the road surface so cyclists know where to ride.
- Spokes would like to see bike parking provided at all playgrounds.
- Flexi-posts should be installed on left-hand bends where drivers cut the corner and drive in the cycle lane or shoulder, where possible. These have been very effective along Kotare Street.

I would like to see the remaining sections of the Nor'West Arc finished as a priority, including the section on Harwood Road to the railway crossing. I would like to see the Unicycle extended to the Avonhead Cemetery down Merrin St passed the school. and later connected to the Southern Express down Stedman Road. Love the Libraries and Jellie Park Rec Centre.

Several of these priorities relate to local parks, and I believe improvements should include planting fruit and nut trees for the community. Fresh produce is becoming increasingly unaffordable for many, and local food systems increase our resilience to shocks here and abroad. Additionally, food producing trees connect communities and encourage stewardship of our local spaces.

Comment
One area that could strengthen several of these priorities (particularly priorities 4 and 5) is the meaningful involvement of children and young people in the design of parks, greenspaces and community facilities.
Through Place Cadets Trust (formerly Gather Foundation), we work with schools and councils to involve tamariki directly in designing outdoor spaces in their neighbourhoods. Children are often the primary users of playgrounds and many park spaces, yet their perspectives are rarely included in planning and design processes.
<p>We encourage the Waimāero Fendalton-Waimairi-Harewood Community Board to consider supporting approaches that involve children and young people in shaping parks and community spaces as they are renewed or upgraded. Integrating specialist expertise in participatory design with children alongside existing Council planning and design processes can help ensure their insights are gathered in practical ways and translated into outcomes that better reflect how these spaces are used.</p> <p>Involving tamariki early also helps build a stronger sense of ownership and connection to local places, which can contribute to well-used and well-cared-for parks and community environments. A recent example of a project undertaken through Council process is here: https://www.newsline.ccc.govt.nz/news/story/local-students-bring-fresh-ideas-to-hoon-hay-park"</p>
Don't know if board is needed to help people form a committee but generally supportive.
Yes, particularly 1, 6, and 9.
Yes.
Yes they all have merit, respecting that cost is always an ongoing challenge.
As stated, we do not support 1. This does not seem to be an issue, whereas the Brodie St intersection is a real hazard.
Yes.
Making Merivale safe for kids is the number one thing I care about in this city. Please involve parents with children who walk, bike, or scooter to school. I am worried that the residents of Merivale will have the final say and there are actually very few people with small children living in Merivale (when we lived there, it seemed to be primarily boomers and dogs).
I support these priorities, however I would like to see improved pedestrian safety on Kendal Avenue in particular at the two sets of shops. Safe crossing points in particular for students can be lifesaving.

Comment
<p>These are all good priorities, however one of the priorities needs to be the installation of a crossing on Johns Road. This is a 70km road with 4 lanes that children are expected to cross at least twice a day when travelling to and from school, taking huge risks every day. Large classes also walk to and from the Junior Campus and also have to navigate this crossing. The cars speed in this area and are often seen going on a red light when turning onto Johns Road. This is a huge safety concern that must be addressed before it is too late. The crossing on Johns Road must be a priority, thank you.</p>
<p>From our perspective, priorities 7 (Belfast Road improvements) and 8 (Radcliffe Road railway crossing safety improvements) are particularly important for the long-term connectivity and resilience of communities within the Styx catchment. These two projects present significant opportunities to improve safe movement for pedestrians and cyclists while also strengthening ecological linkages across areas currently divided by transport and industrial corridors.</p> <p>We would not propose changes to these priorities; instead, we see value in ensuring that both projects incorporate:</p> <ul style="list-style-type: none"> • Integrated pathway planning that connects residential areas, parks, and transport routes • Ecological restoration and revegetation aligned with existing planting along the rail corridor and within the wider Styx catchment • Collaborative implementation, drawing on local expertise and community partners <p>The Styx Living Lab Trust has the capacity, trained staff, and on-the-ground experience to support Council in achieving these outcomes. We would welcome the opportunity to discuss how we can contribute to pathway design, revegetation, and ecological enhancement as these projects progress.</p>
<p>The nine priorities are important, but priorities for the community and people are very important . Therefore I support connectiveness and bringing communities together as the top priority.</p>
<p>Yes support, however priority should be given to Nunweek Park over Sheldon and Burnside parks.</p>
<p>Yes I do. I would just add updating the old swing and slide beyond the new playground near the Sheldon Pool, and including repairing the potholes and resealing the 710 Main North Rd driveway in the carpark resealing plan. We would also support speed calming measures down Factory Rd.</p>
<p>Yes we support these.</p>

17. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - April 2026

Reference Te Tohutoro: 26/622100

Responsible Officer(s) Te Maryanne Lomax, Community Governance Manager,
Pou Matua: maryanne.lomax@ccc.govt.nz

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

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 Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - April 2026.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

3.1.1 Kia Ora Burnside - Connect@Kendal Event

Kia Ora Burnside - Connect@Kendal, Burnside's first community event, was a great success. The event took place on the planned rain date of Tuesday, 10 March, with an estimated 400–500 attendees. It was encouraging to see strong local participation, with around half of the attendees walking to the event, highlighting its accessibility and local reach.

The event provided a welcoming, family-friendly space for residents to connect, enjoy activities, and learn more about local groups and services. A wide range of activities, alongside free kai, including burgers and dumplings provided by community groups with support from Kāinga Ora, were well received.

Feedback from stallholders and activity providers was overwhelmingly positive. Many felt the event achieved its goal of strengthening community connections, noting the variety of groups involved, strong engagement with attendees, and the friendly atmosphere. Organisers were also acknowledged for clear communication and support, and most indicated they would be keen to participate again. As one of the participants shared: *"Thank you so much for the opportunity to be part of this event, it was amazing, and we hope to be there next year!!"* Sheldon Ogilvie, Piwakawaka Fencing.

Participant feedback was similarly positive. Attendees highlighted the variety of activities, the opportunity for children to be active and engaged, and the chance to connect with neighbours and local organisations. Comments such as *"All of the activities – such a cool event"* and *"the friendly community vibe"* were common themes.

Overall, the event demonstrated a strong appetite for community connection in Burnside and provided a solid foundation for future events.

Thank you to the planning group, who have been working since May last year to bring this event to life:

- Karen Boag - Community Development Advisor, Christchurch City Council
- Phil Godsif - Christchurch Elim Church (Burnside Campus)
- Joe Keighley – Burnside/Harewood Anglican Parish
- Kate Cobb - Community Development Worker (Burnside/Bryndwr), City Mission
- Bruce Irvine - Resident/FENZ
- Lisa Gregory - Community Recreation Advisor, Christchurch City Council
- Nicola McCormick and Bridget Williams - Waimāero Fendalton-Waimairi-Harewood Community Board
- James Hadlee - Kāinga Ora

A special thank you also to local supporters Keith de Dulin, who volunteered his time as MC and did a fantastic job, and Richard Rendle, who stepped in at short notice to provide music. We also acknowledge the 13 Riccarton High School students who generously gave their time to support the event on the day.

A planning group meeting was held on 25 March to review feedback and discuss future planning. Overall, the group was very happy with how the event went and has plans to build on it, with a few new ideas and minor tweaks to further enhance the experience. They also confirmed the dates for the 2027 event.

A short event video is available to view [here](#).



3.1.2 **School Principals' Meeting**

It was great to have such a good turn-out at our first Principals' meeting for the year on 18 March 2026. Fifteen of our local schools were represented.

Ashley Beaton, Council's Community Travel Advisor, presented to the group on the School Travel Safety Education Programmes that the Council offers and also talked about how the Council prioritises safety projects around schools.

The principals then had the opportunity to talk to the Board about issues they are currently having, with the majority of these related to road safety matters.

There was good feedback from Breens Intermediate School on how great the new lights are at Harewood/Breens/Gardiners. Harewood School also talked about the positive safety improvements outside their school on Harewood Road.

Both schools expressed their thanks to the Council and the contractors for the awesome job they did.



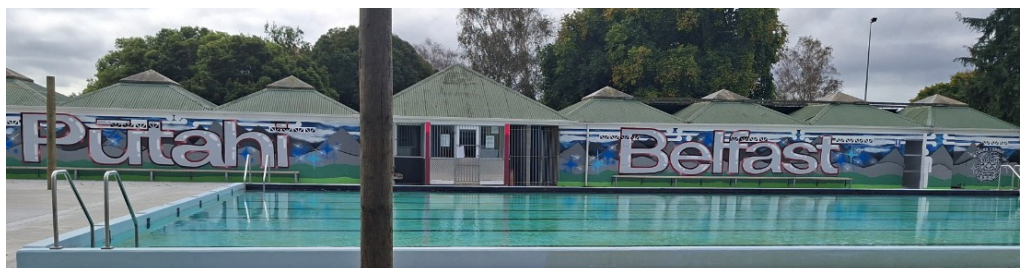
3.1.3 **Belfast Pool**

Council staff and the community have been working together to upgrade the Belfast Community Pool and surround.

The pool is leased by Pūtahi Belfast School and used by community members over the summer. In winter it also provides the second changeroom for visiting rugby teams.

With the concrete replaced and picnic tables installed previously, the inside of the changing rooms have now been given a coat of paint, fixtures replaced and bird holes repaired so no more nests and droppings will appear!

The internal mural has been freshened up as well proudly announcing the area and giving it a facelift. This space is expected to be part of an ongoing project and Community Board Plan priority. Some small external repairs and refreshing the external mural are next on the list.



3.1.4 Northwood Partnership Update

Our local Community Development Adviser, Natalie Dally, has connected the Northwood Residents' association with Community Parks staff to look at greenspaces and how they can work in partnership with them. A first meeting was held with the Team Leader for the Northwood area community parks. A walk-around was had discussing the issues and aspirations, plans in the pipeline, how the Residents' Association can input into the process and where the parks team can support the Residents projects that go beyond basic maintenance.

The timing of this connection couldn't have been better with our Parks Unit undertaking the replanting/renewal of Mounter Avenue Reserve in April. The Residents' Association have been able to input into decisions being made around plantings and the greenspace renewal.

The Northwood Residents' Association Beautification Subcommittee have made whirlwind progress on the concrete features, tidying, water blasting and painting eight to twelve in the last month or so. On the last weekend in March, they had 18 volunteers working on the last four and got them completed before lunchtime. They are motivated to keep the teamwork and energy going and looking at the next projects in the community they can work on.



3.1.5 Successful Culture Galore Transition

After 25 years of being held at Ray Blank Park in Ilam, the popular Culture Galore event has now transitioned to a citywide event which was held at the Multicultural Recreation and Community Centre in South Hagley Park on 21 March 2026.

Feedback from stallholders was overwhelmingly positive: many fundraising stalls reported raising more than in previous years, and information stalls were delighted with the high level of engagement throughout the day.

The event featured representation from approximately 39 different communities, showcasing a vibrant mix of performances, food, and cultural traditions. After the

blessing from Mana Whenua, the Mayor and Councillor Jimmy Chen inaugurated the event, acknowledging the two community boards that historically led the event and celebrating the new partnerships with the Christchurch Multicultural Centre and community representatives.

The Bike Valet was busy with many taking advantage of cycling options, and several attendees commented that finding a carpark was easier than expected at the new location.

The day also attracted many elected members and MPs, highlighting Culture Galore as a significant celebration of our city’s diversity and community connections.

A huge thanks goes to our local Community Recreation Adviser, Lisa Gregory, for her work to successfully transition Culture Galore from a local Board funded project to a citywide event.



3.2 Community Funding Summary

3.2.1 A status report on the Board’s 2025-26 Discretionary Response Fund and Youth Development Fund as at 25 March 2026 is attached (refer to **Attachment A**).

3.2.2 Youth Development Funds approved under delegation of Community Governance Manager:

- Jox Blue Blades Rowing Society Inc - Funding for three St Thomas of Canterbury students to compete in the Maadi Cup in Twizel - \$300
- Lara Streletsky - NZ Swimming Championships in Napier - \$300

3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan

- The Board's 2026-28 Community Board Plan opened for public consultation on 25 February 2026 and closed on 15 March 2026. A report to adopt the plan is included in the agenda for this meeting.







3.3.2 Council Engagement and Consultation

- There are currently no open consultations in the Fendalton-Waimairi-Harewood area.
- The Council's Draft Annual Plan opened for consultation on 27 February and closed on 27 March 2026.
- A full list of open consultations city-wide is available at <https://letstalk.ccc.govt.nz/>

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

- 4.1 Customer Service Request Report - Hybris monthly report for February 2026 attached, providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported (refer to **Attachment B**).
- 4.2 Fendalton-Waimairi-Harewood Graffiti Snapshot - February 2026 (refer to **Attachment C**).
- 4.3 SWN - Wairakei Road resurfacing (nightworks) (*circulated 5 March 2026*)
- 4.4 SWN - Hawthorne, Walnut, Lansbury - wastewater main renewals update (*circulated 13 March 2026*)
- 4.5 SWN - Hamilton Avenue - Waimairi Stream bank renewal (*circulated 16 March 2026*)
- 4.6 SWN - Tui Street and Roa Road - water service upgrades (*circulated 16 March 2026*)
- 4.7 Road maintenance letters (*circulated 23 March 2026*)
 - Fendalton Road - road resurfacing
 - Tonbridge Street - road resurfacing
 - Joyce Crescent - road resurfacing
 - Grahams Road - road resurfacing
 - Richill Street - road resurfacing
- 4.8 Road maintenance letters (*circulated 31 March 2026*)
 - Hidcote Place - footpath resurfacing
 - Glenmore Avenue - essential road repairs (one way system)
 - Mayo Place - road resurfacing
 - Gregan Crescent - road resurfacing
 - Normans Road - road resurfacing update

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Fendalton-Waimairi-Harewood Board Funding Update - April 2026	26/622832	144
B  	Fendalton-Waimairi-Harewood Hybris Ticket Report - February 2026	26/623173	145
C  	Fendalton-Waimairi-Harewood Graffiti Snapshot - February 2026	26/623930	148

Signatories Ngā Kaiwaitohu

Author	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Board Funding Update

as at 25/03/2026

Fendalton-Waimairi-Harewood Discretionary Response Fund	Allocation 2025-26	Board Approval (Date)
Budget 2025-26		
<i>Carried Over from 2024-25</i>	\$ 52,654	
<i>Remaining Funds from SCF 2025-26</i>	\$ 112,854	
Total for 2025-26 Financial Year	\$ 165,508	
<i>Allocations made</i>		
Youth Development Fund - Opening Balance allocation	\$ 12,000	
<i>Allocations made (by the Board)</i>		
Delegation: Community Governance Manager Fendalton-Waimairi-Harewood to approve YDF applications up to \$500		
Anna Lee School of Dance (<i>Barnaby Domigan - Hip Hop Unite World Champs</i>)	\$ 200	13-Aug-25
Olivia Zeng (<i>Youth American Grand Prix Competition - Sydney</i>)	\$ 250	13-Aug-25
Neve Hendry (<i>Rhythmic Gymnastics National Championships</i>)	\$ 100	13-Aug-25
Jordan Whittleston (<i>Johor Cup Hockey Tournament</i>)	\$ 400	26-Aug-25
Hamish Giddens (<i>Royal Ballet School London</i>)	\$ 500	26-Aug-25
Charlie Helmore (<i>Spirit of Adventure</i>)	\$ 250	15-Sept-25
Empire Senior Marching Team (<i>National Marching Event in Wellington</i>)	\$ 150	24-Oct-25
Jessica Willetts (<i>NZ Secondary Schools Touch Tournament in Rotorua</i>)	\$ 200	24-Oct-25
Sione Havea (<i>China Study Tour</i>)	\$ 400	5-Dec-25
Cameron Smillie (<i>Auckland Orchestra Summer School</i>)	\$ 150	16-Jan-26
Christchurch Girls High School (<i>Nataional Volleyball Championships</i>)	\$ 400	3-Feb-26
Danielle Taylor (<i>NZ Secondary School Volleyball Championships</i>)	\$ 150	12-Feb-26
Jox Blue Blades Rowing Society (<i>Maadi Cup in Twizel</i>)	\$ 300	17-Mar026
Lara Strelestsky (<i>NZ Swimming Championships in Napier</i>)	\$ 300	25-Mar-26
Youth Development Fund Balance - Available for allocation	\$ 8,250	
Discretionary Response Fund - Total Allocation	\$ 165,508	
Celebrate Bishopdale 2025 (<i>Board Project</i>)	\$ 8,000	11-Aug-25
2025-26 Youth Development Fund (<i>Board Project</i>)	\$ 12,000	11-Aug-25
Summer with your Neighbours (<i>Board Project</i>)	\$ 3,500	11-Aug-25
Garden Pride Awards 2026	\$ 3,750	11-Aug-25
Youth Events and Activities (<i>Board Project</i>)	\$ 6,000	11-Aug-25
Community Liaison Meetings (<i>Board Project</i>)	\$ 2,000	11-Aug-25
Youth Achievement Event (<i>Board Project</i>)	\$ 2,500	11-Aug-25
St Mark's Presbyterian Church (<i>Chairs and handrail</i>)	\$ 4,000	11-Aug-25
St Christopher's Anglican Church (<i>Security cameras</i>)	\$ 2,000	11-Aug-25
Avonhead Community Trust (<i>Community Expo</i>)	\$ 1,748	8-Sept-25
Burnside Squash Rackets Club Inc (<i>Court flooring</i>)	\$ 12,000	8-Dec-25
St Margaret's Presbyterian Church Bishopdale (<i>Heat pumps</i>)	\$ 5,000	8-Dec-25
Yaldhurst School Tōtara Tūkaha (<i>Community pool swipe card system</i>)	\$ 4,526	8-Dec-25
Anglican Diocese of Christchurch Parish of Burnside Harewood (<i>Kia Ora Burnside - Connect@Kendal</i>)	\$ 2,900	8-Dec-25
Kiribati Federation Aotearoa Inc (<i>Saturday Night Sport project</i>)	\$ 1,500	8-Dec-25
Belfast Area Residents' Association (<i>Operating costs</i>)	\$ 466	16-Mar-26
Burnside Bowling Club (<i>Car-park re-sealing and improvements</i>)	\$ 4,000	16-Mar-26
Heartfelt New Zealand Harvest Trust (<i>Community Drop-in Centre</i>)	\$ 3,550	16-Mar-26
Wildlife Veterinary Trust (<i>Purchase of a sump and wages for volunteer coordinator</i>)	\$ 10,000	16-Mar-26
Discretionary Response Fund Balance	\$ 76,068	

Ticket Report

01 02 2026 - 28 02 2026

Filter by Ward

Fendalton-Waimairi-Harewood

Filter by month

2026 (Year) + February (Month)

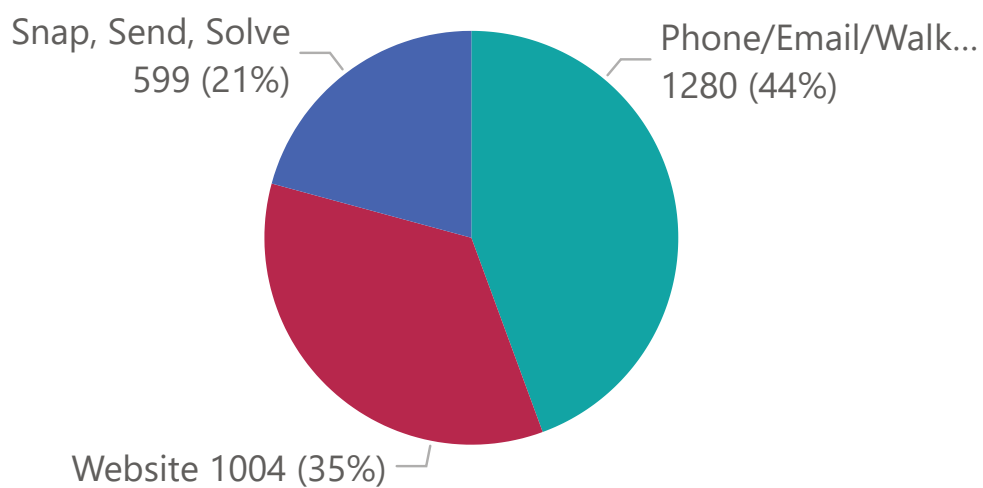
2883

Reported Tickets last month

89.49%

Resolved within SLA

Channels



Status as of Report Date

Closed/Resolved

61.88%

Open

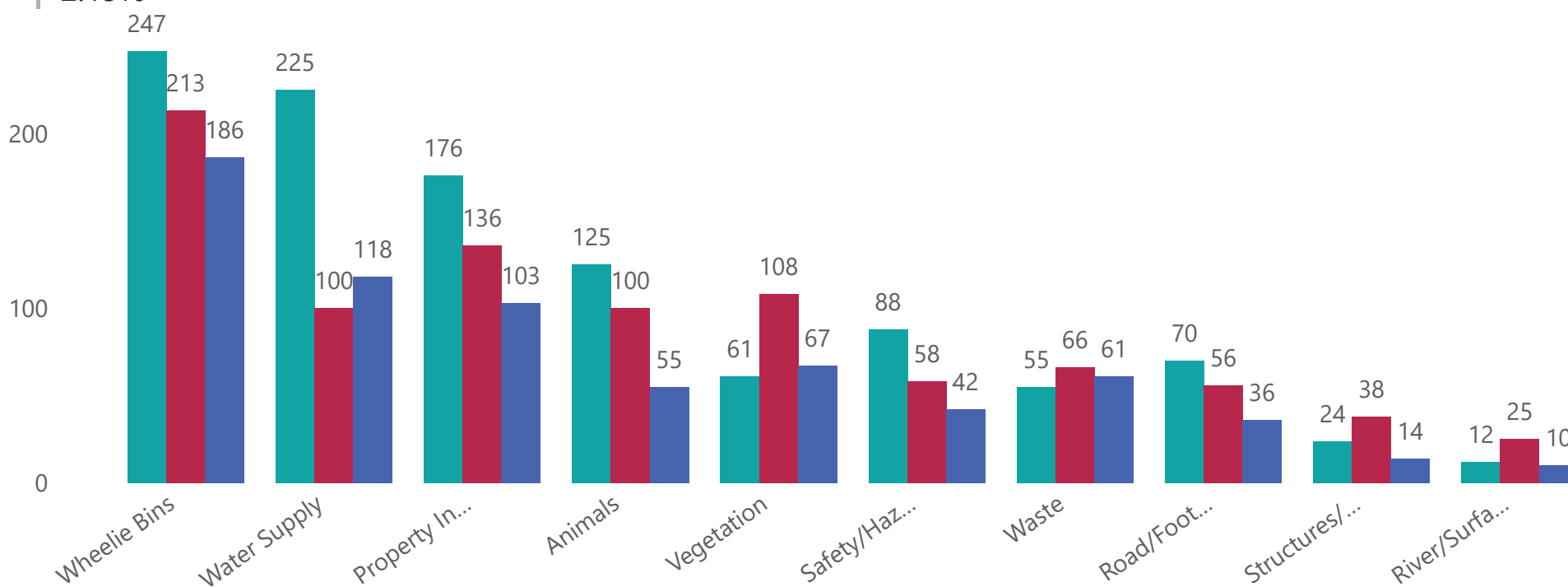
35.93%

Programmed Work

2.19%

Top 10 Incident Categories

Fendalton Harewood Waimairi



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
278	Water Leak	-21
270	Damaged Bin	-82
186	Bin Not Collected	-50
180	Residential Property Files	25
164	Trees	-41
159	Litter	6
156	Residential LIM	2
91	Dog Administration	80
76	Dog Registration	41
71	Missing Bin	-21

Report date:
02 Mar 2026

Ticket Report

01 08 2025 - 28 02 2026

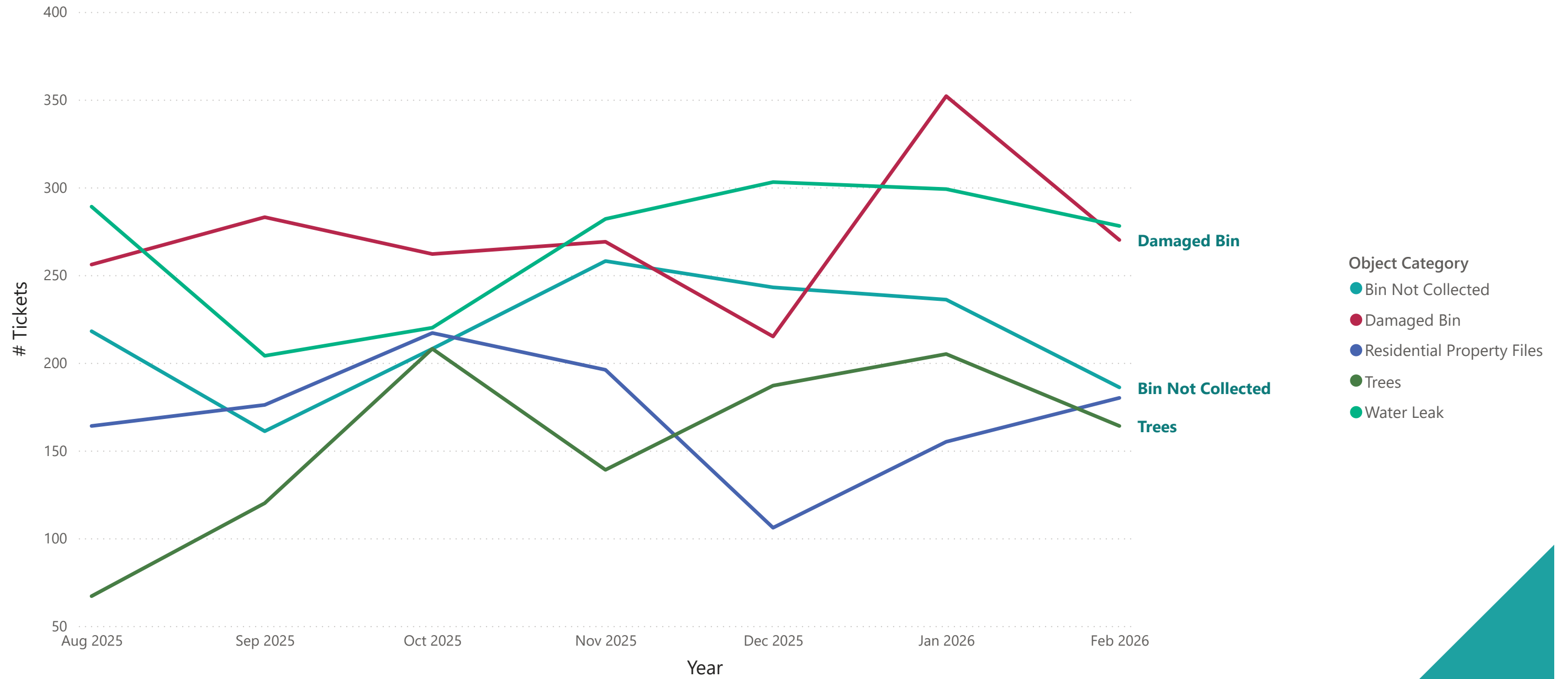
Filter by Ward

Fendalton-Waimairi-Harewood

Filter By Date

01/08/2025 28/02/2026

Top 5 Object Categories



Report date:
02 Mar 2026

Ticket Report

01 02 2026 - 28 02 2026

Filter by month

2026 (Year) + February (Month) ▾



- All
- Banks Peninsula
- Cos-Bur-Lin
- Fen-Wai-Har
- Hal-Hor-Ric
- Pap-Inn-Cen
- Spr-Cas-Hea

Report date:
02 Mar 2026

Graffiti Insight

Fendalton-Waimairi-Harewood

February 2026



By Ward

Ward	# of Tickets - Latest Month	# of Tickets - Previous Month	% Monthly Change	Cleaned Graffiti Square Metres
Fendalton	21	27	-22% ●	17
Waimairi	2	12	-67% ●	5
Harewood	19	69	-72% ●	113

By Suburb

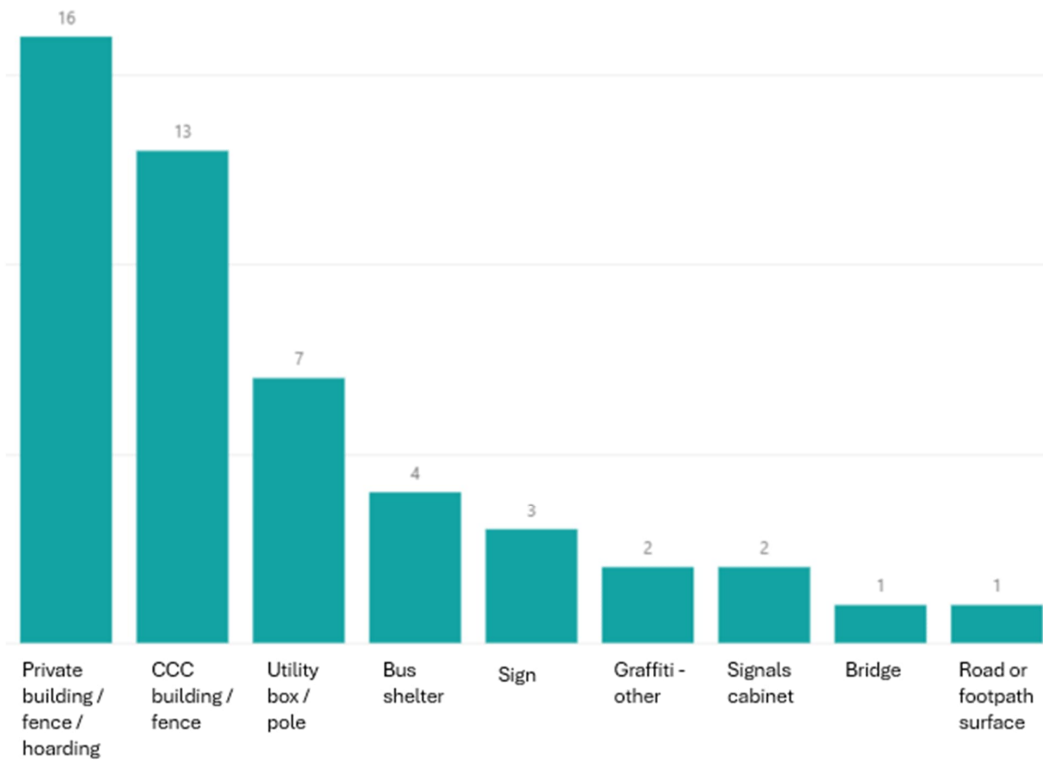
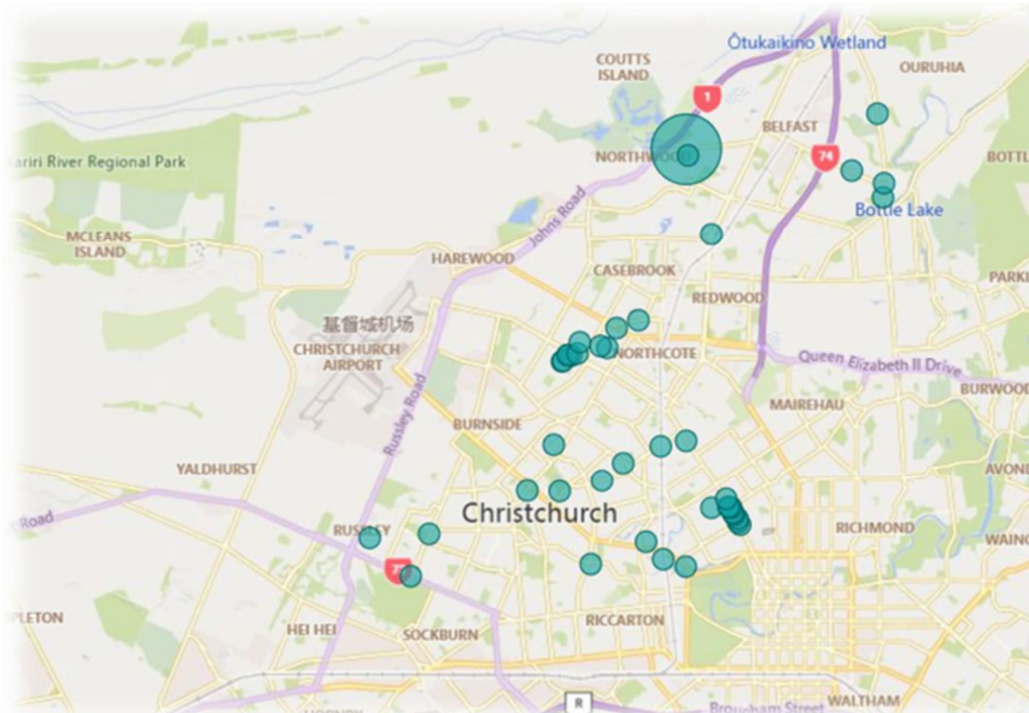
Suburb	# of Tickets - Latest Month	# of Tickets - Previous Month	% Monthly Change	Cleaned Graffiti Square Metres
Bishopdale	9	32	-72% ●	90
Bryndwr	3	8	-63% ●	7
Belfast	3	11	-73% ●	2
Harewood	0	6	-100% ●	
Burnside	1	8	-88% ●	1
Fendalton	4	7	-43% ●	1
Avonhead	1	3	-67% ●	1
Ilam	1	3	-67% ●	1
Merivale	7	4	75% ●	2
Russley	2	1	100% ●	4
Styx	1	6	-83% ●	1

Reporter Type	Total
Non Volunteer	22
Individual Volunteer	20
Friend Volunteer	2
Group Volunteer	0

Graffiti Insight

Fendalton-Waimairi-Harewood
Map View

February 2026



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>
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19. Resolution to Exclude the Public

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

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

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

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

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

Note

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

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

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

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PUBLIC INTEREST CONSIDERATION	POTENTIAL RELEASE REVIEW DATE AND CONDITIONS
9.	RADCLIFFE ROAD CORRIDOR IMPROVEMENT				
	ATTACHMENT C - LEGAL ADVICE - RADCLIFFES ROAD	S7(2)(G)	MAINTAIN LEGAL PROFESSIONAL PRIVILEGE	IT IS NECESSARY TO WITHHOLD THIS INFORMATION FROM THE PUBLIC IN ORDER TO MAINTAIN LEGAL PRIVILEGE.	31 MARCH 2028 WHEN THE PERMANENT LEVEL CROSSING UPDATE IS UNDER CONSTRUCTION.

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 - Nicholas Tyler	9 June 2025	1 May 2026	Transport & Waste	Traffic Operations
Poynder Avenue and Garden Road bridges - No Stopping Restrictions and Footpaths	16 February 2026	18 May 2026	Transport & Waste	Project Management
Wairakei Road Intersections	16 February 2026	18 May 2026	Transport & Waste	Traffic Operations
Jellie Park Recreation & Sport Centre Storeroom	16 March 2026	15 June 2026	RS&E	Operations
Proposed P120 Parking Restrictions - Staveley Street	8 December 2025	14 December 2026	Transport & Waste	Traffic Operations
Bryndwr Road Street Renewal	8 September 2025	30 June 2027	Transport & Waste	Project Management

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
Easement Over Recreation Reserve - 82 Glenturret Drive	8 September 2025	15 April 2026	9 April 2026	F&P Unit	Property Consultancy
Fendalton-Waimairi-Harewood 2025-26 Discretionary Response Fund Applications - Belfast Residents Association, Burnside Bowling Club Inc, Heartfelt NZ Trust and Wildlife Veterinary Trust	16 March 2026	15 June 2026	17 March 2026	CS&P	CS&P - Governance (Fen-Wai-Har)