

**Waipuna**  
**Halswell-Hornby-Riccarton Community Board**  
**AGENDA**

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

An ordinary meeting of the Waipuna Halswell-Hornby-Riccarton Community Board will be held on:

**Date:** Thursday 10 July 2025  
**Time:** 4.30 pm  
**Venue:** Rārākau: Riccarton Centre,  
199 Clarence Street, Christchurch

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**Membership Ngā Mema**

Chairperson	Marie Pollisco
Deputy Chairperson	Helen Broughton
Members	Sarah Brunton
	Henk Buunk
	Luke Chandler
	Tyla Harrison-Hunt
	Andrei Moore
	Debbie Mora
	Mark Peters

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**4 July 2025**

**Principal Advisor**

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

**To watch the meeting live, or a recording after the meeting date, go to:**

<https://www.youtube.com/@waipunahalswell-hornby-ric5806/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



## Waipuna Halswell-Hornby-Riccarton

### Our priorities 2023-25

- |                  |   |
|------------------|---|
| <b>Halswell</b>  | <b>Advocate for a fenced dog park for the Halswell Ward.</b>  |
| <b>Halswell</b>  | <b>Advocate for safe, accessible pedestrian connections to significant community destinations in the Halswell Ward.</b>     |
| <b>Halswell</b>  | <b>Support initiatives that provide safe recreation spaces and opportunities for youth in Halswell to come together.</b>    |
| <b>Hornby</b>    | <b>Advocate for the development and implementation of a Hornby Masterplan.</b>  |
| <b>Hornby</b>    | <b>Advocate for the revitalisation of greenspaces in the Hornby Ward including the increase of tree canopy in the ward.</b> |
| <b>Hornby</b>    | <b>Support the transition of the Hornby Community Care Centre to full ownership for the Hornby Community Care Trust.</b>    |
| <b>Riccarton</b> | <b>Advocate for liveable neighbourhoods in the Riccarton Ward.</b>  |
| <b>Riccarton</b> | <b>Support initiatives that provide for social cohesion, community connectedness and safety in the Riccarton Ward.</b>      |
| <b>Riccarton</b> | <b>Support initiatives that provide things to do, places to go for youth in the Riccarton Ward.</b>                         |

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

## TABLE OF CONTENTS NGĀ IHIRANGI

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

## STAFF REPORTS

C 7. Proposed Road Names - 60 McTeigue Road .....	17
C 8. 60 and 70 McTeigue Road Subdivision - footpath, kerb and channel and no stopping .....	23
C 9. 179 Milns Road - intersections and road frontage upgrades.....	33
C 10. Riccarton CRAF - Kilmarnock Street/Darvel Street and Kilmarnock Street/Mona Vale Avenue traffic calming improvements.....	43
C 11. Provincial Road - Proposed no stopping restrictions.....	55
C 12. Killarney Avenue - Proposed no stopping restrictions .....	61
C 13. Calverton Place Proposed No Stopping Restrictions .....	67
C 14. Waterloo Road Hornby High School- Proposed Parking Restriction Changes....	73
C 15. Tower Street- Proposed P120 Parking Restriction Extension.....	79
C 16. Main South Road outside Denton Park- Proposed Parking Restrictions .....	87
C 17. Halswell School Safety Improvements .....	95
C 18. Oaklands School Safety Improvements .....	123
CA 19. Oaklands School Safety Improvements - Dunbars Road Signalised Crossing...	153
CA 20. Knights Stream School Safety Improvement - Signalised Crossing on Halswell Junction Road.....	177
C 21. 2025 SuperLocal Conference - Elected Members' Attendance .....	199
B 22. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - July 2025 .....	201

B     23.    Elected Members’ Information Exchange Te Whakawhiti Whakaaro o Te Kāhui  
         Amorangi.....219

Karakia Whakamutunga

Actions Register Ngā Mahinga Tuwhera

## Karakia Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga Tīhei Mauri Ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.
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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 Waipuna Halswell-Hornby-Riccarton Community Board meeting held on [Thursday, 12 June 2025](#) be confirmed (refer page 8).

### 4. Public Forum Te Huinga Whānui

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

#### 4.1 Te Kuru Wetlands - Interpretive Centre Project

Cashmere Rotary Club representatives will address the Board regarding the Te Kuru Wetlands Interpretive Centre Project.

### 5. Deputations by Appointment Ngā Huinga Whakaritenga

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

#### 5.1 Calverton Place Proposed No Stopping Restrictions

Ivan Martin, local resident, will address the Board in relation to the Calverton Place Proposed No Stopping Restrictions Report.

### 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.



**Waipuna  
Halswell-Hornby-Riccarton Community Board  
OPEN MINUTES**

**Date:** Thursday 12 June 2025  
**Time:** 4.30 pm  
**Venue:** Rārākau: Riccarton Centre,  
199 Clarence Street, Christchurch

**Present**

Chairperson	Marie Pollisco
Deputy Chairperson	Helen Broughton
Members	Sarah Brunton
	Henk Buunk
	Luke Chandler
	Tyla Harrison-Hunt
	Andrei Moore
	Debbie Mora
	Mark Peters

**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

The agenda was dealt with in the following order.

### 1. Apologies Ngā Whakapāha

Marie Pollisco advised that she would depart the meeting at 5.30pm.

### 2. Declarations of Interest Ngā Whakapuaki Aronga

#### Part B

Andrei Moore declared an interest in Item 7 - Notice of Motion - Revocation of Community Service Award and took no part in any discussion or voting on this Item.

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

#### Part C

#### Community Board Resolved HHRB/2025/00044

That both the open and public excluded minutes of the Waipuna Halswell-Hornby-Riccarton Community Board meeting held on Thursday, 15 May 2025 be confirmed.

Mark Peters/Sarah Brunton

Carried

### 4. Public Forum Te Huinga Whānui

#### Part B

#### 4.1 Step Ahead Trust

The scheduled presentation did not go ahead.

#### 4.2 West Halswell Development and Halswell Residents' Association Meeting

John Bennett, Chairperson and Ross McFarlane, member addressed the Board on behalf of the Halswell Residents' Association regarding a proposed development in west Halswell and possible traffic implications.

An invitation was extended to Board members to attend an upcoming Residents' Association meeting.

The Chairperson thanked Messrs Bennett and McFarlane for their presentation.

#### Attachments

A Presentation - Halswell Residents' Association

**4.3 Halswell School safety improvements**

Georgia Taylor, Lotty Boon, and Nathan Tochaikul addressed the Board on behalf of Halswell School regarding pedestrian safety in the vicinity of the school and advocating for the installation of safety measures including traffic calming and pedestrian crossing facilities.

The Chairperson thanked the presenters for their presentation.

**Attachments**

- A Presentation - Halswell School safety improvements

**4.4 Knights Stream School safety improvements**

Grace Liddington, Alexis Chapman, and Teagan Lombard, addressed the Board on behalf of Knights Stream School regarding safety improvements in the vicinity of the school. In particular the school supports a signalised crossing on Halswell Junction Road.

The Chairperson thanked the presenters for their presentation.

**4.5 Oaklands School safety improvements**

Griffin Bryce, Toby Baines and River He addressed the Board on behalf of Oaklands School regarding safety improvements in the vicinity of the school. The school supports the installation of safety measures including traffic calming and pedestrian crossing facilities.

The Chairperson thanked the presenters for their presentation.

**Attachments**

- A Presentation - Oaklands School safety improvements

**5. Deputations by Appointment Ngā Huinga Whakaritenga**

**Part B**

**5.1 Tree Planting Plans for Ridder and Waterloo Reserve**

Gareth Popplestone, local resident, spoke in relation to the Tree Planting Plans for Ridder and Waterloo Reserve Report (Item 9 of these minutes refers).

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

**5.2 Pedestrian crossing near Yaldhurst Road / Brake Street**

Cody Cooper, local resident, spoke in support of the staff recommendation in relation to the Pedestrian crossing near Yaldhurst Road / Brake Street Report (Item 10 of these minutes refers).

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

**6. Presentation of Petitions Ngā Pākikitanga**

**Part B**

There was no presentation of petitions.

## 7. Notice of Motion - Revocation of Community Service Award

**Community Board Resolved HHRB/2025/00045**

### Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Revokes Resolution 5 of its decision on Waipuna Halswell-Hornby-Riccarton Community Board - Community Service and Youth Service Awards 2025 - HHRB/2025/00041 made at its meeting on 15 May 2025 (as detailed below):  
*5. Confers a Community Service Award on the nominee listed on the Summary of Nominations 2025 (Part C - separately circulated).*
2. Declines to confer a Community Service Award on the nominee listed on Part C Waipuna Halswell-Hornby-Riccarton Community Board Community Service Awards 2025 - Summary of Nominations Matrix (separately circulated).
3. Requests staff investigate and provide advice on suitable ways to recognise the nominee listed on Part C Waipuna Halswell-Hornby-Riccarton Community Board Community Service Awards 2025 - Summary of Nominations Matrix (separately circulated).

Luke Chandler/Mark Peters

**Carried**

Andrei Moore declared an interest in this item and took no part in any discussion or voting on it.

## 8. Proposed Lane Names - 70 McTeigue Road

**Community Board Resolved HHRB/2025/00046 Officer recommendations accepted without change**

### Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Proposed Lane Names - 70 McTeigue Road 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 70 McTeigue Road (RMA/2023/3319)
  - a. Lane 1 - Tūrutu Lane
  - b. Lane 2 - Rautini Lane

Debbie Mora/Luke Chandler

**Carried**

## 9. Tree Planting Plans for Ridder and Waterloo Reserve

**Community Board Consideration**

Staff spoke to the accompanying report. The Board also took into account the deputation from Gareth Popplestone (Item 5.1 of these minutes refers).

### Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Tree Planting Plans for Ridder and Waterloo Reserves 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 the planting of trees within Waterloo Reserve in alignment with the planting plan attached to the report on the meeting agenda as Attachment A.
4. Approves the planting of trees within Ridder Reserve in alignment with the planting plan attached to the report on the meeting agenda as Attachment B.

### Community Board Resolved HHRB/2025/00047

#### Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Tree Planting Plans for Ridder and Waterloo Reserves 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 the planting of trees within Waterloo Reserve in alignment with the planting plan attached to the report on the meeting agenda as Attachment A.
4. Notes that staff will revise the plan for planting of trees within Ridder Reserve in consultation with community and will provide the revised plan to the Board for consideration.

Andrei Moore/Mark Peters

Carried

## 10. Pedestrian crossing near Yaldhurst Road / Brake Street

### Community Board Consideration

Staff spoke to the accompanying report. The Board also took into account the deputation from Cody Cooper (Item 5.2 of these minutes refers).

### Community Board Resolved HHRB/2025/00048 Officer recommendations accepted without change

#### Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Pedestrian crossing near Yaldhurst Road / Brake Street Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.



4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Yaldhurst Road, commencing at a point 23 metres west of its intersection with Brake Street and extending in a westward direction for a distance of 13 metres. This is detailed in Attachment A to the report on the meeting agenda (Plan TG150183, dated 21/03/2025).
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Tyla Harrison-Hunt/Mark Peters

**Carried**

Marie Pollisco left the meeting and vacated the Chair at 5.33pm during consideration of Item 10. Helen Broughton assumed the Chair.

## **11. Waipuna Halswell-Hornby-Riccarton Community Board 2024-25 Discretionary Response Fund Application - Canterbury Horticultural Society Incorporated and Christchurch Envirohub Trust**

**Community Board Resolved HHRB/2025/00049 Officer recommendations accepted  
without change**

### **Part C**

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Waipuna Halswell-Hornby-Riccarton Community Board 2024-25 Discretionary Response Fund Application - Canterbury Horticultural Society Incorporated and Christchurch Envirohub Trust 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 \$2,000 from its 2024/25 Discretionary Response Fund to Canterbury Horticultural Society Incorporated towards gazebos and tear drop banners for the Halswell Run Group.
4. Declines the application to its 2024/25 Discretionary Response Fund from the Christchurch Envirohub Trust towards the Stormwater Superhero Trailer project.

Sarah Brunton/Luke Chandler

**Carried**

## **12. Standing Orders Amendment - Notices of Motion**

### **Community Board Consideration**

Officer recommendations were moved, seconded and then put to a vote. A division was called with a result of five for, two against and one abstention. The motion was lost as the 75 percent majority required by the Local Government Act 2002 for an amendment to Standing Orders was not achieved.

## Community Board Decision

### Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Standing Orders Amendment - Notices of Motion Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes Standing Order 22.1 and 19.3, and replaces it with the following wording, in order to amend the timeframe for a notice of motion to be delivered to the Chief Executive:

- a. 22.1 Notice of intended motion to be in writing

Notice of intended motions must be in writing signed by the mover, stating the meeting at which it is proposed that the intended motion be considered, and must be delivered to the Chief Executive at least **10** clear working days before such meeting, **or a shorter time at the discretion of the Chief Executive**. [Notice of an intended motion can be sent via email and include the scanned electronic signature of the mover.]

Once the motion is received and accepted by the Chief Executive, he or she must give members notice in writing of the intended notice of motion at least 2 clear working days before the date of the meeting at which it will be considered.

- b. 19.3 Requirement to give notice

A member must give notice to the Chief Executive at least **10** clear working days before the meeting, **or a shorter time at the discretion of the Chief Executive**, at which it is proposed to consider the motion. The notice is to be signed by not less than one third of the members including vacancies. Notice can be sent via email and include the scanned electronic signatures of members. If the notice of motion is lost, no similar notice of motion which is substantially the same in purpose and effect may be accepted within the next six months.

*The result of the division was five votes for, two votes against with one abstention, the voting being as follows:*

**For:** Sarah Brunton, Henk Buunk, Tyla Harrison-Hunt, Mark Peters and Luke Chandler

**Against:** Andrei Moore and Debbie Mora

**Abstained:** Helen Broughton

The motion was lost as the 75 percent majority required was not achieved.

Luke Chandler/Tyla Harrison-Hunt

**Lost**

### 13. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - June 2025

**Community Board Resolved HHRB/2025/00050 Officer recommendation accepted without change**

#### Part B

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Waipuna Halswell-Hornby-Riccarton Community Board Area Report - June 2025.

Luke Chandler/Henk Buunk

Carried

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

#### Part B

The following information was exchanged:

- Cycle parking is to be introduced at the supermarket at Church Corner.
- The Minister's decisions on Plan Change 14 were noted.
- It was noted that the Upper Riccarton War Memorial Park development is almost complete.
- It was noted that the pedestrian crossing on Deans Avenue has been installed.
- New Zealand Transport Agency has indicated that it will look at safety improvements at the intersection of Yaldhurst and Racecourse Roads.
- There have been expressions of concern regarding leaf fall and litter on Riccarton Road.
- It was noted that safety improvements at Church Corner have been installed.

**Karakia Whakamutunga**

**Meeting concluded at 6.22pm.**

**CONFIRMED THIS 10TH DAY OF JULY 2025**

**MARIE POLLISCO  
CHAIRPERSON**



## 7. Proposed Road Names - 60 McTeigue Road

Reference Te Tohutoro: 25/1167128

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 Waipuna Halswell-Hornby-Riccarton Community Board to approve the proposed road and lane names at 60 McTeigue Road, Halswell.
- 1.2 The report is staff-generated resulting from a naming request received from the developer.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Proposed Road Names - 60 McTeigue Road 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 60 McTeigue Road (RMA/2021/1909)
  - a. Road 1 - Katea Close
  - b. Lane 1 - Bush Lily Lane
  - c. Lane 2 - Lomandra Lane

### 3. Detail Te Whakamahuki

#### Introduction Te Whakatkinga

- 3.1 A road naming request has been submitted by Patersons on behalf of the developer. A preferred name and alternative names have been put forward for the road and lanes.
- 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 and lane names have also been checked against the Australia and New Zealand Standard AS/NZS 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 Council's Paeārahi | Senior Treaty Relationships Advisor has been consulted and has raised no concerns with the suitability of the proposed Te Reo Māori names as set out below.
- 3.14 Due to the assessment of low significance, no further community engagement and consultation is required.

### Proposed Names

- 3.15 The proposed road and lanes are shown in **Attachment A**.
- 3.16 The proposed names are themed for native flora, continuing the theme of the neighbouring developments.
- 3.17 Road 1 - Katea Close
- 3.18 *Dacrycarpus dacrydioides*, commonly known as kahikatea, kahika and katea, is a tall coniferous tree endemic to New Zealand. It is found in lowland forests in the North, South and Stewart Islands.
- 3.19 Lane 1 - Bush Lily Lane
- 3.20 *Astelia fragrans*, commonly known as bush lily, bush flax or kakaha, is the most common astelia species found in New Zealand.
- 3.21 Lane 2 - Lomandra Lane
- 3.22 *Lomandra*, commonly known as mat rushes, is a genus of perennial, herbaceous monocots in the family Asparagaceae, subfamily Lomandroideae. It is not endemic, but is prolific in residential landscaping locally.


### Alternative Names

- 3.23 Astelia Close/Lane - *Astelia* is a genus of flowering plants native to various islands in the Pacific, Indian, and South Atlantic Oceans. A significant number of the known species are endemic to New Zealand and known as bush flax. The species generally grow in forests, swamps and amongst low alpine vegetation.
- 3.24 Repehia Close/Lane - Repehia is a te reo Māori word for New Zealand wind grass, *Lachnagrostis filiformis*.
- 3.25 Toatoa Close/Lane - *Phyllocladus toatoa*, commonly known as toatoa or blue celery pine, is a species of conifer in the family Podocarpaceae, endemic to New Zealand.
- 3.26 Officers Note: If any of the alternative names are chosen, the appropriate road type for the road/lane will be used.

### Assessment of Names

- 3.27 The proposed name is considered to be consistent with the policy.
- 3.28 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/2021/1909 - Proposed Road Names Plan - 60 McTeigue Road	25/980252	21

Signatories Ngā Kaiwaitohu

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







## 8. 60 and 70 McTeigue Road Subdivision - footpath, kerb and channel and no stopping

Reference Te Tohutoro: 25/1078186

Responsible Officer(s) Te Pou Matua: Peter Rodgers, Transport Network Planner

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

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

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to approve parking restrictions, kerb and channel, and footpath extension required by subdivision consents for subdivisions fronting along McTeigue Road.
- 1.2 The report is staff initiated resulting from approved subdivision consents and is also related to an outcome from a briefing report to Council on 29 April 2025.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the 60 and 70 McTeigue Road Subdivision - footpath, kerb and channel and no stopping 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.

#### McTeigue Road frontage – 60 and 70 McTeigue Road

3. Approves the new paths, kerb alignments, road surface treatments and road markings, on McTeigue Road commencing at a point 308 metres northeast of its intersection with Halswell Junction Road and extending to the end of McTeigue Road as detailed on **Attachment A** and **Attachment B** to the report on the meeting agenda.

#### John Holmes Road connection (60 McTeigue Road)

4. Approves the new paths, kerb realignments, road surface treatment associated with the new extension of John Holmes Road connecting to the existing formation of John Holmes Road as detailed on **Attachment C** to the report on the meeting agenda.

#### No Stopping - McTeigue Road cul-de-sac head

5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
  - a. On the southeastern side of McTeigue Road, commencing at a point 357 metres northeast of its intersection with Halswell Junction Road and extending in a northeasterly direction to its end as detailed on **Attachment A** to the report on the meeting agenda.
  - b. On the northwestern side of McTeigue Road, commencing at a point 352 metres northeast of its intersection with Halswell Junction Road and extending in a northeasterly direction to its end as detailed on **Attachment A** to the report on the meeting agenda.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Subdivisions have been consented for 60 and 70 McTeigue Road and are nearing completion. These subdivisions are culdesacs which primarily have pedestrian and vehicle access via John Holmes Road, however there are a small number of residential sections with access to McTeigue Road.
- 3.2 Part of the requirements of the consents are upgrades to the McTeigue Road frontage.
- 3.3 The roading layout within the subdivision is approved via the Resource Management Act (RMA) and the resource consenting process, however a post-construction report to the Community Board will be required in order to formalise any intersection controls, parking restrictions on internal roads, or parking restrictions considered necessary post-construction.
- 3.4 The roading layout external to the subdivision, within the existing road corridor, require approval by the Community Board exercising their delegated authority under the Local Government Act. Traffic and parking restrictions installed as part of these subdivisions require approval from the Community Board in order to be enforceable.
- 3.5 The recommended option is to approve the proposed changes to the existing road corridor and formally resolve the parking restrictions to ensure that they are enforceable.

### 4. Background/Context Te Horopaki

- 4.1 This report seeks Community Board approval for the roading upgrade on McTeigue Road and to extend the footpath as indicated on **Attachment A**.
- 4.2 60 and 70 McTeigue Road have been granted resource consent, and a standard condition is that they include upgrading the McTeigue Road frontage to the District Plan standards.
- 4.3 These will connect to the wider pedestrian network via a walkway through a drainage reserve to be constructed as part of the 60 McTeigue Road subdivision, which will connect on to John Holmes Road.
- 4.4 The development at 70 McTeigue Road will construct kerb and channel along part of the culdesac head, and the remainder of the culdesac head will remain in its current state. In order to ensure that this culdesac head remains usable for turning around, it is also proposed to mark no stopping restrictions around it. Parking within this culdesac head is not believed to be a known issue, however with the limited width available for turning and with several new residential lots being constructed at the end of the culdesac staff consider that it appropriate to have no stopping approved and installed prior to new residents moving in so that they aware of it from the outset.
- 4.5 Parking restrictions within the development, and traffic controls for the new roads, will also require community board approval, however this can only be completed once the roads have been vested and handed over to Council. As a result, detailed resolutions for the development and any changes to parking restrictions adjacent to the development will be brought to the Community Board for approval following the roads being constructed and vested with Council in order for these parking restrictions to be enforceable.
- 4.6 The following related memos/information were circulated to the meeting members:

Date	Subject
15 May 2025	Subdivision Road changes Approvals Memo (including attached legal advice)

29 April 2025	Council Briefing 29/4/25: Subdivision process
29 April 2025	Christchurch City Council video archive for Briefing 29/04/25: Subdivision Process <a href="https://youtu.be/55EDidlwoug?t=2802">https://youtu.be/55EDidlwoug?t=2802</a>

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.7 The following reasonably practicable options were considered and are assessed in this report:
- 4.7.1 Option One – approve proposed layout and traffic control devices
  - 4.7.2 Option Two – investigate changes to layouts and/or traffic control devices
- 4.8 The following options were considered but ruled out:
- 4.8.1 Option Three - Do not approve layout and traffic control devices. This was ruled out as it would:
    - result in any parking restrictions being unenforceable by Council, and would permit unsafe parking behaviour
    - Prevent development from fulfilling consent conditions.

### Options Descriptions Ngā Kōwhiringa

- 4.9 **Preferred Option:** Option One – approve proposed layout and traffic control devices
- 4.9.1 **Option Description:** That all proposed layouts and markings are approved by the Board without change, so that any restrictions and violations can be enforced
  - 4.9.2 **Option Advantages**
    - Allows parking restrictions to be enforceable and for the road environment to operate as intended by the design
    - No additional resource is required
  - 4.9.3 **Option Disadvantages**
    - May not meet Community Board wishes for the area
- 4.10 **Alternative Option:** Option Two – investigate changes to layouts and/or traffic control devices
- 4.10.1 **Option Description:** That staff investigate changes to the layout and/or traffic devices, and provide this information in a further report to the Community Board  
For this option to be worthwhile, the Board would need to provide clear direction around the layout or device changes they are seeking, so that staff can provide advice around implications, including cost, safety, accessibility and timeframes.
  - 4.10.2 **Option Advantages**
    - Would give the Community Board an opportunity to have greater control over the design of streets
  - 4.10.3 **Option Disadvantages**
    - Does not allow installed parking restrictions to be enforceable and for the road environment to operate as intended by the design
    - Requires additional resource to evaluate alternative designs

- There is not an obvious funding source to carry out any changes to the installed design – it is likely that this would come from the Subdivisions programme, which is currently fully allocated
- Will delay development

### Analysis Criteria Ngā Paearu Wetekina

4.11 The staff recommended option has been selected for the following reasons:

- The technical details of the constructed layout have been accepted through the RMA subdivisions process.
- Allows Council Parking Compliance to enforce parking restrictions if needed.
- No additional costs for Council for investigation or removal/construction

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option Approve installed layout	Option 2 Staff to investigate changes
Cost to Implement	\$0 to implement  \$750 for the preparation of this report	Not possible to quantify without knowing the changes requested.  Likely to be a few thousand dollars for investigation
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	As above, not possible to quantify without knowing the changes requested.
Funding Source	Not applicable	165 Transport Infrastructure for Subdivisions  This would likely need topping up in future years through an Annual Plan/LTP to ensure Council meets its obligations in relation to new subdivisions
Funding Availability	Not applicable	TBC
Impact on Rates	<0.01%	TBC

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Risks include:
- 6.1.1 If parking restrictions are not approved, they will not be enforceable.
  - 6.1.2 If Option Two is selected, then all usual design and construction risks apply
- 6.2 These risks are mitigated by Option One.

### Legal Considerations Ngā Hīraunga ā-Ture

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

- 6.3.1 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 no stopping and traffic control devices.
- 6.3.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.4 Other Legal Implications:
  - 6.4.1 There is no other legal context, issue, or implication relevant to this decision.
  - 6.4.2 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

- 6.5 The required decision:
  - 6.5.1 Align with the [Christchurch City Council's Strategic Framework](#).
  - 6.5.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
  - 6.5.3 Are consistent with Council's Plans and Policies.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
  - 6.7.1 Activity: Transport
  - 6.7.2 Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction

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

- 6.8 Community views have not been specifically sought as the directly adjacent properties are 60 and 70 McTeigue Road which are implementing the changes as required by their subdivision consent conditions.
- 6.9 The decision affects the following wards/Community Board areas:
  - 6.9.1 Waipuna Halswell-Hornby-Riccarton Community Board.

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

- 6.10 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.11 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







- 6.12 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 Roding changes will be installed by the developer via the subdivision consent approval process.

- 7.2 At a later date once the road is vested a separate report will come to the Community Board for approval of the detailed resolutions within and adjacent to the development.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	70 McTeigue Road - footpath and culdesac head	25/1237418	29
B  	60 McTeigue Road - footpath	25/1237420	30
C  	60 McTeigue Road - connection to John Holmes Road	25/1237423	31

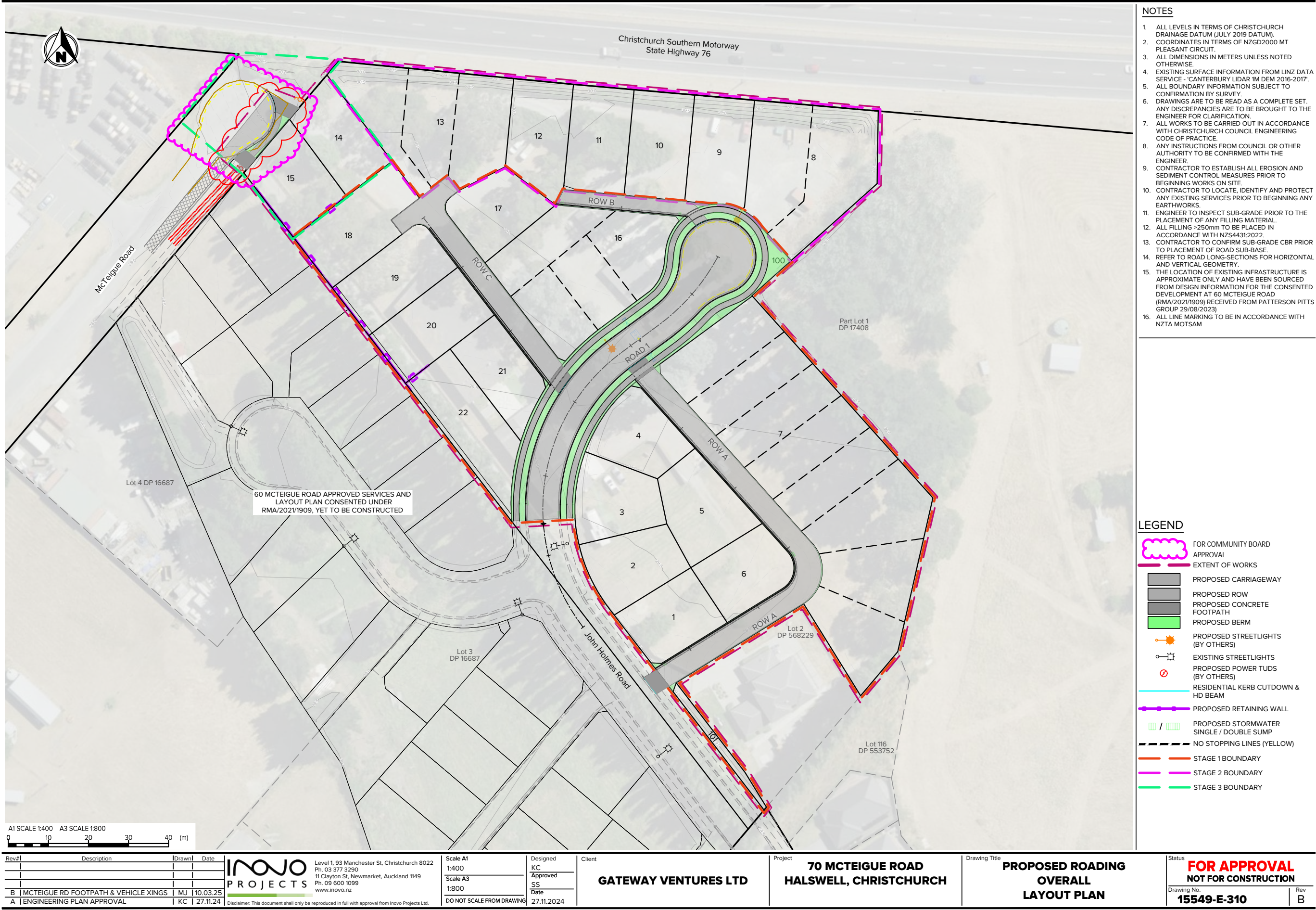
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

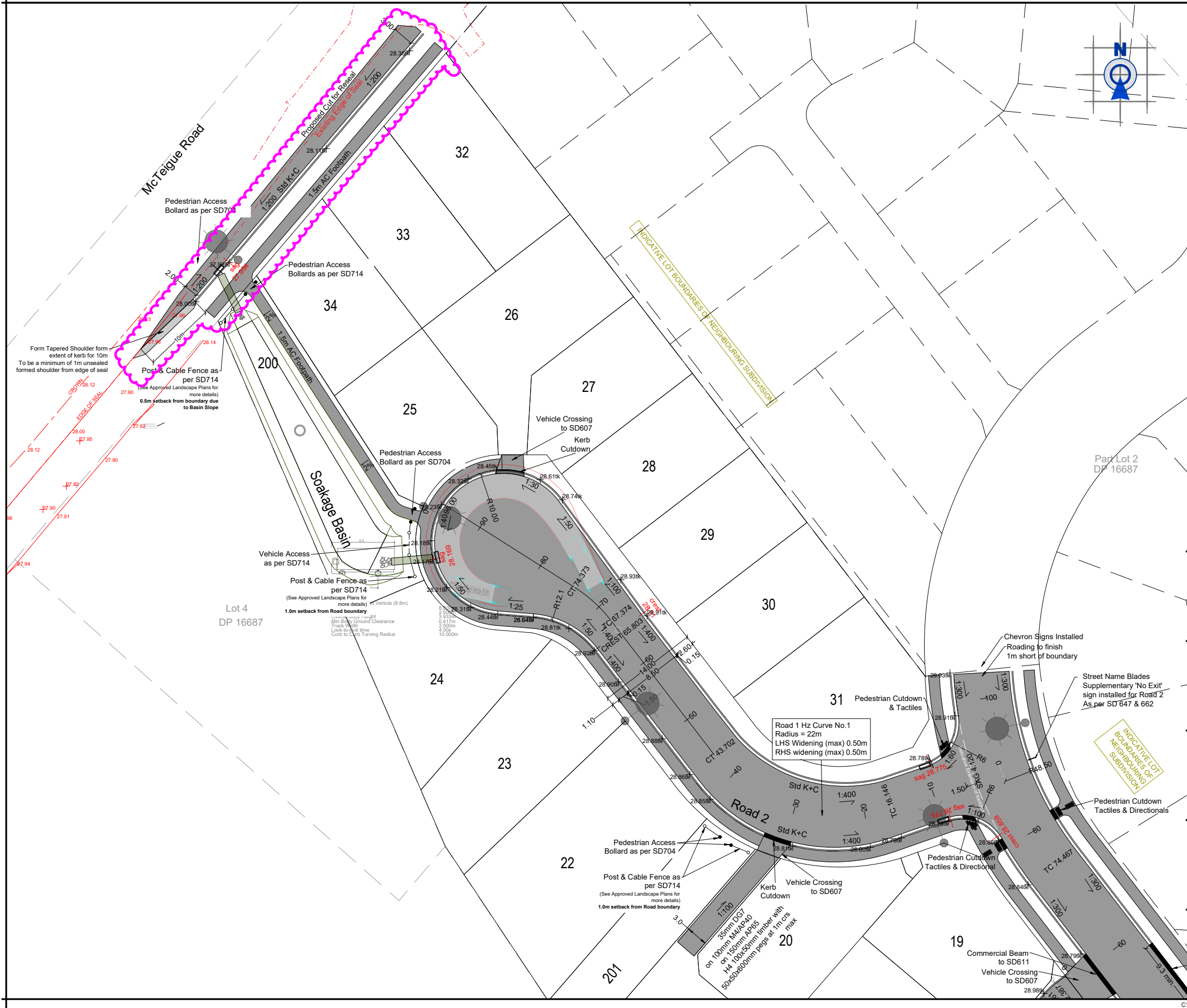
Signatories Ngā Kaiwaitohu

Author	Peter Rodgers - Transport Network Planner
Approved By	Andy Milne - Team Leader Asset Planning Jacob Bradbury - Manager Planning & Delivery Transport









- NOTES**
- The contractor shall be responsible for locating all existing services prior to commencement of works. The contractor shall make good at their own expense any damage to existing services.
  - Levels are in terms of CDD.
  - All works are to be installed as per NZS 4404:2010, Supplied Project Specifications, CCC Civil Engineering Construction Standard Specifications, CCC IDS & comply with Engineering Approval Conditions. Standard drawings are available from the Engineer.
  - Standard drawings are available from the Engineer.
  - Contractor is to provide Surveyed As-Built Records of all services & Roding as per Local Authority Engineering Code of Practice.
  - The contractor shall provide a producer statement to the Engineer at completion of works.
- Roading**
- All Drawings to be read in conjunction with the Specification. Notify the Consultant Engineers when the following takes place:
    - Commencement of Work
    - Completion of earthworks to subgrade level prior to metalling.
    - When Nuclear Density (ND) Testing is required on the Subgrade.
    - Prior to pouring kerb & channel (ND Testing).
    - Benkleman Beam testing.
    - Sealing Operations.
  - Metal depths are to be confirmed by testing subgrade prior to the contractor laying any metal on the subgrade.
  - Kerb base to pass ND Test prior to pouring. 75% of readings shall equal to or exceed 2150 kg/m<sup>3</sup> with the min. Dry Density being 2100kg/m<sup>3</sup>.
  - Kerb stringlines to be confirmed by Engineer prior to pour
  - The prepared metal course is required to pass CCC preal inspection & Benkleman Beam test prior to the final surface being laid.
  - Contractor to do sensibility check of all dimensions and levels before starting work.
  - Footpaths and Berms to be constructed as per CCC SD607
  - All pedestrian kerb cutdowns to have minimum clear width of 1.5m inside wings, unless shown otherwise.
  - Tactile Pavers (TGS's) are to be installed as per NZTA RTS 14

**ROADING KEY**

- FOR COMMUNITY BOARD APPROVAL
- Kerbs
- Road Surface (AC)
- Footpaths (Concrete)
- Lot Boundaries
- Street Light
- Top Of Kerb Levels
- Kerb Fall & Direction

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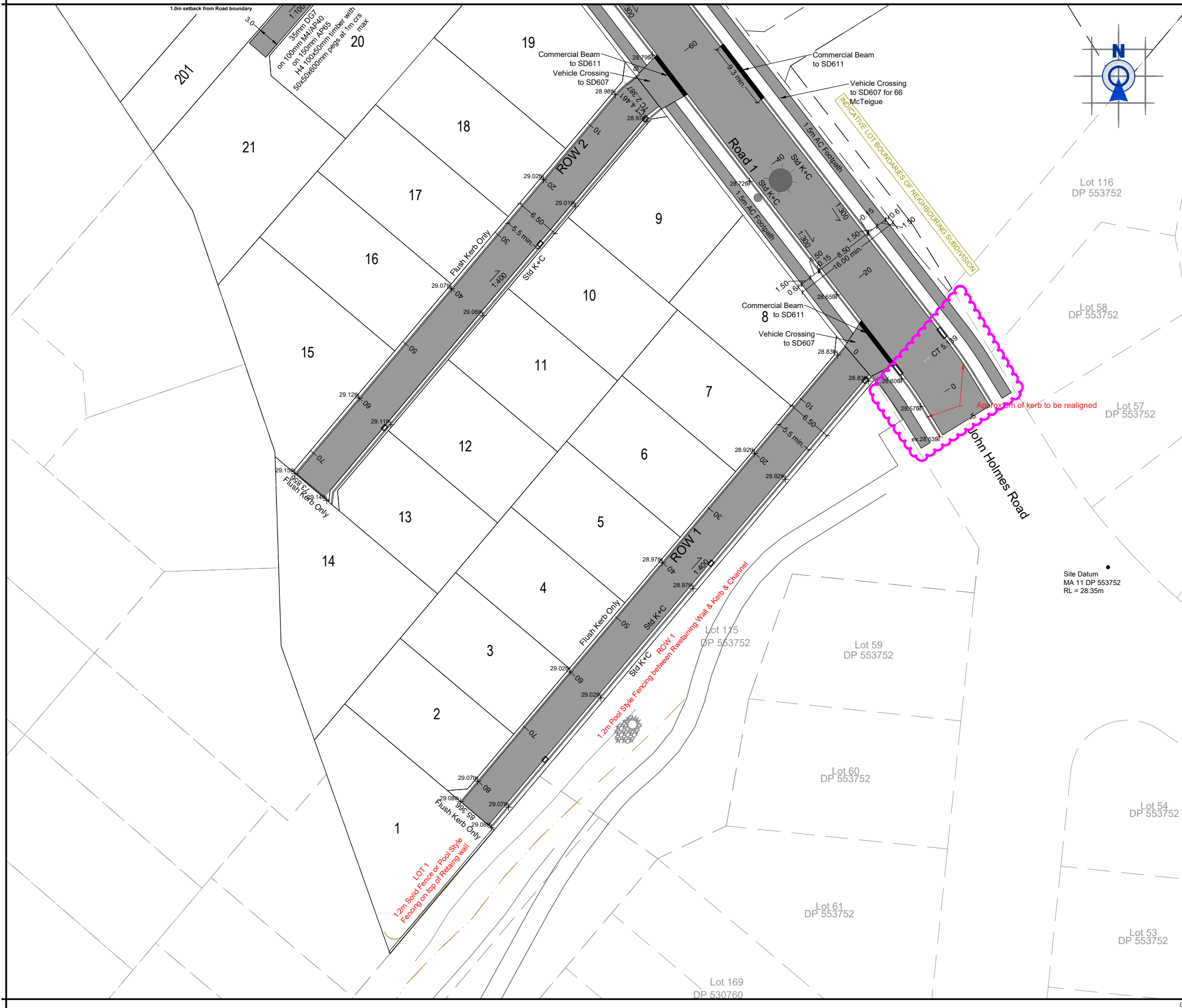
Client & Location:  
**Abundant Investment Group Limited**  
60 McTeigue Road

Purpose & Drawing Title:  
**Engineering Drawings**  
**Roading Layout**

Surveyed by:	SS & LB	Original Size:	Scale:
Designed by:	TRG	A1	1:250 @ A1
Drawn by:	TRG		1:500 @ A3
Checked by:	RN		DO NOT SCALE
Approved by:	TRG		
Job No:	CH5916	Drawing No:	100
		Sheet No:	300b
		Revision No:	F
		Date Created:	23/10/24

ENGINEERING APPROVAL





NOTES

1. The contractor shall be responsible for locating all existing services prior to commencement of works. The contractor shall make good at their own expense any damage to existing services.
2. Levels are in terms of CDD.
3. All works are to be installed as per NZS 4404:2010, Supplied Project Specifications, CCC Civil Engineering Construction Standard Specifications, CCC IDS & comply with Engineering Approval Conditions. Standard drawings are available from the Engineer.
4. Standard drawings are available from the Engineer.
5. Contractor is to provide Surveyed As-Built Records of all services & Roding as per Local Authority Engineering Code of Practice.
6. The contractor shall provide a producer statement to the Engineer at completion of works.

Roding

1. All Drawings to be read in conjunction with the Specification. Notify the Consultant Engineers when the following takes place:
  - Commencement of Work
  - Completion of earthworks to subgrade level prior to metalling.
  - When Nuclear Density (ND) Testing is required on the Subgrade.
  - Prior to pouring kerb & channel (ND Testing).
  - Benkleman Beam testing.
  - Sealing Operations.
2. Metal depths are to be confirmed by testing subgrade prior to the contractor laying any metal on the subgrade.
3. Kerb base to pass ND Test prior to pouring. 75% of readings shall equal to or exceed 2150 kg/m<sup>3</sup> with the min. Dry Density being 2100kg/m<sup>3</sup>.
4. Kerb stringlines to be confirmed by Engineer prior to pour
5. The prepared metal course is required to pass CCC precast inspection & Benkleman Beam test prior to the final surface being laid.
6. Contractor to do sensibility check of all dimensions and levels before starting work.
7. Footpaths and Barms to be constructed as per CCC SD607
8. All pedestrian kerb outcrops to have minimum clear width of 1.5m inside wings, unless shown otherwise.
9. Tactile Pavers (TGS's) are to be installed as per NZTA RTS 14

ROADING KEY

- FOR COMMUNITY BOARD APPROVAL
- Kerbs
- Road Surface (AC)
- Footpaths (Concrete)
- Lot Boundaries
- Street Light
- Top Of Kerb Levels
- Kerb Fall & Direction

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Client & Location:  
**Abundant Investment Group  
Limited**  
**60 McTeigue Road**

Purpose & Drawing Title:  
**Engineering Drawings  
Roding Layout**

Surveyed by:	SS & LB	Original Size:	Scale:
Designed by:	TRG	A1	1:250 @ A1
Drawn by:	TRG		1:500 @ A3
Checked by:	RN		DO NOT SCALE
Approved by:	TRG		
Job No:	CH5916	Drawing No:	300a
		Sheet No:	300a
		Revision No:	F
		Date Created:	23/10/24

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ENGINEERING.DWG



## 9. 179 Milns Road - intersections and road frontage upgrades

Reference Te Tohutoro: 25/1198855

Responsible Officer(s) Te Pou Matua: Peter Rodgers, Transport Network Planner

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

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

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to approve the scheme design for new intersections, kerb and channel, paths, and parking restrictions required by subdivision consents for a subdivision at 179 Milns Road.
- 1.2 The report is staff initiated resulting from approved subdivision consents and is also related to an outcome from a briefing report to Council on 29 April 2024

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the 179 Milns Road - intersections and road frontage upgrades 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.

#### Milns Road Frontage

3. Approves the footpath, kerb alignments, road surface treatments, new intersections, on Milns Road commencing at its intersection with James Hight Drive and extending to its intersection with Sparks Road as detailed on Attachment A and Attachment B to the report on the meeting agenda.
4. Approves the closure of Milns Road at its intersection with Sparks Road, as detailed on Attachment B to the report on the meeting agenda.

#### Sparks Road frontage

5. Approves the paths, kerb alignments, road surface treatments and new intersections on the northwestern side of Sparks Road commencing at its intersection with Milns Road and extending in a northeasterly direction to Milns Drainage Reserve as detailed on Attachment C to the report on the meeting agenda.

#### New Shared Path – Sparks Road (Milns Road to Milns Drainage Reserve)

6. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, a bi-directional shared path, reserved for road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004 be established:
  - a. On the northwestern side of Sparks Road commencing at its intersection with Milns Road and extending in a northeasterly direction for a distance of 365 metres to its intersection with the existing shared path entering Milns Drainage Reserve, as detailed on Attachment C to the report on the meeting agenda.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Subdivision has been consented for 179 Milns Road and detailed engineering plans have been submitted. This subdivision includes two new internal roads which will connect to Sparks road and to Milns Road, plus an internal culdesac.
- 3.2 Part of the requirements of the consents is upgrades to the Milns Road and Sparks Road frontage.
- 3.3 The roading layout within the subdivision is approved via the Resource Management Act (RMA) and the resource consenting process, however a post-construction report to the Community Board will be required in order to formalise any intersection controls, parking restrictions on internal roads, or parking restrictions considered necessary post-construction.
- 3.4 The roading layout external to the subdivision, within the existing road corridor, require approval by the Community Board exercising their delegated authority under the Local Government Act. Traffic and parking restrictions installed as part of these subdivisions require approval from the Community Board in order to be enforceable.
- 3.5 The recommended option is to approve the proposed plans.

### 4. Background/Context Te Horopaki

- 4.1 This report seeks community board approval for the civil works within the legal road required for the subdivision at 179 Milns Road as indicated on **Attachment A**. The internal roads were named by the Board on 10 April 2025.
- 4.2 179 Milns Road has been granted resource consent for residential subdivision including internal roading and intersections with the existing road network. The civil works for this subdivision within existing legal road requiring community board approval are split into three separate stages
- 4.3 Stages 1 and 2 (**Attachment A**), including
  - 4.3.1 the northern Bethia Road(road 1) / Milns Road intersection
  - 4.3.2 road widening, kerb and channel, and 1.5m footpath along the Milns Road frontage
- 4.4 Stage 3 (**Attachment B**), including
  - 4.4.1 road widening, kerb and channel, and 1.5m footpath along the Milns Road frontage
  - 4.4.2 the Beadel Road (road 2) / Milns Road intersection
  - 4.4.3 the southern Bethia Road (road 1) / Milns Road intersection (including closure of Milns Road at the Sparks Road intersection)
- 4.5 The Milns Road / Sparks Road intersection will be closed as part of Stage 3, but the intersection can only be closed after its replacement (Beadel Road) is completed and opened.
- 4.6 Sparks Road & Connals Drain (**Attachment C**)
  - 4.6.1 road widening, 2.5m shared path, kerb and channel along the Sparks Road frontage
  - 4.6.2 the Beadel Road / Sparks Road intersection
- 4.7 Parking restrictions within the development, and traffic controls for the new roads, will also require community board approval, however this can only be completed once the roads have

been vested and handed over to Council. As a result detailed resolutions for the development and any changes to parking restrictions adjacent to the development will be brought to the Community Board for approval following the roads being constructed and vested with Council in order for these parking restrictions to be enforceable.

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

Date	Subject
14 March 2024	<a href="#">Sparks Road and Milns Road intersection</a>
15 May 2025	Subdivision Road changes Approvals Memo ( <i>including attached legal advice</i> )
29 April 2025	Council Briefing 29/4/25: Subdivision process
29 April 2025	Christchurch City Council video archive for Briefing 29/04/25: Subdivision Process <a href="https://youtu.be/55EDidlwoug?t=2802">https://youtu.be/55EDidlwoug?t=2802</a>

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

Date	Subject
27 February 2025	<a href="#">Transport / Growth projects in the Halswell area</a>

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- 4.10.1 Option One – approve proposed layout and traffic control devices
- 4.10.2 Option Two – investigate changes to layouts and/or traffic control devices

4.11 The following options were considered but ruled out:

- 4.11.1 Option Three - Do not approve new layout and traffic control devices.
- 4.11.2 This was ruled out as this would:
  - Prevent development from fulfilling consent conditions

### Options Descriptions Ngā Kōwhiringa

4.12 **Preferred Option:** Option One – approve proposed layout and traffic control devices

4.12.1 **Option Description:** That all installed layouts and markings are approved by the Board without change, so that any restrictions and violations can be enforced

4.12.2 Option Advantages

- Allows for the road environment to operate as intended by the design
- No additional resource is required

4.12.3 Option Disadvantages

- May not meet Community Board wishes for the area

4.13 **Alternative Option:** Option Two – investigate changes to layouts and/or traffic control devices

4.13.1 **Option Description:** That staff investigate changes to the layout and/or traffic devices, and provide this information in a further report to the Community Board

For this option to be worthwhile, the Board would need to provide clear direction around the layout or device changes they are seeking, so that staff can provide advice around implications, including cost, safety, accessibility and timeframes.

#### 4.13.2 Option Advantages

- May ensure Community Board wishes for the area can be better served

#### 4.13.3 Option Disadvantages

- Does not allow for the road environment to operate as intended by the design
- Requires additional resource to evaluate alternative designs
- There is not an obvious funding source to carry out any changes to the installed design – it is likely that this would come from the Subdivisions programme, which is currently fully allocated
- Will delay development

### Analysis Criteria Ngā Paearu Wetekina

4.14 The staff recommended option has been selected for the following reasons:

- The technical details of the constructed layout has been accepted through the RMA subdivisions process.
- No additional costs for Council for investigation or removal/construction

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - <enter text>
Cost to Implement	\$0 to implement  \$750 for the preparation of this report	Not possible to quantify without knowing the changes requested.  Likely to be a few thousand dollars for investigation
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	As above, not possible to quantify without knowing the changes requested.
Funding Source	Not applicable	165 Transport Infrastructure for Subdivisions  This would likely need topping up in future years through an Annual Plan/LTP to ensure Council meets its obligations in relation to new subdivisions
Funding Availability	Not applicable	TBC
Impact on Rates	<0.01%	TBC

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Risks include:

- 6.1.1 If Option Two is selected then all usual design and construction risks apply
- 6.2 These risks are mitigated by Option One.

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

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
  - 6.3.1 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 no stopping and traffic control devices.
  - 6.3.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.4 Other Legal Implications:
  - 6.4.1 There is no other legal context, issue, or implication relevant to this decision.
  - 6.4.2 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**

- 6.5 The required decision:
  - 6.5.1 Align with the [Christchurch City Council's Strategic Framework](#).
  - 6.5.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
  - 6.5.3 Are consistent with Council's Plans and Policies.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
  - 6.7.1 Activity: Transport
    - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY

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

- 6.8 Community views have not been specifically sought as the directly adjacent property 179 Milns Road is implementing the changes as required by the subdivision consent conditions.
- 6.9 The decision affects the following wards/Community Board areas:
  - 6.9.1 Waipuna Halswell-Hornby-Riccarton Community Board.

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

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

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







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



7. Next Steps Ngā Mahinga ā-muri

- 7.1
- Roading changes will be installed by the developer via the subdivision consent approval process.
- 7.2
- At a later date once the road is vested, a separate report will come to the Community Board for approval of the detailed resolutions within and adjacent to the development.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	179 Milns Road road frontage stages 1 and 2	25/1236832	39
B  	179 Milns Road frontage stage 3	25/1236833	40
C  	179 Milns Road Sparks Road and Connals Drain	25/1236834	41

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

Document Name – Location / File Link
Not applicable

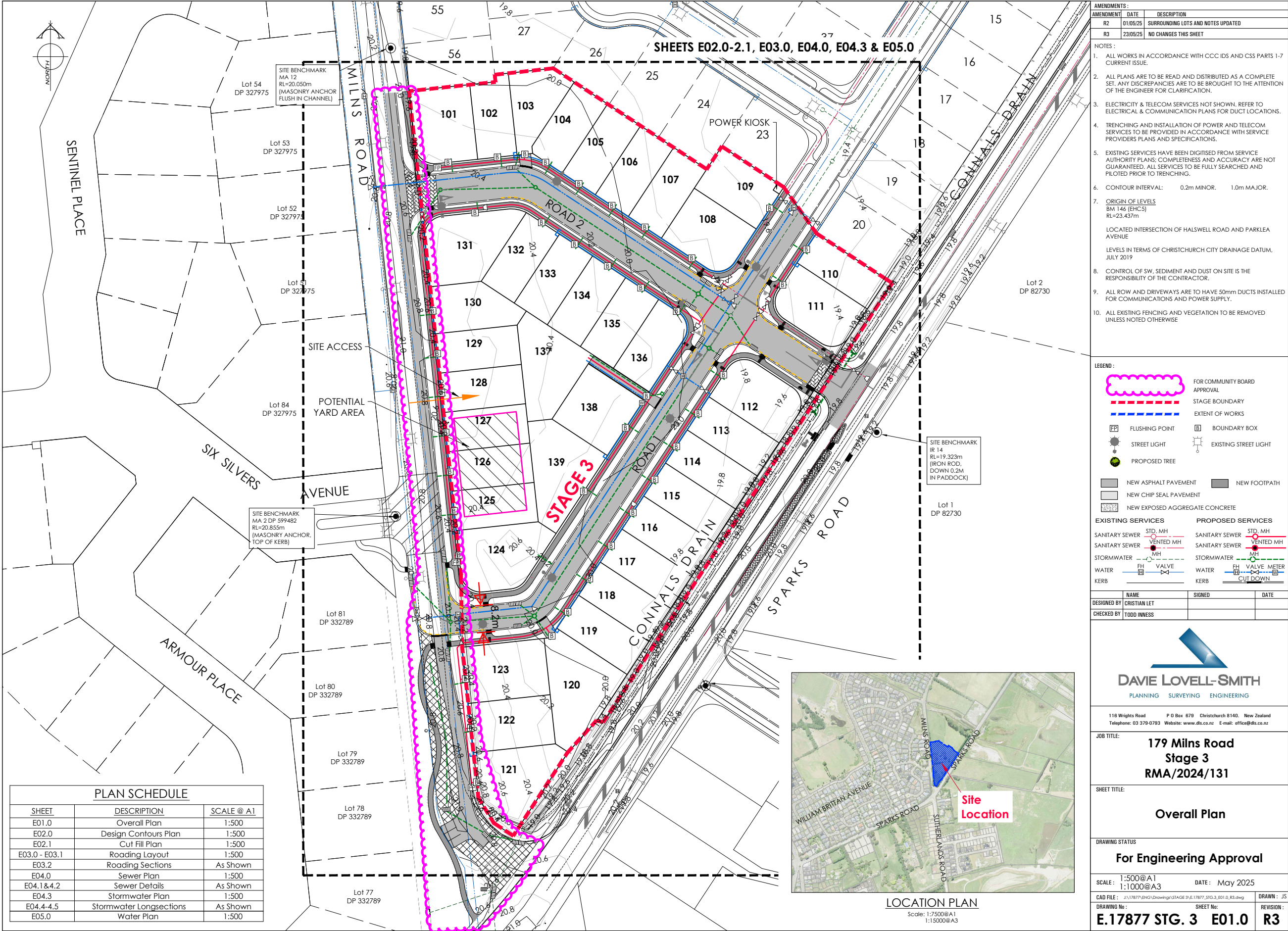
Signatories Ngā Kaiwaitohu

Author	Peter Rodgers - Transport Network Planner
Approved By	Andy Milne - Team Leader Asset Planning Jacob Bradbury - Manager Planning & Delivery Transport

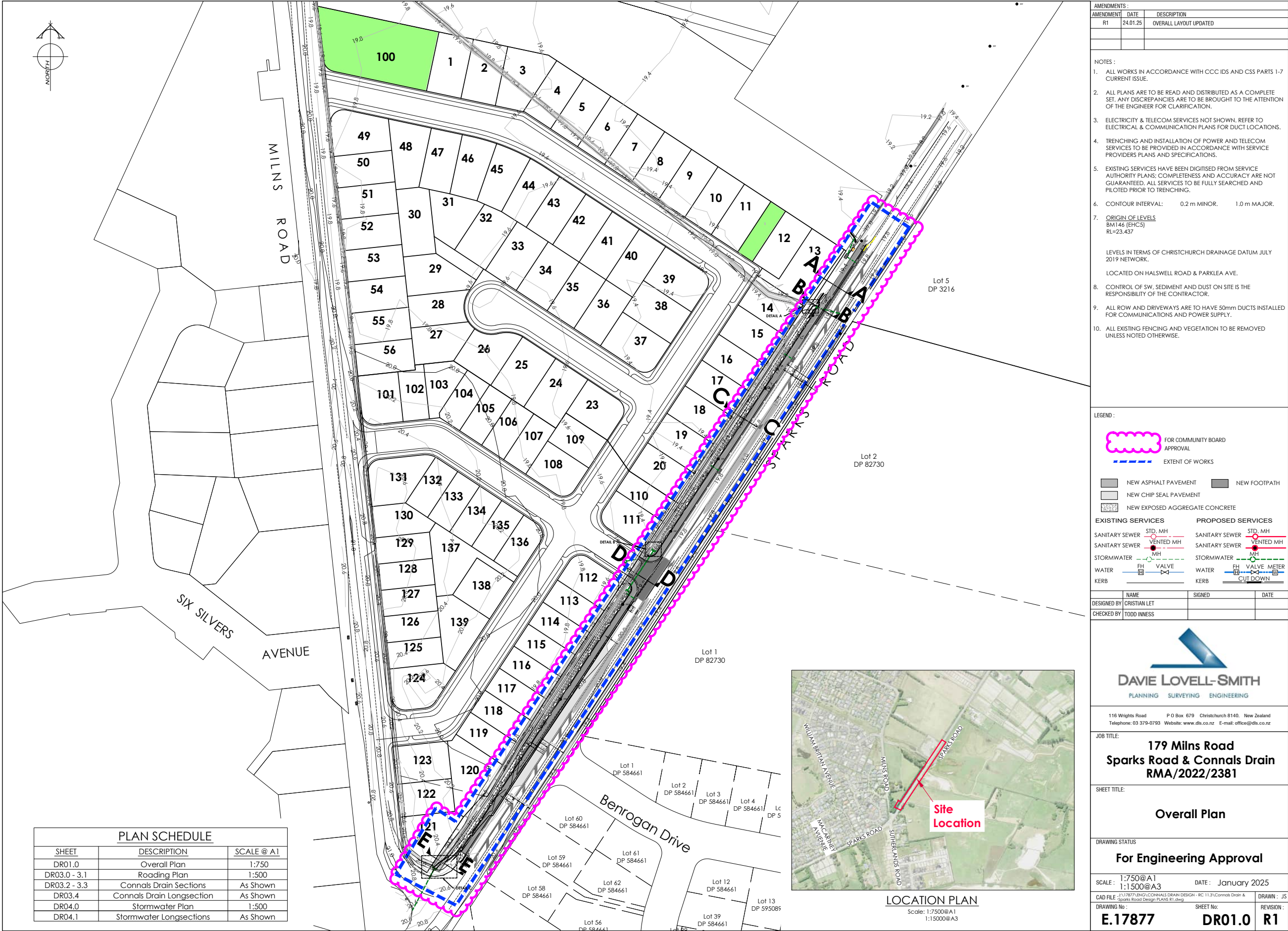












AMENDMENTS :											
AMENDMENT	DATE	DESCRIPTION									
R1	24.01.25	OVERALL LAYOUT UPDATED									
NOTES :											
1. ALL WORKS IN ACCORDANCE WITH CCC IDS AND CSS PARTS 1-7 CURRENT ISSUE.											
2. ALL PLANS ARE TO BE READ AND DISTRIBUTED AS A COMPLETE SET. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR CLARIFICATION.											
3. ELECTRICITY & TELECOM SERVICES NOT SHOWN. REFER TO ELECTRICAL & COMMUNICATION PLANS FOR DUCT LOCATIONS.											
4. TRENCHING AND INSTALLATION OF POWER AND TELECOM SERVICES TO BE PROVIDED IN ACCORDANCE WITH SERVICE PROVIDERS PLANS AND SPECIFICATIONS.											
5. EXISTING SERVICES HAVE BEEN DIGITISED FROM SERVICE AUTHORITY PLANS; COMPLETENESS AND ACCURACY ARE NOT GUARANTEED. ALL SERVICES TO BE FULLY SEARCHED AND PILOTTED PRIOR TO TRENCHING.											
6. CONTOUR INTERVAL: 0.2 m MINOR. 1.0 m MAJOR.											
7. <u>ORIGIN OF LEVELS</u> BM146 (EHC5) RL=23.437											
LEVELS IN TERMS OF CHRISTCHURCH DRAINAGE DATUM JULY 2019 NETWORK.											
LOCATED ON HALSWELL ROAD & PARKLEA AVE.											
8. CONTROL OF SW, SEDIMENT AND DUST ON SITE IS THE RESPONSIBILITY OF THE CONTRACTOR.											
9. ALL ROW AND DRIVEWAYS ARE TO HAVE 50mm DUCTS INSTALLED FOR COMMUNICATIONS AND POWER SUPPLY.											
10. ALL EXISTING FENCING AND VEGETATION TO BE REMOVED UNLESS NOTED OTHERWISE.											
LEGEND :											
<div> <div></div> <div>FOR COMMUNITY BOARD APPROVAL</div> </div> <div> <div></div> <div>EXTENT OF WORKS</div> </div> <div> <div></div> <div>NEW ASPHALT PAVEMENT</div> </div> <div> <div></div> <div>NEW CHIP SEAL PAVEMENT</div> </div> <div> <div></div> <div>NEW EXPOSED AGGREGATE CONCRETE</div> </div> <div> <div></div> <div>NEW FOOTPATH</div> </div>											
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<div> <div></div> <div>DAVE LOVELL-SMITH</div> <div>PLANNING SURVEYING ENGINEERING</div> </div> <div> <div>116 Wrights Road</div> <div>P O Box 679 Christchurch 8140. New Zealand</div> <div>Telephone: 03 379-0793 Website: www.dls.co.nz E-mail: office@dls.co.nz</div> </div>											
<div> <div>JOB TITLE:</div> <div>179 Milns Road Sparks Road &amp; Connals Drain RMA/2022/2381</div> </div>											
<div> <div>SHEET TITLE:</div> <div>Overall Plan</div> </div>											
<div> <div>DRAWING STATUS:</div> <div>For Engineering Approval</div> </div>											
<div> <div>SCALE: 1:750@A1 1:1500@A3</div> <div>DATE: January 2025</div> </div>											
<div> <div>CAD FILE: J:\17877\ENGR\CONNALS DRAIN DESIGN - RC 11.3\Connals Drain &amp; Sparks Road Design\PLANS R1.dwg</div> <div>DRAWING No: E.17877</div> <div>SHEET No: DR01.0</div> <div>REVISION: R1</div> </div>											



## 10. Riccarton CRAF - Kilmarnock Street/Darvel Street and Kilmarnock Street/Mona Vale Avenue traffic calming improvements

Reference Te Tohutoro: 25/772124

Responsible Officer(s) Te Ann Tomlinson (Project Manager – Transport)

Pou Matua: Samantha Smith (Engagement Advisor)

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

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

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to consider the Kilmarnock Street/Darvel Street and Kilmarnock Street/Mona Vale Avenue safety improvements scheme designs following community engagement.
- 1.2 The report has been written to address safety concerns at these two intersections for vehicles entering and exiting from Kilmarnock Street. These projects are also part of the Christchurch Regeneration Acceleration Facility (CRAF) programme for Riccarton.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Riccarton CRAF - Kilmarnock Street/Darvel Street and Kilmarnock Street/Mona Vale Avenue traffic calming 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. Revokes any previous resolutions pertaining to parking, stopping restrictions, traffic controls made pursuant to any Bylaw to the extent that they are in conflict with parking or stopping restrictions described in 6 to 10 and 13 to 15 below.

#### Mona Vale Avenue

4. Approves all kerb alignments, traffic islands, road surface treatment, and road markings on Mona Vale Avenue commencing at its intersection with Kilmarnock Street, and extending in a northerly direction for a distance of 30 metres, as detailed on plan TP365101, Issue 1, dated 14/05/2025 and attached to this report as **Attachment A**.
5. Approves all road marking on north side of Kilmarnock Street commencing at its intersection with Mona Vale Avenue and extending in a westerly direction for 11 metres, as detailed on plan TP365101, Issue 1, dated 14/05/2025 and attached to this report as **Attachment A**.
6. Approves, pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Stop control be placed against Mona Vale Avenue at its southbound approach to its intersection with Kilmarnock Street, as detailed on plan TP365101, Issue 1, dated 14/05/2025 and attached to this report as **Attachment A**.
7. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of motor vehicles be prohibited at any time on the east side of Mona

Vale Avenue, commencing at its intersection with Kilmarnock Street and extending in a northerly direction for a distance of 26 metres, as detailed on plan TP365101, Issue 1, dated 14/05/2025 and attached to this report as **Attachment A**.

8. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of motor vehicles be prohibited at any time on the west side of Mona Vale Avenue, commencing at its intersection with Kilmarnock Street and extending in a northerly direction then north westerly direction for a distance of 20 metres, as detailed on plan TP365101, Issue 1, dated 14/05/2025 and attached to this report as **Attachment A**.
9. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes on the east side of Mona Vale Avenue, commencing at a point approximately 26 metres north of its intersection with Kilmarnock Street, and extending in a northerly direction for a distance of 112 metres as detailed on plan TP365101, Issue 1, dated 14/05/2025 and attached to this report as **Attachment A**. This restriction is to apply 9am to 4pm, Monday to Friday.
10. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of motor vehicles be prohibited at any time on the north side of Kilmarnock Street, commencing at its intersection with Mona Vale Avenue and extending in a westerly direction for a distance of 11 metres, as detailed on plan TP365101, Issue 1, dated 14/05/2025 and attached to this report as **Attachment A**.
11. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 6 to 10 above are in place (or removed in the case of revocations).

#### **Darvel Street**

12. Approves all kerb alignments, traffic islands, road surface treatment, and road markings on Darvel Street commencing at its intersection with Kilmarnock Street, and extending in a northerly direction for a distance of 26 metres, as detailed on plan TP365102, Issue 1, dated 14/05/2025 and attached to this report as **Attachment B**.
13. Approves, pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Stop control be placed against Darvel Street at its southbound approach at its intersection with Kilmarnock Street, as detailed on plan TP365102, Issue 1, dated 14/05/2025 and attached to this report as **Attachment B**.
14. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the east side of Darvel Street, commencing at its intersection with Kilmarnock Street, and extending in a northerly direction for a distance of 26 metres, as detailed on plan TP365102, Issue 1, dated 14/05/2025 and attached to this report as **Attachment B**.
15. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the west side of Darvel Street commencing at its intersection with Kilmarnock Street, and extending in a northerly direction for a distance of 11 metres, as detailed on plan TP365102, Issue 1, dated 14/05/2025 and attached to this report as **Attachment B**.
16. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 13 to 15 above are in place (or removed in the case of revocations).

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 In 2022, staff presented a package of improvements to the Waipuna Halswell-Hornby-Riccarton and Waimāero Fendalton-Waimairi-Harewood Community Boards ([Agenda, Item 4](#)). The Community Boards jointly approved a number of projects for the Riccarton and Fendalton CRAF programme ([Minutes, Item 4](#)), which included a package of cycle, footpath and traffic calming projects.
- 3.2 Two projects in this package that staff recommended fitted the Community Boards criteria were:
  - 3.2.1 Traffic calming improvements on Mona Vale Avenue near Kilmarnock Street
  - 3.2.2 Traffic calming improvements on Darvel Street near Kilmarnock Street
- 3.3 These locations have been identified as a key route to school for students of Christchurch Girls High School and Mona Vale Avenue is the link to a key tourist and visitor destination of Mona Vale Gardens.
- 3.4 During investigations pedestrian safety and traffic speed were identified as areas that could be addressed under this package of works.

#### Kilmarnock Street/Mona Vale Avenue

- 3.5 The recommended option is to install improved pedestrian safety and traffic calming facilities as shown in **Attachment A**, and summarised below:
  - Install a speed hump on the southbound lane on Mona Vale Avenue (northside) at the intersection of Kilmarnock Street. The speed hump is located south of the driveway of 24 Mona Vale Avenue.
  - Speed hump signs and “Stop” text on the road at the speed hump.
  - New crossing point and cutdown with dish channel cover and tactile pavers on Mona Vale Avenue at the Kilmarnock Street intersection.
  - No stopping lines on both sides of the intersection and loss of one P120 parking space.
  - Traffic island on Mona Vale Avenue.
  - Kerb buildout on the west side of Mona Vale Avenue and extended path to the kerb buildout.
  - Single exit lane on Mona Vale Avenue onto Kilmarnock Street.
  - Lighting upgrade at the intersection for the speed hump.
  - Minor change to road markings.

#### Kilmarnock Street/Darvel Street

- 3.6 The recommended option is to install improved pedestrian safety and traffic calming facilities as shown in **Attachment B**, and summarised below:
  - Install a speed hump on Darvel Street at the intersection on the north side of Kilmarnock Street. The speed hump is located between an existing driveway and manhole cover.
  - New kerb cutdowns and tactile pavers on Darvel Street.
  - Speed hump signage and “Stop” text on the road at the speed hump.
  - Minor lighting upgrade at the speed hump.



- 3.7 Staff are recommending the proposed improvements as they will provide safe crossing facilities and reduce traffic speeds in an area near a busy school and popular visitor attraction making it safer for drivers and pedestrians.

#### 4. Background/Context Te Horopaki

- 4.1 The Christchurch Regeneration Acceleration Fund (CRAF) is a funding package from the Treasury for transport projects in Christchurch.
- 4.1.1 The CRAF investment in roading and transport improvements was set up to address condition, and safety and access issues, with projects selected and prioritised by the Community Boards.
- 4.1.2 It aims to act as a catalyst, improving safety outcomes and encouraging more people to walk, bike or use public transport.
- 4.2 Improving safety and accessibility on local roads in Christchurch is a priority for Council.
- 4.2.1 There are a number of levels of service agreed as part of the Long-Term Plan 2024-34 which are relevant to this decision, such as measuring safety statistics for pedestrians and cyclists; and perceptions that Christchurch is a “walking friendly city”.
- 4.2.2 Providing safe infrastructure is a key tool for helping people to get to where they are going safely, irrespective of their mode of travel.

- 4.3 A Safety and Access Assessment was undertaken for both intersections with the following recommendations:

**Kilmarnock Street/Mona Vale Avenue**

- 4.3.1 Narrow the intersection, this must still allow buses to the school
- 4.3.2 Include speed humps on both north and south approaches
- 4.3.3 Install refuge island at Mona Vale

**Kilmarnock Street/Darvel Street**

- 4.3.4 Install speed hump on Darvel Street approaches to the intersection

**Kilmarnock Street/Mona Vale Avenue**

- 4.4 Kilmarnock Street, from Darvel Street to Mona Vale Avenue, is an arterial route with 7625 ADT with 3% heavy vehicles (2024 estimate).
- 4.5 Mona Vale Ave, from Kilmarnock Street to Matai Street East, is a local road with 760 ADT with 4.1% heavy vehicles (2024 estimate), with a 14m carriageway width. There is existing restricted parking (P120, Mon-Fri, 9am to 4pm) along the eastern side and un-restricted angle parking along the western side.
- 4.6 Mona Vale Avenue is used by Christchurch Girls' High School students travelling to and from school.
- 4.7 Tour buses use Mona Vale Avenue to access the bus parking area for Mona Vale Gardens.
- 4.8 There is a footpath along the east side of Mona Vale Avenue and no footpath on the west side.
- 4.9 There are no existing traffic calming treatments along Mona Vale Avenue enabling traffic to speed when approaching the Kilmarnock Street intersection.
- 4.10 There are no tactile pavers at the existing crossing point.



- 4.11 There are currently wide crossing distances for pedestrians across Mona Vale Avenue at the intersection.

**Kilmarnock Street/Darvel Street**

- 4.12 Kilmarnock Street, from Darvel Street to Mona Vale Avenue, is an arterial route with 7625 ADT with 3% heavy vehicles (2024 estimate).
- 4.13 Darvel Street from Kilmarnock Street to Riccarton Road is a local road with 980 ADT, with 4% heavy (2024 estimate), with an 8.5m carriageway. There is unrestricted parallel parking along both sides.
- 4.14 Darvel Street is used by Christchurch Girls' High School students travelling to and from school with a school entrance at the northern end of Darvel Street. Chateau on the Park Hotel is located on the eastern side with a vehicle access of Darvel Street.
- 4.15 There are no existing traffic calming treatments on Darvel Street at the north side of the intersection with Kilmarnock Street, enabling traffic to speed when approaching the intersection.
- 4.16 There are no tactile pavers at the existing crossing point.
- 4.17 There is an existing speed hump on Darvel Street on the south side of Kilmarnock Street.
- 4.18 Improvements at these two intersections are designed to improve safety and accessibility for both pedestrians and drivers. The changes will benefit students at Christchurch Girls' High School, users of Mona Vale Gardens, and local residents.
- 4.19 The following related memos/information were circulated to the meeting members:

Date	Subject
2 November 2023	Riccarton and Fendalton CRAF programme – project update (memo)
20 June 2024	Riccarton and Fendalton CRAF – project update (memo)

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

Date	Subject
4 July 2022	<a href="#">Confirmation of Riccarton and Fendalton Christchurch Regeneration Acceleration Facility (CRAF) programme</a>
24 October 2023	<a href="#">Riccarton CRAF – briefing (Item 5)</a>
24 October 2024	<a href="#">Riccarton CRAF – project update (Item 3)</a>

**Options Considered Ngā Kōwhiringa Whaiwhakaaro**

- 4.21 The following reasonably practicable options were considered and are assessed in this report:
- 4.21.1 Kilmarnock Street/Mona Vale – Traffic calming improvements.
  - 4.21.2 Kilmarnock Street/Darvel Street – Traffic calming improvements.
  - 4.21.3 Do Nothing.
- 4.22 The following option was considered but ruled out:

4.22.1 Kilmarnock Street/Mona Vale – Traffic calming improvements (no traffic island, full speed hump away from intersection). This option was ruled out for the following reasons:

- Both options provided only minor improvements for pedestrians at the intersection leaving a long crossing distance (10m and under is desirable) and the pedestrian is required to cross in one stage.
- The speed hump was set back further from the intersection due to property access, providing only minor traffic calming for pedestrians at the crossing point.
- Both options involved kerb buildouts, likely to be costly as drainage works will be required.
- These options provided very minor or no improvements to the existing layout.

### Options Descriptions Ngā Kōwhiringa

4.23 **Preferred Option:** Kilmarnock Street/Mona Vale – Traffic Calming Improvements.

4.23.1 **Option Description:** Traffic calming improvements including a speed hump, new safe crossing point with new traffic island, kerb buildouts and lighting upgrade.

4.23.2 **Option Advantages**

- Reduced speed on Mona Vale Avenue when approaching the Kilmarnock Street intersection and crossing point.
- Reduced crossing distance across Mona Vale Avenue with the traffic island and kerb build out.
- Provides better pedestrian crossing facilities at the intersection as pedestrians will be crossing Mona Vale in two stages.
- Reduced turning speeds at the intersection with the kerb buildout.
- No stopping and kerb buildout will improve sight lines at the crossing.

4.23.3 **Option Disadvantages**

- No pedestrian safety improvements crossing Kilmarnock Street – outside scope.
- With new traffic island there is now a single lane exit.

4.24 **Preferred Option:** Kilmarnock Street/Darvel Street – Traffic Calming Improvements.

4.24.1 **Option Description:** Traffic calming improvements including a speed hump, new cutdown and tactile pavers.

4.24.2 **Option Advantages**

- Reduced traffic speed on Darvel Street when approaching the intersection and crossing point.
- Minor reduction to the crossing distance across Darvel Street with the new cutdown location.
- Provides safer crossing facilities at the intersection.

4.24.3 **Option Disadvantages**

- No pedestrian safety improvements crossing Kilmarnock Street – outside scope.

4.25 **Alternative Option:** Do nothing.

4.25.1 **Option Description:** Leave both intersections as they are with no traffic calming improvements.

4.25.2 **Option Advantages**

- Budget can be spent on other projects.

4.25.3 **Option Disadvantages**

- Does not meet the project objectives.
- Does not improve pedestrian safety at either intersection.
- Does not provide traffic calming to slow vehicles at these intersections.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option – Darvel Street & Mona Vale Avenue	Alternative Option – Mona Vale Avenue only	Alternative Option – Darvel Street only	Alternative Option – Do nothing
Cost to Implement	\$216,000	\$182,000	\$120,000	Nil
Maintenance/Ongoing Costs	Negligible above existing maintenance allowances	Negligible above existing maintenance allowances	Negligible above existing maintenance allowances	No change to existing
Funding Source	LTP Budget 73673 – Riccarton CRAF – Package of minor cycle, footpath and traffic calming improvements	LTP Budget 73673 – Riccarton CRAF – Package of minor cycle, footpath and traffic calming improvements	LTP Budget 73673 – Riccarton CRAF – Package of minor cycle, footpath and traffic calming improvements	N/A
Funding Availability	Funds are available	Funds are available	Funds are available	N/A
Impact on Rates	Nil	Nil	Nil	N/A

- 5.1 The rates impact is shown as nil, as these works are funded from the CRAF programme, which uses Crown funding.
- 5.2 Each project estimate is the full project costs, including design fees, staff costs and construction costs. The individual estimates of Mona Vale Avenue and Darvel Street do not total the recommended option when added together because this would double count all costs excluding the construction estimates.
- 5.3 The cost estimate is a detailed scheme phase estimate. The final cost will be completed at detailed design by the contractor.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Construction risks – these projects are considered BAU, using a qualified and competent contractor.
- 6.2 Safety – The proposal includes traffic safety measures that will reduce risk for all road users at these locations.

### Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
  - 6.3.1 The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations.
  - 6.3.2 Section 334 of the Register of Delegations contains a variety of delegations in respect of roads which have been delegated to Community Board. This includes:

*To construct, remove or alter:*

    - Pedestrian safety areas
    - Grass plots or flower beds or trees
    - Facilities for the safety, health, convenience of the public, or for the control of the traffic or the enforcement of traffic laws. For example, and without limitation includes, stops signs, give way signs, left and right turning filters, one lane bridge traffic restrictions and one lane narrowing restrictions, pedestrian crossing and other associated infrastructure, roundabouts, traffic islands, buildouts, chicanes and other traffic restraints.
  - 6.3.3 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
- 6.4 Other Legal Implications:
  - 6.4.1 There is no legal context, issue, or implication relevant to this decision.

### Strategy and Policy Considerations Te Whai Kaupapa here

- 6.5 The required decisions:
  - 6.5.1 Align with the [Christchurch City Council's Strategic Framework](#)..
  - 6.5.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low number of people affected and/or with an interest, limited benefits/opportunities and costs/risks to Council, and modest level of community influence.
  - 6.5.3 Are consistent with Council's Plans and Policies.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
  - 6.7.1 Activity: Transport
    - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents

- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 625 kilometres (total combined length)
- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction

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

- 6.8 An email with the plans and detail was sent to emergency services and Christchurch Girls' High School in February 2025.
- 6.9 Christchurch Girls' High School thanked staff for the information provided.
- 6.10 Fire and Emergency NZ had concerns about their vehicles accessing major facilities and buildings near Deans Ave including Chateau on the Park, Christchurch Girls' High School and Mona Vale Homestead. The corner of Mona Vale Avenue is key for a left turn to access the school, and they were worried about the reduced width. They requested the width between islands to be no less than 4m clear roadway, and the speed hump not be extended to the entrance to Mona Vale Avenue. They also requested the Kilmarnock/Darvel proposed speed hump not be an aggressive hump and meets design requirements for fire appliances, and that mature trees need to be maintained to 4m wide by 4m height clearance.
- 6.11 Six residents on Mona Vale Avenue and Darvel Street received the plan in their mailbox in February 2025, with instructions for how to provide feedback and contact staff if they had any questions.
- 6.12 One resident enquired about the Mona Vale Avenue plan, raising concerns about access to their property, and the lack of pedestrians needing to cross the road. The resident was emailed the full detailed plan, and assured access would not be impacted by the plan.
- 6.13 No further feedback was received.
- 6.14 The decision affects the following wards/Community Board areas:
- 6.14.1 Riccarton Ward
  - 6.14.2 Waipuna Halswell-Hornby-Riccarton Community Board.

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

- 6.15 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 does not specifically impact Mana Whenua, their culture, and traditions.
- 6.16 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.





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

- 6.17 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.18 The emission reductions associated with this project have not been estimated.
- 6.19 Improving the ability for people to walk for people to walk, cycle, scoot and catch the bus are a key part of the Council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.
- 6.20 The schemes will contribute positively to emissions reduction by providing safer pedestrian access around the Kilmarnock Street area, close to Christchurch Girls' High School.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, staff will progress to final detailed design and construction.

Attachments Ngā Tāpirihanga

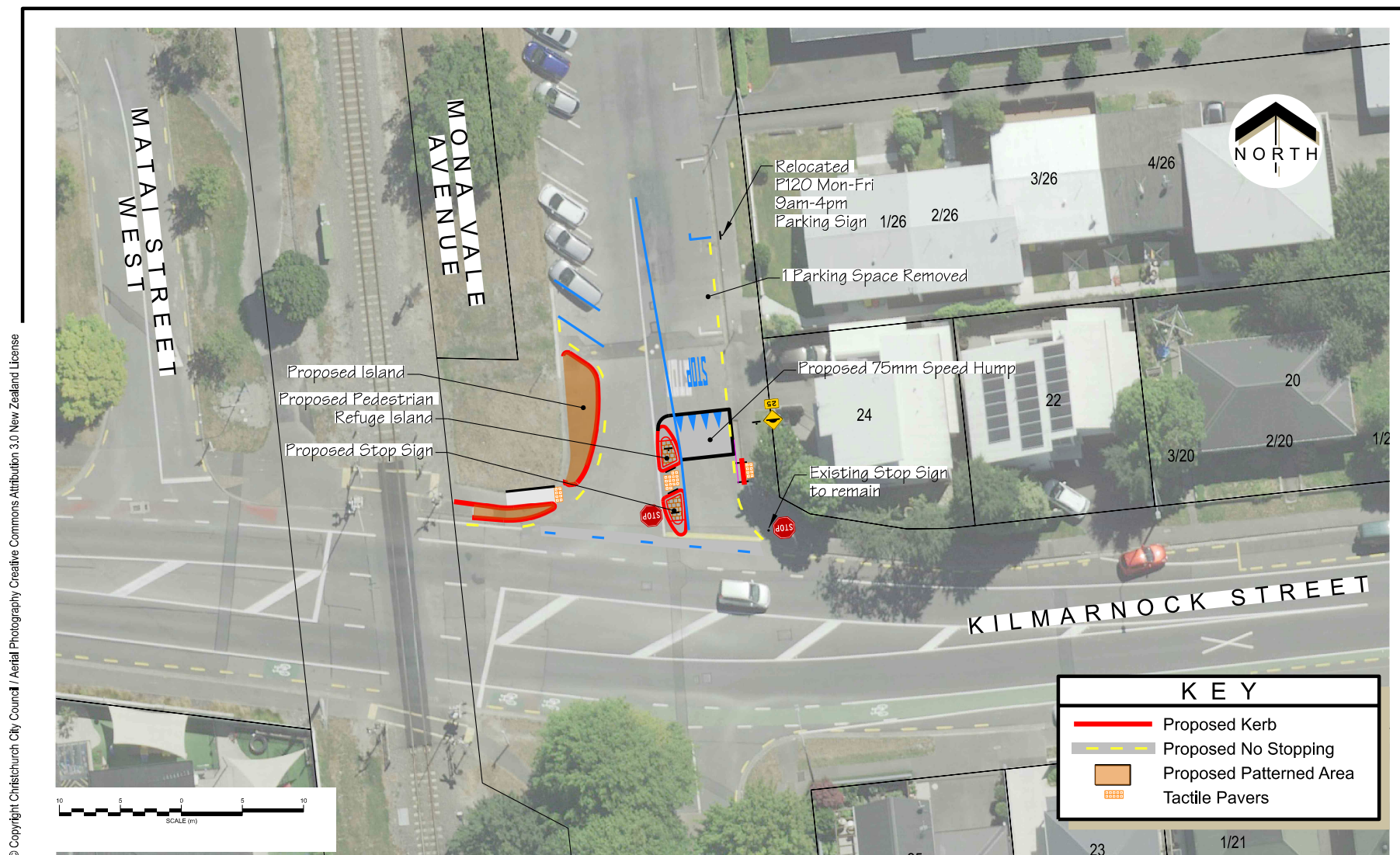
No.	Title	Reference	Page
A  	Attachment A to report 25/772124 (Title: Riccarton CRAF - Kilmarnock Street/Darvel Street and Kilmarnock Street/Mona Vale Avenue safety improvements)	25/1039491	53
B  	Attachment B to report 25/772124 (Title: Riccarton CRAF - Kilmarnock Street/Darvel Street and Kilmarnock Street/Mona Vale Avenue safety improvements)	25/1039515	54

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Ann Tomlinson - Project Manager Samantha Smith - Engagement Advisor
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management



Christchurch  
City Council

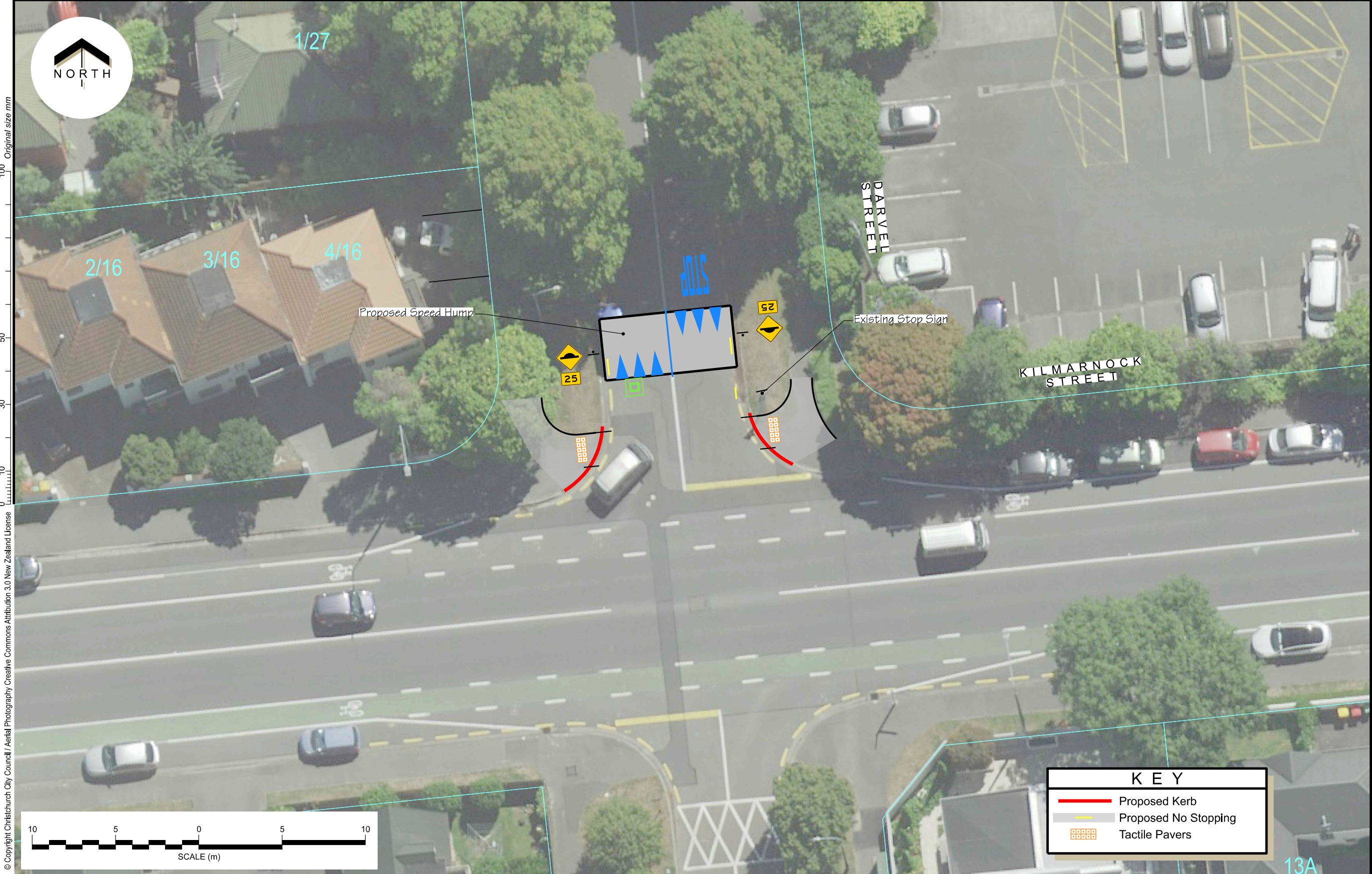
**Mona Vale Avenue**  
Proposed Traffic Calming Improvements  
For Board Approval

Attachment A

Original Plan Size: A4

Drawn: MJR Issue 1 14/05/2025  
Drawing: TP365101  
Project: CP504094/03







## 11. Provincial Road - Proposed no stopping restrictions

Reference Te Tohutoro: 25/819496

Responsible Officer(s) Te Pou Matua: Christina Weston, Traffic Engineer

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

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

- 1.1 For the Waipuna Halswell-Hornby Riccarton Community Board to approve no stopping restrictions on Provincial Road to improve safety and access.
- 1.2 This report has been written in response to a request from a resident on this street reported to council on 12 February 2025.
- 1.3 The recommended option is to extend the no stopping restriction on the south side of Provincial Road, and to address the inconsistency in the existing line marking in the same location, both of which are to stop cars parking too close to the vehicle crossing of 6 Provincial Road, in accordance with Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Provincial Road - Proposed no stopping restrictions Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves that the stopping of vehicles be prohibited at any time on the south side of Provincial Road Commencing at its intersection with Kennedys Bush Road and extending in an easterly direction for a distance of 31 metres.
5. Approves that the resolution takes effect when the road makings that evidence the restriction described in 4. are in place (or removed in the case of revocations).

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The current resolution creates a gap of approximately three metres between the current no stopping restriction located on the south side of Provincial Road and the driveway located at 6 Provincial Road. This results in people parking in this space, particularly at busy times, and overhanging into the driveway
- 3.2 There is also an inconsistency with the road marking, resulting in the last two yellow lines not meeting the requirements of the Traffic Control Devices Manual, which requires a minimum gap of 1 metre between no stopping markings. At this location, there is a smaller inconsistent spacing between the last two markings.

- 3.3 The recommended option is to extend the no stopping restriction by approximately three meters in an easterly direction to address the concern raised by the resident and amend the inconsistency in the road marking on the south side of Provincial Road.

#### 4. Background/Context Te Horopaki

- 4.1 The owner of 6 Provincial Road contacted the council requesting that the yellow lines outside their property to be extended to their driveway as cars are parking within one meter of the vehicle crossing. The resident has provided multiple photos of different vehicles parking in this location, on different occasions.
- 4.2 Vehicles parking in this location block visibility for the resident when exiting the property.
- 4.3 The property owner located at 6 Provincial Road is in full support of this proposal.

#### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.4 The following reasonably practicable options were considered and are assessed in this report:
- 4.4.1 Option One – Extend and amend the no stopping restrictions outside of 6 Provincial Road.
- 4.4.2 Option Two – Do Nothing

#### Options Descriptions Ngā Kōwhiringa

4.5 **Preferred Option:** Option one

- 4.5.1 **Option Description:** Extend and amend the no stopping restrictions outside of 6 Provincial Road.
- 4.5.2 Option Advantages
- The no stopping lines will restrict vehicles from parking too close to the vehicle entrance of 6 Provincial Road.
  - This proposal is the preferred option for the affected residents.
- 4.5.3 Option Disadvantages
- Will remove a space where cars have been parking on Provincial Road. Although the space is not long enough for vehicles to park legally.
  - Cost to implement.

4.6 **Option two** – Do nothing

- 4.6.1 **Option Description:** Do Nothing
- 4.6.2 Option Advantages
- No cost to implement.
- 4.6.3 Option Disadvantages
- Cars will continue to park too close to the vehicle crossing of 6 Provincial Road, not addressing the resident's concern.
  - Does not address the issue of inconsistency of spacing between yellow lines.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do Nothing
Cost to investigate	\$750 to write report including consultation and a site visit.	\$750 to write report including consultation and a site visit.
Cost to Implement	\$400	\$0
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	\$0
Funding Source	Traffic Operations Team traffic signs and markings budget	\$0

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified.

### Legal Considerations Ngā Hīraunga ā-Ture

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

6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution  
Other Legal Implications:

6.2.2 The Community Boards had delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards included stopping, standing and parking prohibitions and restrictions.

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

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

6.4.3 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. 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

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

6.7 The one affected property is in support for this proposal.

6.8 The Team Leader Parking Compliance supports the preferred option.

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

6.9.1 Waipuna Halswell- Hornby Riccarton Community Board

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

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

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


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

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

**7. Next Steps Ngā Mahinga ā-muri**

7.1 If approved, staff will arrange for the additional No Stopping restriction to be installed.

**Attachments Ngā Tāpirihanga**

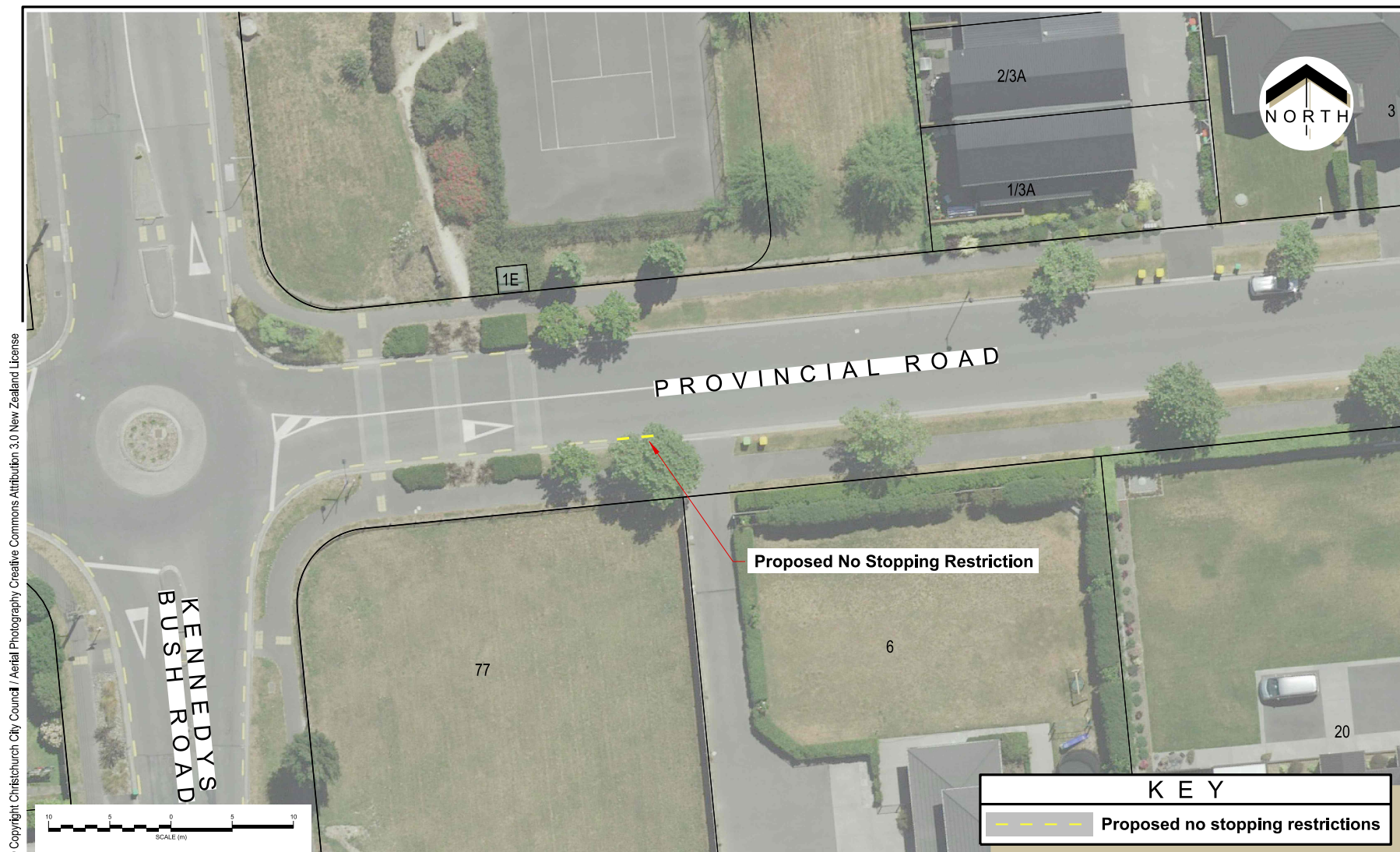
No.	Title	Reference	Page
A 	Provincial Road - Proposed no stopping restriction	25/993339	59

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

Document Name – Location / File Link
Not applicable

**Signatories Ngā Kaiwaitohu**

<b>Author</b>	Tina Weston - Traffic Engineer
<b>Approved By</b>	Gemma Dioni - Principal Advisor Transportation - Safety Stephen Wright - Manager Operations (Transport)



Christchurch  
City Council

6 Provincial Road  
Proposed No Stopping Restrictions  
For Consultation

Original Plan Size: A4  
Drawn: MJR Issue 1 12/05/2025  
Designed: TW Drawing: TG151610  
Approved: Project: RPS845

Item 11

Attachment A





## 12. Killarney Avenue - Proposed no stopping restrictions

Reference Te Tohutoro: 25/882073

Responsible Officer(s) Te Pou Matua: Christina Weston, Traffic Engineer

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

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

- 1.1 For the Waipuna Halswell-Hornby-Riccarton Community Board to approve no stopping restrictions on Killarney Avenue opposite Mingimingi Hautoa Knights Stream School to improve safety.
- 1.2 This report has been prepared in response to a request from Mingimingi Hautoa Knights Stream School to assist children crossing Killarney Avenue by simplifying traffic movements at busy times. Parked vehicles outside 2 Killarney Avenue restricts the road space available, which creates congestion at school times, making it more difficult for children to assess gaps in traffic to cross, but also impacts the ability to exit the school car park on Killarney Avenue.
- 1.3 The recommended option is to extend the no stopping restrictions on the west side of Killarney Avenue to provide suitable sight distance for children to see vehicles approaching before crossing the road, and reduce congestion at school times, as per the plan in Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Killarney Avenue - Proposed no stopping restrictions Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in 4 below.
4. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of all vehicles be prohibited at all times on the western side of Killarney Avenue commencing at 2 Killarney Avenue and extending in a southern direction for a distance of 10 metres as shown on the plan in **Attachment A** to the report on the meeting agenda.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the report on the meeting agenda are in place (or removed in the case of revocations).

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 This area is well used by school children traveling to and from Mingimingi Hautoa Knights Stream school. This proposal will increase visibility for school children when crossing Killarney Avenue, improving safety on this local street where children are traveling to school.
- 3.2 The recommended option is to provide No Stopping restrictions outside 2 Killarney Avenue for 10 metres, restricting parking from the intersection to the end of the driveway of the residential property.

### 4. Background/Context Te Horopaki

- 4.1 Mingimingi Hautoa Knights Stream school have requested an extension of the no stopping restriction on the west side of Killarney Avenue outside number 2 Killarney Avenue.
- 4.2 Parked vehicles in this location make it difficult for children to assess when to cross the road safely.
- 4.3 On the 5<sup>th</sup> May 2025 there was an incident at this intersection of Killarney Avenue and Richmond Avenue where a child was hurt while riding a scooter outside of school hours.
- 4.4 The property owners located at 2 Killarney Avenue are in full support of the proposed no stopping restriction.

#### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.5 The following reasonably practicable options were considered and are assessed in this report:
  - 4.5.1 Option One – Extend the no stopping outside 2 Killarney Avenue
  - 4.5.2 Option Two – Do Nothing.

#### Options Descriptions Ngā Kōwhiringa

- 4.6 **Preferred Option:** Option One - Extend the no stopping outside 2 Killarney Avenue
  - 4.6.1 **Option Description:** Extending the no stopping restrictions on the west side of Killarney Avenue by approximately 10 metres to increase visibility and improve vehicle movements. This would address the request from the school for safety improvements at this location.
  - 4.6.2 Option Advantages
    - Simplify the approach to make it easier for children to assess a gap in traffic to cross the road.
    - Reduce congestion for vehicles turning into and out of Killarney Avenue.
    - Improve vehicle movements for people when exiting the carpark.
    - Address safety concerns raised from the school.
  - 4.6.3 Option Disadvantages
    - Loss of two parking spaces on Killarney Avenue.
    - Cost to implement.
- 4.7 **Option Two** – Do Nothing
  - 4.7.1 **Option Description:** Keep the status quo.



- 4.7.2 Option Advantages
- No change to parking provision.
  - No additional implementation costs.
- 4.7.3 Option Disadvantages
- No improvement to visibility or vehicle movements.
  - Does not address the safety concerns raised by the school.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - Do nothing
Cost to investigate	\$750 to write report including consultation and site visit	\$750 to write report including consultation and site visit
Cost to Implement	\$400 to install no stopping restrictions	\$0
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	\$0
Funding Source	Traffic Operations Team traffic signs and markings budget	\$0

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 None identified.

### Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
- 6.2.2 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 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 level of impact and low number of people affected by the recommended decision.
- 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: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7
- The affected property owners located at 2 Killarney Avenue have been consulted with and are in full support of this proposal.
- 6.8
- This proposal was requested by Knights Stream school, and they are in full support for this proposal.
- 6.9
- The decision affects the following wards/Community Board areas:
- 6.9.1
- Waipuna Halswell-Hornby Riccarton Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.10
- The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.11
- The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

7. Next Steps Ngā Mahinga ā-muri

- 7.1
- If approved, staff will arrange for the additional No Stopping restriction to be installed.

Attachments Ngā Tāpirihanga

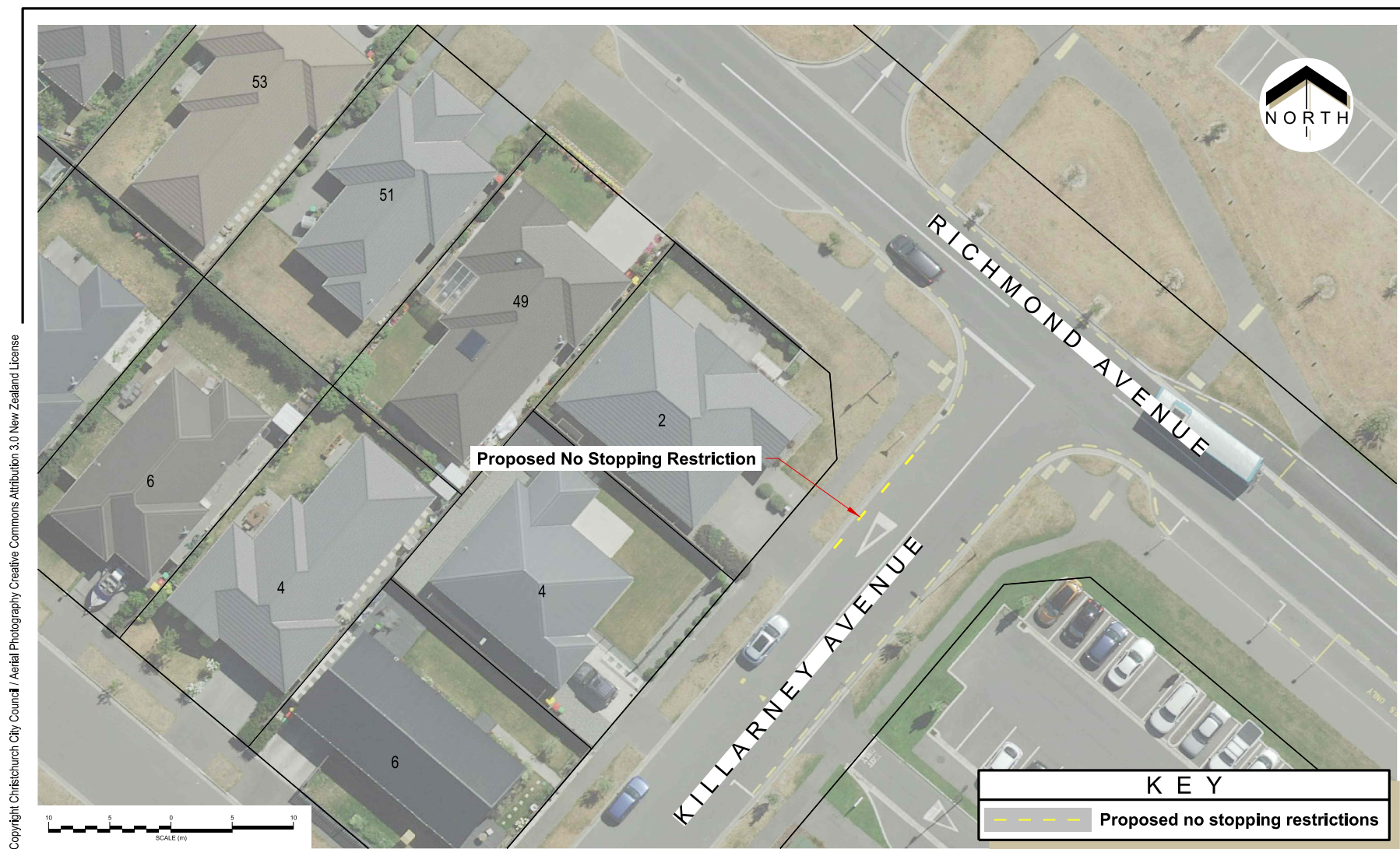
No.	Title	Reference	Page
A 	Killarney Avenue Proposed No Stopping	25/995773	66

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Tina Weston - Traffic Engineer
Approved By	Gemma Dioni - Principal Advisor Transportation - Safety Stephen Wright - Manager Operations (Transport)



## 13. Calverton Place Proposed No Stopping Restrictions

Reference Te Tohutoro: 25/931159

Responsible Officer(s) Te Pou Matua: Andrew Hensley, Traffic Engineer

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

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

- 1.1 The purpose of this report is to seek the approval of the Waipuna Halswell Hornby Riccarton Community Board to install no stopping restrictions in Calverton Place.
- 1.2 This report has been written following requests from the community to address congestion issues due to inconsiderate parking.
- 1.3 The community engagement and consultation outlined in the report reflect the significance.
- 1.4 The recommended option is to install no stopping restrictions in accordance with Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Calverton Place Proposed No Stopping Restrictions Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 – 5 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north eastern side of Patterson Terrace, commencing at its intersection with Calverton Place and extending in a south easterly direction for a distance of 8 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG107501 Issue 1 dated 17/6/2025).
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the eastern side of Calverton Place, commencing at its intersection with Patterson Terrace and extending in a northerly direction for a distance of 69 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG107501 Issue 1 dated 17/6/2025).
6. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).



### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Residents have raised concerns about inconsiderate parking in Calverton Place restricting vehicle access, both along the street and at private vehicle crossings. Implementing the noted recommendations will lead to a reduction in the chance of access being restricted.
- 3.2 The recommended option is to Install No Stopping restrictions in accordance with Attachment A.
- 3.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.

### 4. Background/Context Te Horopaki

- 4.1 Calverton Place is a local road within the Westlake area.
- 4.2 There is a long history of parking issues in Calverton Place related to its narrow width (less than six metres along much of its length), irregular alignment and inconsiderate parking. Previous proposals to address the situation have not been implemented due to mixed community views. The most recent of these is understood to be in 2010 with a proposal to install no stopping restrictions on the western side of Calverton Place.
- 4.3 Street access can be restricted if vehicles are parked on both sides of the narrow section of Calverton Place. This is largely dependent on the positioning of parked vehicles in relation to other parked vehicles, and the subsequent gap provided for vehicles to pass between. There is also an issue if vehicles park inconsiderately on the bend outside 6 Calverton Place, as this can restrict the ease of access from 8 Calverton Place.
- 4.4 Staff have observed that generally there are low-moderate demands for on-street parking, and the occurrence of inconsiderate parking is considered to be sporadic.
- 4.5 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control)

#### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.6 The following reasonably practicable options were considered and are assessed in this report:
  - 4.6.1 Install no stopping restrictions as shown in Attachment A.
  - 4.6.2 Do Nothing.
- 4.7 The following options were considered but ruled out:
  - 4.7.1 Install no stopping restrictions on both sides of Calverton Place.
  - 4.7.2 Install no stopping restrictions on the western side of Calverton Place.

#### Options Descriptions Ngā Kōwhiringa

- 4.8 **Preferred Option:** Install no stopping restrictions.
  - 4.8.1 **Option Description:** Install no stopping on the eastern side of Calverton Place.
  - 4.8.2 **Option Advantages**
    - Reduces the chance of inconsiderate parking occurring along Calverton Place.
    - Eliminates the ability to park inconsiderately on the bend outside 6 Calverton Place.



- Supports lower vehicle speeds entering Calverton Place with parking remaining on the left hand side.
- Retains a greater amount of on street parking compared to if no stopping was installed on the western side of Calverton Place.

#### 4.8.3 Option Disadvantages

- Removes the ability to park on the eastern side of Calverton Place.
- Does not address requests for no stopping restrictions to be installed on the western side of Calverton Place.

#### 4.9 Option 2- Do Nothing

##### 4.9.1 Option Description: Do not install no stopping restrictions.

##### 4.9.2 Option Advantages

- Does not remove on-street parking.

##### 4.9.3 Option Disadvantages

- Does not address the requests to address issues of street access and private property access.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do Nothing
Cost to Implement	Approximately \$250	\$0
Maintenance/Ongoing Costs	Covered by the existing Maintenance Contract	\$0
Funding Source	Traffic Operations Team traffic signs and markings budget	N/A
Funding Availability	Available	N/A
Impact on Rates	N/A	N/A

## 6. Considerations Ngā Whai Whakaaro

### Legal Considerations Ngā Hīraunga ā-Ture

- 6.1 Statutory and/or delegated authority to undertake proposals in the report:
- 6.1.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
- 6.1.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

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

**6.2 Other Legal Implications:**

- 6.2.1 There is no other legal context, issue, or implication relevant to this decision.
- 6.2.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

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

**6.3 The required decisions**

- 6.3.1 Align with the [Christchurch City Council's Strategic Framework](#).
- 6.3.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
- 6.3.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

**6.4 The community engagement and consultation outlined in this report reflect the assessment.**

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

**6.6 Transport**

**6.6.1 Activity: Transport**

- Level of Service: 16.0.13 Respond to customer service requests within appropriate timeframes(The percentage of customer service requests relating to roads and footpaths to which the territorial authority responds within the timeframe specified in the Maintenance contracts) (DIA 5) - >=80% customer service requests are completed, or inspected and programmed within timeframes

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

- 6.7 Affected property owners and residents were advised of the recommended option by way of a letter drop. There has been follow up correspondence where required.
- 6.8 Responses were received from eight properties. Four properties supported the proposal, and four properties did not and requested that the no stopping restrictions be installed on the other side of Calverton Place. Of the four that did not support the proposal, two of these did however support the installation of no stopping at the bend outside 6 Calverton Place.
- 6.9 Given the mixed views it is not possible to achieve an outcome that everyone will be in agreement with. In light of this, and within the context of previous attempts to improve the situation, the preferred option in this report reflects the best option from a technical perspective.
- 6.10 The Team Leader Parking Compliance supports the preferred option.
- 6.11 The decision affects the following wards/Community Board areas:
- 6.11.1 Waipuna Halswell Hornby Riccarton.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.12
- The decisions do 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.
- 6.13
- The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.16
- The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.17
- This is a minor proposal that is principally designed to address access issues at this location. Due to the minor nature of the works, it is not expected to have any impact on climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1
- If approved, staff will arrange for the new road markings to be installed.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Calverton Place Proposed No Stopping Restrictions Plan TG107501 dated 17/6/2025.	25/1224572	72

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Andrew Hensley - Traffic Engineer
Approved By	David McCormick - Senior Traffic Engineer Stephen Wright - Manager Operations (Transport)



Christchurch  
City Council

Calverton Place  
Proposed No Stopping Restriction  
For Board Approval

Original Plan Size: A4  
Drawn: VMI Issue 1  
Designed: AH Drawing: TG107501  
Approved: LB Date: 17/06/2025



## 14. Waterloo Road Hornby High School- Proposed Parking Restriction Changes

Reference Te Tohutoro: 25/931655

Responsible Officer(s) Te Pou Matua: Andrew Hensley, Traffic Engineer

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

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

- 1.1 The purpose of this report is to amend the time of operation of existing parking restrictions on Waterloo Road outside Hornby High School.
- 1.2 This report has been written following a request from Hornby High School.
- 1.3 The community engagement and consultation outlined in the report reflect the significance.
- 1.4 The recommended option is to install parking restrictions in accordance with Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Waterloo Road Hornby High School- Proposed Parking Restriction Changes Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 – 5 below.
4. Approves that the parking of vehicles be restricted to a maximum period of three minutes between the times of 8:15am and 9:15am, and between 2:45pm and 3:30pm, Monday to Friday on the north side of Waterloo Road commencing a point 270 metres east of its intersection with Hei Hei Road and extending in an easterly direction for a distance of 37 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150168 dated 14/5/2025).
5. Approves that the parking of vehicles be restricted to buses only between the times of 10:00am and 2:45pm, Monday to Friday on the north side of Waterloo Road commencing a point 270 metres east of its intersection with Hei Hei Road and extending in an easterly direction for a distance of 37 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150168 dated 14/5/2025).
6. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 4. and 5. are in place (or removed in the case of revocations).



### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A request has been made from Hornby High School to amend the times of operation of the P3 and School Bus Stop area on Waterloo Road.
- 3.2 The recommended option is to install parking restrictions in accordance with Attachment A.
- 3.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.

### 4. Background/Context Te Horopaki

- 4.1 Waterloo Road is a collector road within Hornby.
- 4.2 Hornby High School has its main frontage on Waterloo Road, where the pick up and drop off activities predominantly occur. There are a range of parking restrictions in place to support these activities, which include existing P3 parking restrictions and a school bus stop.
- 4.3 Currently when buses arrive at Hornby High School later than 2.30pm the space can be occupied by other vehicles utilising the P3 parking restriction which begins at 2.30pm. By amending the end time of the school bus stop to 2.45pm, and the start time of the P3 parking restriction to 2.45pm, this situation could be avoided.
- 4.4 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).
- 4.5 The following related briefings/workshops have taken place for the members of the meeting:

#### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.6 The following reasonably practicable options were considered and are assessed in this report:
  - 4.6.1 Amend existing parking restrictions.
  - 4.6.2 Do nothing.
- 4.7 The following options were considered but ruled out:
  - 4.7.1 Not applicable.

#### Options Descriptions Ngā Kōwhiringa

- 4.8 **Preferred Option:** Amend existing parking restrictions
  - 4.8.1 **Option Description:** Amend the start time of the P3 and amend the end time of the school bus stop.
  - 4.8.2 **Option Advantages**
    - Improves access for school buses in the afternoon.
  - 4.8.3 **Option Disadvantages**
    - Minor inconvenience for those wishing to access a P3 parking space before 2.45pm.
    - Some inconsistency between the afternoon times of operation of the other P3 parking restrictions in the vicinity.
- 4.9 Do nothing
  - 4.9.1 **Option Description:** Do not amend the times of operation of the existing parking restrictions.

#### 4.9.2 Option Advantages

- Minor benefit for those wishing to access a P3 parking space before 2.45pm.
- Consistent times of operation of the P3 parking restrictions.

#### 4.9.3 Option Disadvantages

- Does not address request to improve access for school buses.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$200	N/A
Maintenance/Ongoing Costs	Covered by existing maintenance contract	N/A
Funding Source	Traffic Operations Team traffic signs and markings budget	N/A
Funding Availability	Yes	N/A
Impact on Rates	N/A	N/A

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Not applicable.

### Legal Considerations Ngā Hīraunga ā-Ture

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

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

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

- 6.4.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
- 6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 6.5 The community engagement and consultation outlined in this report reflect the assessment.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
  - 6.7.1 Activity: Transport
    - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=37% of trips undertaken by non-car modes

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

- 6.8 The change to the existing parking restrictions was requested by Hornby High School.
- 6.9 The Team Leader Parking Compliance supports the preferred option.
- 6.10 The decision affects the following wards/Community Board areas:
  - 6.10.1 Waipuna Halswell Hornby Riccarton.

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

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


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

- 6.16 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.17 This is a minor proposal that is intended to improve access to the school bus stop. Due to the minor nature of the works, it is not intended to have any impact on climate change.

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

- 7.1 If approved, staff will arrange for the signage changes to be made.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Waterloo Road Proposed Parking Restriction Changes Plan TG150168	25/1258905	78

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Andrew Hensley - Traffic Engineer
Approved By	David McCormick - Senior Traffic Engineer Stephen Wright - Manager Operations (Transport)



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Christchurch  
City Council

Hornby High School  
Proposed Parking Restriction Time Changes  
For Board Approval

Original Plan Size: A4  
Drawn: VMI Issue 1 25/06/2025  
Designed: AH Drawing: TG150168  
Approved: GD Project:



## 15. Tower Street- Proposed P120 Parking Restriction Extension

Reference Te Tohutoro: 25/935628

Responsible Officer(s) Te Pou Matua: Andrew Hensley, Traffic Engineer

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

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

- 1.1 For the Waipuna Halswell-Hornby-Riccarton Community Board to approve the extension of the existing P120 parking restriction in Tower Street, Hornby.
- 1.2 This report has been written following a request from a nearby business to increase the number of time restricted parking spaces.
- 1.3 The recommended option is to extend the existing P120 parking restriction.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Tower Street- Proposed P120 Parking Restriction Extension Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles be restricted to a maximum period of 120 minutes on the eastern side of Tower Street, commencing at a point 26 metres south of its intersection with Brynley Street and extending in a southerly direction for a distance of 43 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150169). This restriction is to apply standard hours Monday - Sunday 8am-6pm.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 4. are in place (or removed in the case of revocations).

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A request has been received from the business at 5 Tower Street to extend the existing P120 parking restriction due to the high demand for parking in the immediate area.
- 3.2 The recommended option is to extend the existing parking restriction in accordance with Attachment A.

## 4. Background/Context Te Horopaki

- 4.1 Tower Street is a local road in Hornby.
- 4.2 Demand for parking in this section of Tower Street can be high due to short term customer visits and all-day parking from workers at nearby businesses.
- 4.3 Anecdotally, demand for on-street parking has increased due to commercial developments and general growth in the area. There have also been various operational parking issues raised in the last two years, which would support this view.
- 4.4 There is an existing section of P120 parking restriction on the eastern side of Tower Street south of Brynley Street, but due to parking demands in the immediate vicinity, a request was received from the business at 5 Tower Street to increase the extent of the time restricted parking. The business has limited off-street parking opportunities, and some customers utilise on-street parking.
- 4.5 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.6 The following reasonably practicable options were considered and are assessed in this report:
  - 4.6.1 Extend the existing P120 parking restrictions - Recommended Option
  - 4.6.2 Extend the existing P120 parking restrictions - Consultation Option
  - 4.6.3 Do nothing.
- 4.7 The following options were considered but ruled out:
  - 4.7.1 P60 parking restrictions - considered an insufficient time restriction for parking demands in the area.

### Options Descriptions Ngā Kōwhiringa

- 4.8 **Preferred Option:** Extend the existing P120 parking restrictions (Attachment A).
  - 4.8.1 **Option Description:** Extend the existing P120 parking restrictions on the eastern side of Tower Street.
  - 4.8.2 **Option Advantages**
    - Provides an additional two P120 restricted parking spaces.
    - A compromise between the request to provide additional restricted parking spaces and the consultation option, which proposed an additional three to four additional P120 parking spaces, but which was not supported by one business.
  - 4.8.3 **Option Disadvantages**
    - Reduces the opportunity for unrestricted parking on the eastern side of Tower Street.
- 4.9 Consultation Option: Extend the existing P120 restricted parking spaces (Attachment B).
  - 4.9.1 **Option Description:** Extend the existing P120 restricted parking spaces by an additional three to four spaces.
  - 4.9.2 **Option Advantages**
    - Provides a greater number of additional P120 restricted parking spaces than the Recommended Option.

#### 4.9.3 Option Disadvantages

- Reduces the opportunity for unrestricted parking on the eastern side of Tower Street.
- Does not provide for a compromise between the differing viewpoints.

#### 4.10 Do Nothing.

4.10.1 **Option Description:** Do not install additional P120 restricted parking spaces.

#### 4.10.2 Option Advantages

- Does not reduce the opportunity for unrestricted parking on the eastern side of Tower Street.
- No cost.

#### 4.10.3 Option Disadvantages

- Does not respond to the request for additional restricted parking spaces on the eastern side of Tower Street.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Consultation Option	Option 3 – Do Nothing
Cost to Implement	Approximately \$1100	Approximately \$1100	\$0
Maintenance/Ongoing Costs	Covered by existing Maintenance contract	Covered by existing Maintenance contract	N/A
Funding Source	Traffic Operations Team signs and markings budget	Traffic Operations Team signs and markings budget	N/A
Funding Availability	Available	Available	N/A
Impact on Rates	Negligible	Negligible	N/A

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Not applicable.

### Legal Considerations Ngā Hīraunga ā-Ture

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

- 6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
- 6.2.2 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 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 Aligns with the [Christchurch City Council's Strategic Framework](#).

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

6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

- 6.5 The community engagement and consultation outlined in this report reflect the assessment.

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

- 6.7 Transport

6.7.1 Activity: Transport

- Level of Service: 10.3.3 Maintain customer satisfaction with the ease of use of Council on-street parking facilities - >=50%.

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

- 6.8 The request for additional restricted parking spaces came from the business at 5 Tower Street, who supported the Consultation Option (see Attachment B).

- 6.9 The business at 7 Tower Street did not support the Consultation Option due to the reduction in unrestricted parking.

- 6.10 No response was received from the St John Ambulance Hub on the corner of Tower Street and Brynley Street.

- 6.11 Following consideration of the feedback on the Consultation Option plan, a revised plan was developed, which is the Recommended Option (see Attachment A).

- 6.12 The business at 5 Tower Street is agreeable to the Recommended Option.

- 6.13 The views of the business at 7 Tower Street of the Recommended Option are not known at the time of submitting the report and will be advised at the Board meeting, if a response is provided.

- 6.14 The Team Leader Parking Compliance supports the Recommended Option.

- 6.15 The decision affects the following wards/Community Board areas:

6.15.1 Waipuna Halswell Hornby Riccarton.

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

- 6.16 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.



- 6.17 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.

- 6.16 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.17 This is a minor proposal that is principally intended to address parking and access issues at this location. Due to the minor nature of the works, it is not expected to have any impact on climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will arrange for the new signage and road markings to be installed.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Tower Street Proposed P120 Parking Restriction Extension Recommended Option Plan TG150169	25/1265227	84
B 	Tower Street Proposed P120 Parking Restriction Extension Consultation Option Plan TG150169	25/1265183	85

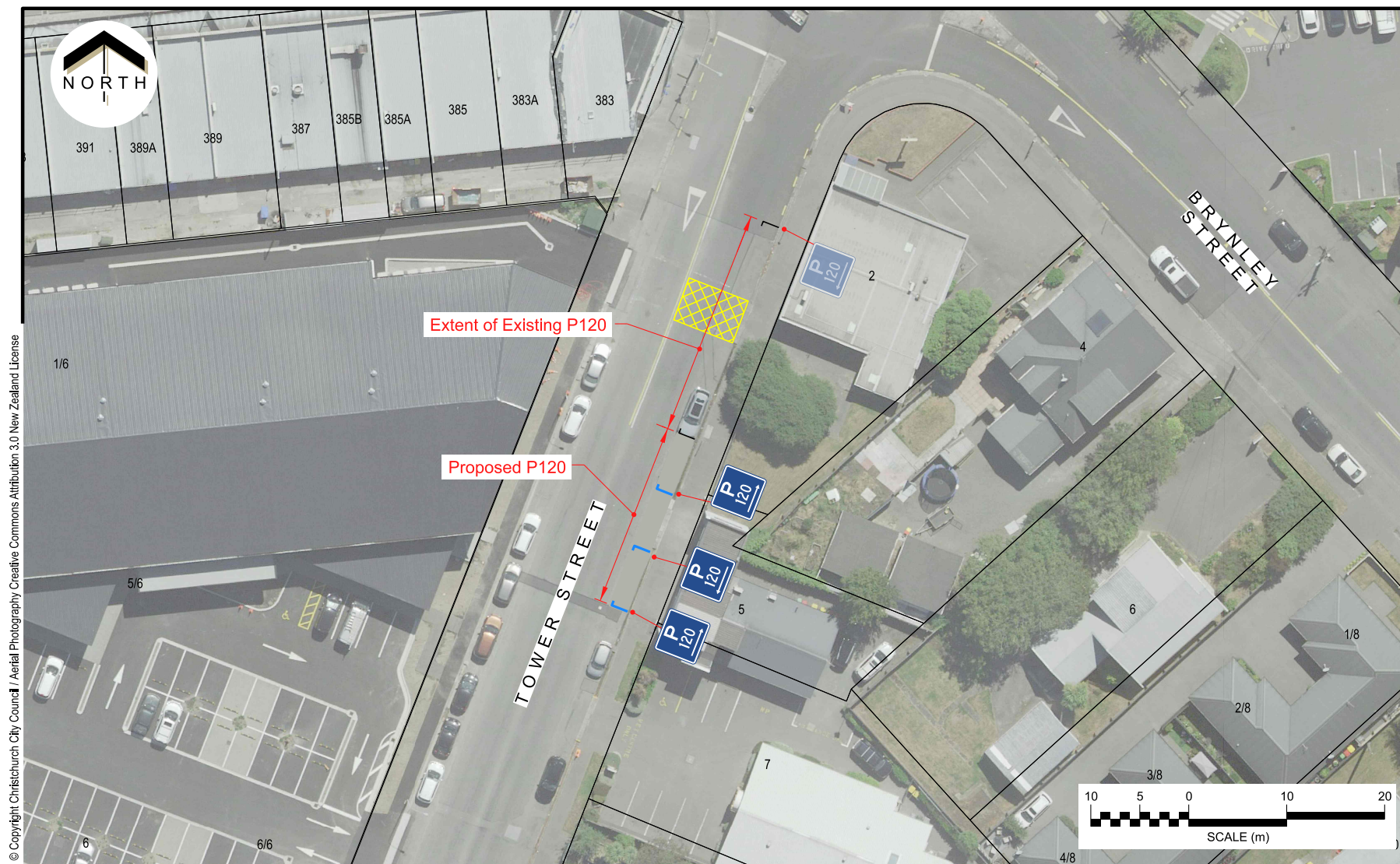
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Andrew Hensley - Traffic Engineer
Approved By	Gemma Dioni - Principal Advisor Transportation - Safety Stephen Wright - Manager Operations (Transport)



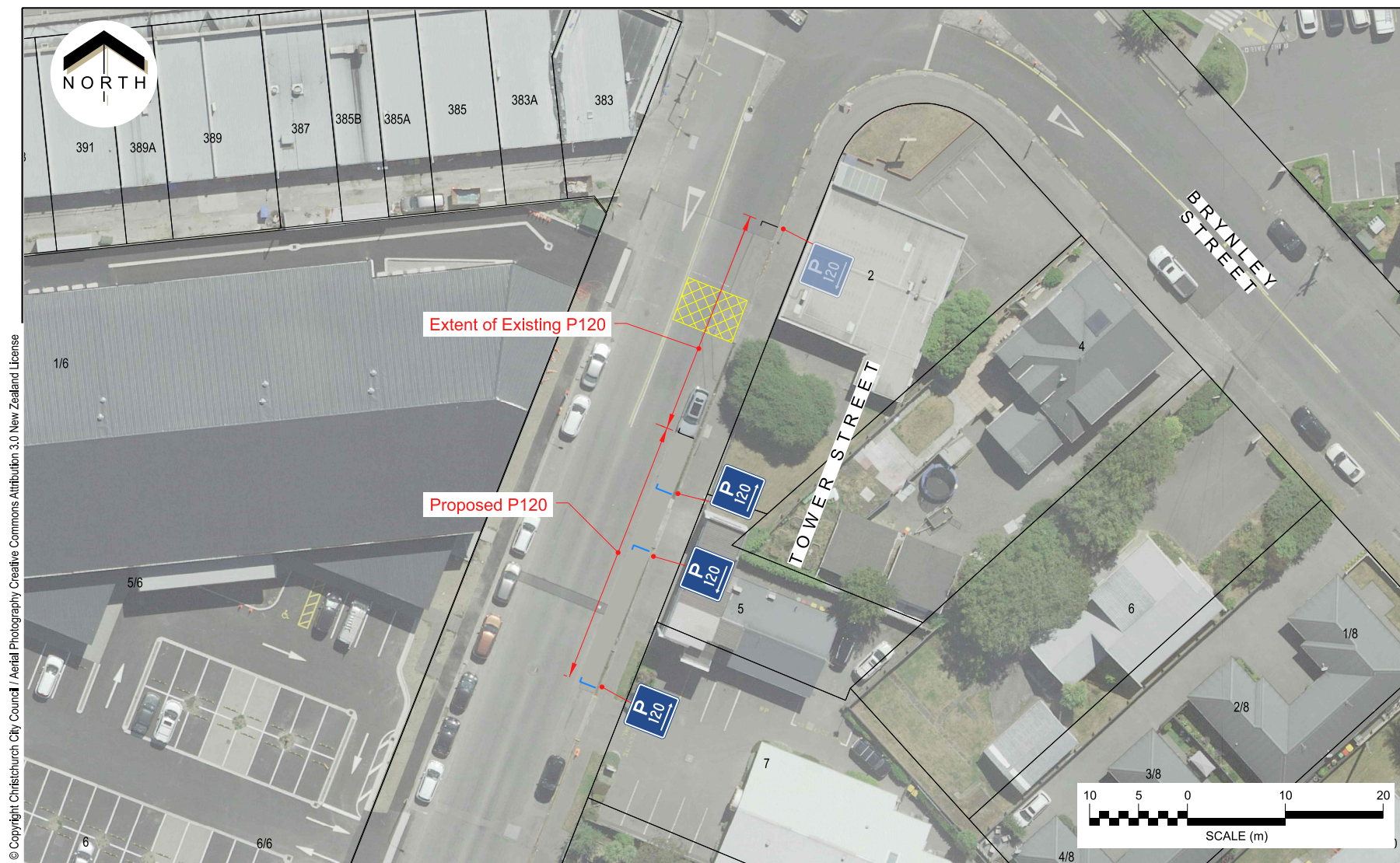


Christchurch  
City Council

**Tower Street**  
Proposed P120 Parking Restriction  
For Board Approval

**Original Plan Size: A4**  
Drawn: VMI Issue 1 05/05/2025  
Designed: AH Drawing: TG150169  
Approved: LB Project:





Christchurch  
City Council

**Tower Street**  
Proposed P120 Parking Restriction  
Consultation Plan

Original Plan Size: A4

Drawn: VMI Issue 1 09/03/2025  
Designed: AH Drawing: TG150169  
Approved: LB Project:



## 16. Main South Road outside Denton Park- Proposed Parking Restrictions

Reference Te Tohutoro: 25/932128

Responsible Officer(s) Te Pou Matua: Andrew Hensley, Traffic Engineer

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

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

- 1.1 The purpose of this report is to seek the approval of the Waipuna Halswell Hornby Riccarton Community Board to install parking restrictions on Main South Road outside Denton Park.
- 1.2 This report has been written following a request to improve access to the public toilets at Denton Park.
- 1.3 The community engagement and consultation outlined in this report reflect the significance.
- 1.4 The recommended option is to install parking restrictions in accordance with Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Main South Road outside Denton Park- Proposed Parking Restrictions Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4- 8 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southern side of Denton Park (adjoining the northern side of Main South Road), commencing at a point 82 metres west of its intersection with Chalmers Street and extending in a westerly direction for a distance of 10 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150170).
5. Approves that a bus stop be installed on the southern side of Denton Park (adjoining the northern side of Main South Road), commencing at a point 92 metres west of its intersection with Chalmers Street and extending in a westerly direction for a distance of 12 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150170 dated 23/6/2025).
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southern side of Denton Park (adjoining the northern side of Main South Road), commencing at a point 104 metres west of its intersection with Chalmers Street and extending in a westerly direction for a distance of 14 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150170 dated 23/6/2025).

7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, and be further restricted by way of 45 degree angle parking, on the southern side of Denton Oval (adjoining the northern side of Main South Road), commencing at a point 118 metres west of its intersection with Chalmers Street and extending in a westerly direction for a distance of 4 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150170 dated 23/6/2025). This parking restriction is to apply at any time.
8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles on southern side of Denton Park (adjoining the northern side of Main South Road) be restricted to a maximum period of 10 minutes, and be further restricted by way of 45 degree angle parking, commencing at a point 122 metres west of its intersection with Chalmers Street and extending in a westerly direction for a distance of 6 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150170 dated 23/6/2025) This restriction is to apply from 8am- 6pm Monday- Sunday, excluding public holidays.
9. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 3-8 are in place or removed in the case of revocations.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A request was made to improve access for motorists to the public toilets at Denton Park.
- 3.2 At times there is a high demand for unrestricted on-street parking, which is limiting shorter stay parking opportunities. In addition, staff also identified an opportunity to improve access for buses to enter the existing bus stop at this location.
- 3.3 The recommended option is to install parking restrictions in accordance with Attachment A.
- 3.4 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 3.5 Options within this report have been assessed against relevant industry-standard design guidance.

### 4. Background/Context Te Horopaki

- 4.1 Main South Road (State Highway 1) outside Denton Park is a State Highway within Hornby.
- 4.2 Denton Park is a popular sports ground which has a public toilet in its south-eastern corner adjoining Main South Road.
- 4.3 Staff have visited the site on a number of occasions and observed the parking demand and behaviour. Parking demand in this area is often high, which is understood to be due to commuter parking from workers of nearby businesses. As a result, short term parking opportunities in this location to access the toilets or Denton Park can be limited, which can result in informal parking occurring for this purpose.
- 4.4 Two P10 parking restrictions and a Mobility Parking space are recommended to improve opportunities for short stay parking access in this location.

- 4.5 Staff have also taken the opportunity to review the adjoining existing bus stop markings and have made the recommendation to align the bus stop entry taper length with current best practice guidelines.
- 4.6 The recommended parking changes are all on Council owned and controlled land (Denton Park) and are outside of the NZTA owned State Highway road reserve boundary.
- 4.7 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.8 The following reasonably practicable options were considered and are assessed in this report:
  - 4.8.1 Install parking restrictions in accordance with Attachment A.
  - 4.8.2 Do nothing.
- 4.9 The following options were considered but ruled out:
  - 4.9.1 Install P10 parking restrictions.

### Options Descriptions Ngā Kōwhiringa

- 4.10 **Preferred Option:** Install parking restrictions.
  - 4.10.1 **Option Description:** Install two P10 parking restricted spaces, one mobility parking restricted space, and lengthen the existing no stopping restrictions on the approach to the bus stop.
  - 4.10.2 **Option Advantages**
    - Improves short term parking access to the public toilet and Denton Park.
    - Provides a dedicated mobility parking space for users of the public toilet and Denton Park.
    - Improves access for bus drivers at the bus stop by providing a longer entry taper space.
    - May assist in discouraging informal short stay parking.
  - 4.10.3 **Option Disadvantages**
    - Removes two existing angle parking spaces.
    - All day commuter parking or other Denton Park users may have to park slightly further away.
- 4.11 Do Nothing.
  - 4.11.1 **Option Description:** Do Nothing.
  - 4.11.2 **Option Advantages**
    - Does not remove 2 existing angle parking spaces.
    - Does not restrict any all day parking spaces.
  - 4.11.3 **Option Disadvantages**
    - Does not address the request for improved access for motorists to the public toilet.



- Does not provide dedicated mobility parking space for users to access the public toilet and Denton Park
- Does not improve access for bus drivers at the bus stop.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do Nothing
Cost to Implement	Approximately \$1000	\$0
Maintenance/Ongoing Costs	Covered by the existing Maintenance contract.	N/A
Funding Source	Traffic Operations Team signs and markings budget.	N/A
Funding Availability	Available.	N/A
Impact on Rates	Negligible.	N/A

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Not applicable.

### Legal Considerations Ngā Hīraunga ā-Ture

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

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

- 6.4.1 Align with the [Christchurch City Council's Strategic Framework](#).
- 6.4.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
- 6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was

determined by the low level of impact and low number of people affected by the recommended decision.

6.5 The community engagement and consultation outlined in this report reflect the assessment.

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

6.7 Transport

6.7.1 Activity: Transport

- Level of Service: 10.3.3 Maintain customer satisfaction with the ease of use of Council on-street parking facilities - >=50%

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

6.8 The Team Leader Parking Compliance supports the preferred option.

6.9 The Manager Operations- Community Parks Development supports the preferred option.

6.10 NZTA supports the preferred option.

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

6.11.1 Waipuna Halswell Hornby Riccarton.

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

6.12 The decisions do 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.

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

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


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

6.17 This is a minor proposal that is principally intended to address parking and access issues at this location. Due to the minor nature of the works, it is not expected to have any impact on climate change.

## 7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, staff will arrange for the new signage and road markings to be installed.

## Attachments Ngā Tāpirihanga

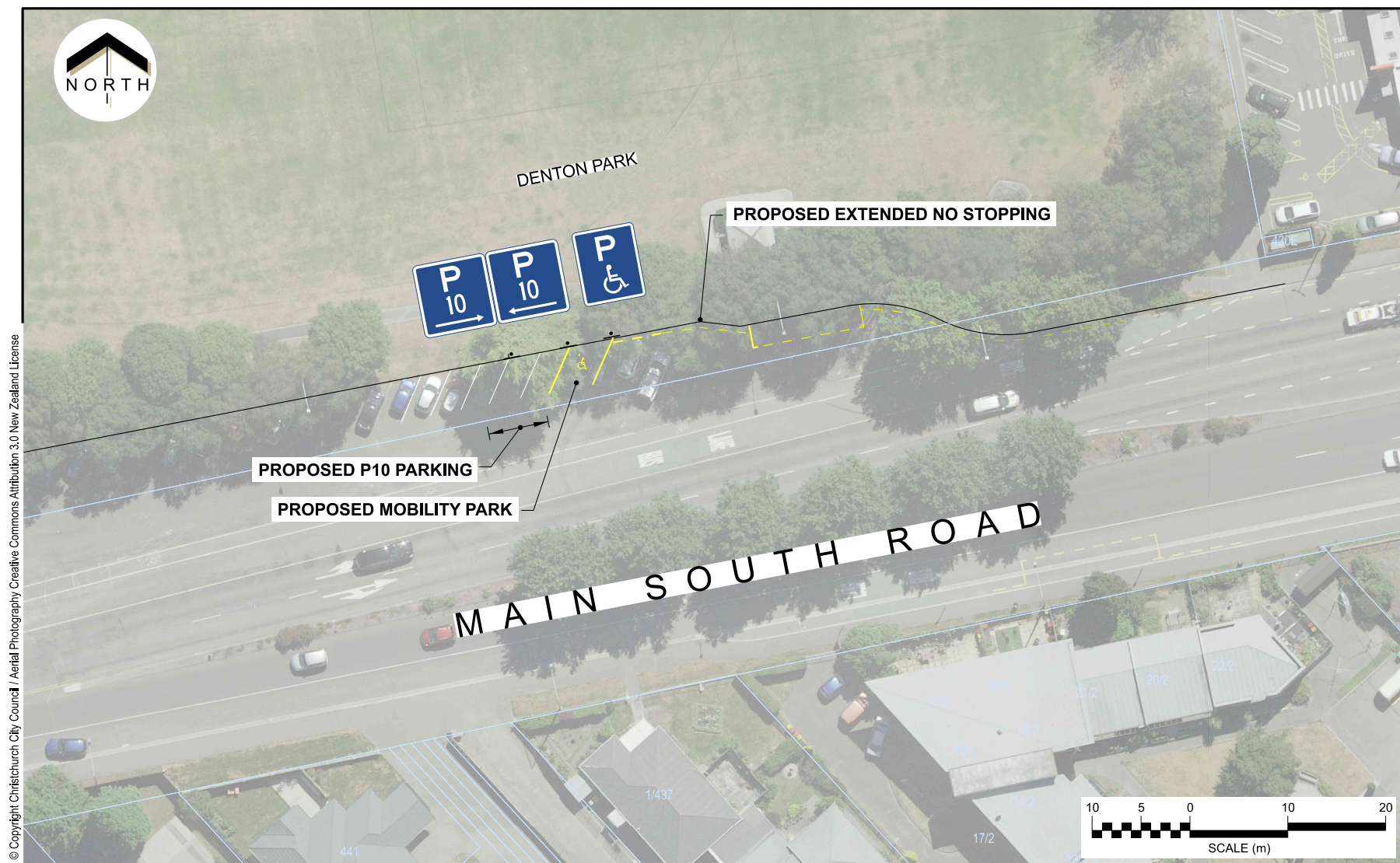
No.	Title	Reference	Page
A 	Main South Road Proposed Parking Restrictions Plan TG150170	25/1263958	93

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Andrew Hensley - Traffic Engineer
Approved By	David McCormick - Senior Traffic Engineer Stephen Wright - Manager Operations (Transport)







## 17. Halswell School Safety Improvements

Reference Te Tohutoro: 25/862363

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 For the Waipuna Halswell-Hornby-Riccarton Community Board to approve safety improvements for children travelling to Halswell School - Te Kura O Te Tauawa.
- 1.2 In July 2023 ([Minutes, Item 7](#)), the Waipuna Halswell-Hornby-Riccarton Community Board resolved the following Notice of Motion (**HHRB/2023/00051**):  
*Requests staff investigate safe pedestrian access between Halswell School and Country Palms (Sabys Road) as well as between Oaklands School and Aidanfield (Dunbars Road).*
- 1.3 In February 2024 ([Minutes, Item 7](#)), the Waipuna Halswell-Hornby-Riccarton Community Board resolved the following Notice of Motion (**HHRB/2024/00003**):  
*Requests that staff investigate and provide a report to the Board on the installation of two mid-block crossing points on Sabys Road using low-cost materials.*
- 1.4 The Halswell School improvements seeks to address concerns raised in the Notice of Motions for Sabys Road, in addition to other concerns raised through the Halswell School Travel Plan.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Halswell School Safety 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.

*Sabys Road - General Arrangements*

3. Approves the road layout, including all road surface treatments, pedestrian facilities and road markings on Sabys Road and Halswell Junction Road as detailed on plan TG140021s3 in **Attachment A** to the report on the meeting agenda.

*Sabys Road - Parking and Stopping Restrictions*

4. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Sabys Road commencing at its intersection with Halswell Junction Road and extending in a westerly direction for a distance of 21 metres.
5. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Sabys Road commencing at a point 214 metres southwest of its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 44 metres.
6. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Sabys Road commencing at a point 427 metres southwest of its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 45 metres.

7. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Sabys Road commencing at its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 20 metres.
8. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Sabys Road commencing at a point 206 metres southwest of its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 42 metres.
9. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Sabys Road commencing at a point 412 metres southwest of its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 36 metres.

*O'Halloran Drive, School Road and Larsens Road - General Arrangements*

10. Approves the road layout, including all road surface treatments, pedestrian facilities and road markings on O'Halloran Drive, School Road and Larsens Road as detailed on plan TG1431s4 in **Attachment B** to the report on the meeting agenda.

*O'Halloran Drive, School Road and Larsens Road - Parking and Stopping Restrictions*

11. Approves that the stopping of vehicles be prohibited at any time on the southwest side of O'Halloran Drive commencing at its intersection with Halswell Road and extending in a north-westerly direction for a distance of 27 metres.
12. Approves that the stopping of vehicles be prohibited at any time on the northeast side of O'Halloran Drive commencing at its intersection with Halswell Road and extending in a north-westerly direction for a distance of 21 metres.
13. Approves that the stopping of vehicles be prohibited at any time on the west side of Larsens Road commencing at intersection with Halswell Road and extending in a southerly direction for a distance of 27 metres.
14. Approves that the stopping of vehicles be prohibited at any time on the east side of Larsens Road commencing at its intersection with School Road and extending in a northerly direction for a distance of 12 metres.
15. Approves that the stopping of vehicles be prohibited at any time on the east side of Larsens Road commencing at its intersection with School Road and extending in a southerly direction for a distance of 18 metres.
16. Approves that the stopping of vehicles be prohibited at any time on the north side of School Road commencing at its intersection with Larsens Road and extending in an easterly direction for a distance of 8 metres.
17. Approves that the stopping of vehicles be prohibited at any time on the south side of School Road commencing at its intersection with Larsens Road and extending in an easterly direction for a distance of 28 metres.

*Kennedys Bush Road, School Road and Provincial Road - General Arrangements*

18. Approves the road layout, including all road surface treatments, traffic calming features and road markings on Kennedys Bush Road, School Road and Provincial Road as detailed on plan TG1431s4 in **Attachment C** to the report on the meeting agenda.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Concerns have been raised around safety for people, particularly school children, travelling to Halswell School - Te Kura O Te Tauawa.

- 3.2 It is proposed to install a number of safety improvements on journeys to school for children attending Halswell School. The proposed improvements for Halswell School children and families include:
- 3.2.1 Two mid-block pedestrian refuge islands on Sabys Road as requested in the Notice of Motion.
  - 3.2.2 A kerb build-out and a new crossing point with a pedestrian refuge island for people walking along Halswell Junction Road at the intersection of Sabys Road.
  - 3.2.3 A new pedestrian refuge island on O'Halloran Drive at the intersection with Halswell Road (SH75).
  - 3.2.4 A new pedestrian refuge island on School Road at the intersection with Larsens Road.
  - 3.2.5 Traffic calming at the Kennedys Bush Road/School Road/Provincial Road roundabout. This was added to the programme following a ticket raised by Community Board Member Debbie Mora following a request from Halswell School in December 2024 for traffic calming around the school.

#### 4. Background/Context Te Horopaki

- 4.1 Improving safety on local roads in Christchurch is a priority for Council. Providing safe infrastructure is key to ensure people get to where they are going safely regardless of how they are travelling.
- 4.1.1 There are a number of levels of service agreed as part of the Long-Term Plan 24-34 which are relevant to this decision, such as measuring: safety statistics for pedestrians and cyclists; and perceptions that Christchurch is a “walking friendly city”.
  - 4.1.2 Providing safe infrastructure is a key tool for helping people get to where they are going safely, irrespective of their mode of travel.

##### Sabys Road

- 4.2 Sabys Road is classified as an urban connector in the NZTA-Waka Kotahi One Network Framework. There are no existing pedestrian facilities to assist people crossing the road.
- 4.3 The seven-day average daily traffic volumes on Sabys Road in the vicinity of the proposal for all traffic lanes is 5,100 vehicles (2024 count). This is split into 2,400 vehicles per day westbound and 2,700 vehicles per day eastbound. The percentage of heavy vehicles is 7.4%.
- 4.4 During the morning peak hour, there is a consistent flow of traffic meaning that it can be difficult for children to assess suitable gaps in the traffic to cross the road. Children have been observed crossing at two main locations when walking to school.
- 4.5 The current posted speed limit is 50km/h. A speed count undertaken in 2024 showed that the 85<sup>th</sup> percentile speed (the speed at which 85% of people are driving) is 54 km/h for both directions.
- 4.6 There have been no reported crashes in the past five-year period (2020-2024) at or within 50 metres of the proposed pedestrian islands. There was one reported crash at the Halswell Road/Sabys Road intersection, which involved two vehicles. The driver exiting Sabys Road collided with a vehicle on Halswell Junction Road, the driver had indicated left to turn and then changed their mind.

- 4.7 It is proposed to install the following on Sabys Road to support journeys to school and for the wider community:
  - 4.7.1 One pedestrian refuge island outside number 46 Sabys Road.
  - 4.7.2 One pedestrian refuge island outside number 24 Sabys Road.
  - 4.7.3 Add a kerb build out and a new crossing point with a pedestrian refuge island for people walking along Halswell Junction Road at the intersection with Sabys Road. This will remove the left turn lane from Halswell Junction Road into Sabys Road.
  - 4.7.4 Supporting road marking, including cycle markings on Halswell Junction Road.

#### **O'Halloran Drive**

- 4.8 O'Halloran Drive is a local residential street connecting Sabys Road to SH75 Halswell Road. It is also the main walking route to school for children who live in the Oakvale and Riverstone sub-divisions. O'Halloran Drive is wide and can be problematic for people crossing, particularly at school times, as people are u-turning at this intersection, potentially due to the right turn restriction at Larsens Road into Halswell Road, which operates at school start/finish times.
- 4.9 There have been two reported crashes in the past five-year period (2020-2024) at or within 50 metres of the O'Halloran Drive/SH75 Halswell Road intersection. The two crashes were non-injury crashes and were vehicle to vehicle crashes. One crash involved a vehicle hitting a parked car, and the other was a rear end collision that occurred when the school crossing was operating, and a vehicle had failed to realise that vehicles were slowing for the children to cross.
- 4.10 O'Halloran Drive was due to have a 30 km/h speed limit installed through the approved Safe Speed Neighbourhood Plan, which was signed off under the Setting of Speed limits 2022 Rule. Unfortunately, this can no longer proceed under the Setting of Speed Limits Rule 2024. Under the new Rule there is no ability to install a variable speed limit along O'Halloran Drive as it is outside the extents allowed for a school variable speed limit.
- 4.11 It is proposed to install the following on O'Halloran Drive to support journeys to school and for the wider community:
  - 4.11.1 A pedestrian refuge island at the SH75 Halswell Road intersection to reduce the crossing distance and allow children to cross in two stages when it is busy at school times.
  - 4.11.2 Road markings including flush median marking and no stopping lines.

#### **School Road and Larsens Road**

- 4.12 School Road is a local residential street connecting Larsens Road and Kennedys Bush Road. The main entrance to Halswell School is located on School Road. There have been no reported crashes at the intersection of Larsens Road/School Road in the past five-year period (2020-2024).
- 4.13 School Road, Larsens Road and Kennedys Bush Road were due to have a permanent 30 km/h speed limit installed through the approved Safe Speed Neighbourhood Plan, which was signed off under the Setting of Speed limits 2022 Rule.
- 4.14 Unfortunately, this can no longer proceed under the Setting of Speed Limits Rule 2024. Under the new Rule, School Road, Larsens Road and some of Kennedys Bush Road will have 30km/h variable speed limits operating during school start and finish times.

- 4.15 It is proposed to install the following on School Road to support journeys to school and for the wider community:
- 4.15.1 A pedestrian refuge island at the Larsens Road intersection to reduce the crossing distance and allow children to cross in two stages when it is busy at school times.

4.15.2 Additional road marking and no stopping lines are required to ensure visibility is provided for small children to see and be seen when crossing.

4.15.3 Build outs and road marking on Larsens Road to slow vehicles turning into School Road and improve visibility from School Road onto Larsens Road.

4.15.4 Stop control on School Road.

Kennedys Bush Road/School Road/Provincial Road Roundabout

- 4.16 A ticket was received by Community Board Member Debbie Mora following a request from Halswell School in December 2024 who requested traffic calming around the school.
- 4.17 The current central island is formed of concrete which is flat and not very large therefore there is limited deflection and cars are straightlining through the roundabout at speed. Speed data from TomTom, shows that speeds are high through the roundabout:
 
  - Northbound (Kennedys Bush Road) 46 km/h (85%ile)
  - Southbound (Kennedys Bush Road) 48 km/h (85%ile)
  - Eastbound (School Road to Provincial Road) 42 km/h (85%ile)
  - Westbound (Provincial Road to School Road) 39 km/h (85%ile)
- 4.18 There have been no reported crashes at the intersection of Kennedys Bush Road/School Road/Provincial Road in the past five-year period (2020-2024).
- 4.19 It is proposed to install speed humps on each approach to the Kennedys Bush Road/School Road/Provincial Road intersection. There is no island on Provincial Road, therefore a full width hump is proposed. People riding bicycles through the intersection along with people walking and scooting are more vulnerable to serious injury. The installation of raised speed humps would result in slower speeds at the roundabout, as speeds would be more aligned with safe system speeds. Slower speeds will provide more time for all users to observe each other and avoid conflicts resulting in a significant reduction to the likelihood of crashes and also, in the unfortunate event crashes do occur, less severe injuries.

Changes made to the scheme design as a result of consultation feedback

- 4.20 Extension of no stopping lines on the east side of Larsens Road, south of School Road as requested in consultation.
- 4.21 The following related memos/information were circulated to the meeting members:

Date	Subject
17/03/2025	Halswell Schools Package of Improvements (Attachment D)

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.22 The following reasonably practicable options were considered and are assessed in this report:
- 4.22.1 Recommended option for Sabys Road (Two crossings as per Notice of Motion).

4.22.2 Recommended option for O’Halloran Drive, School Road and Larsens Road.



- 4.22.3 Recommended option for Kennedys Bush Road/School Road/Provincial Road Roundabout.

4.23 The following options were considered but ruled out:

- 4.23.1 Sabys Road - Kerb build outs on Sabys Road.

### Options Descriptions Ngā Kōwhiringa (Sabys Road)

4.24 **Preferred Option:** Recommended option for Sabys Road (Two crossings as per Notice of Motion).

- 4.24.1 **Option Description:** Provide two pedestrian refuge islands for children crossing.

4.24.2 Option Advantages

- Provide a waiting space in the middle of the road to allow people to cross in two stages.
- Pedestrians only have to cross one traffic lane at a time making it easier to cross.

4.24.3 Option Disadvantages

- Cost to Council.
- Loss on-street parking

4.25 Kerb build outs

- 4.25.1 **Option Description:** Provide kerb build outs on Sabys Road rather than pedestrian islands

4.25.2 Option Advantages

- Shortens the crossing distance for people to cross in one go.

4.25.3 Option Disadvantages

- Due to the carriageway width, it would only be feasible to provide a build out on one-side of the road.
- Volumes and speed of traffic mean people may still find it difficult to select a gap in the traffic that they feel comfortable using to cross the road.
- Loss of on-street parking

### Options Descriptions Ngā Kōwhiringa (O'Halloran Drive and School Road)

4.26 **Preferred Option:** Recommended option for O'Halloran Drive and School Road

- 4.26.1 **Option Description:** Provide pedestrian refuge islands for children crossing on O'Halloran Drive and School Road.

4.26.2 Option Advantages

- Provide a waiting space in the middle of the road to allow people to cross in two stages.
- Pedestrians only have to cross one traffic lane at a time making it easier to cross.
- Reduces ability for people to u-turn at the intersection of SH75 Halswell Road and O'Halloran Drive.

4.26.3 Option Disadvantages

- Cost to Council.

- Loss of on-street parking

### Options Descriptions Ngā Kōwhiringa (Kennedys Bush Road/School Road/Provincial Road Roundabout.)

4.27 **Preferred Option:** Kennedys Bush Road/School Road/Provincial Road Roundabout.

4.27.1 **Option Description:** Provide traffic calming on the approaches to the roundabout to reduce vehicle speeds where children are crossing to access school.

4.27.2 Option Advantages

- Addresses the concern raised by the school about vehicle speeds at this location.
- Improve safety for children using the roundabout by slowing vehicles at the conflict point.

4.27.3 Option Disadvantages

- Cost to Council.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Sabys Road	O'Halloran Drive/School Road/Larsens Road	Kennedys Bush Road/School Road/Provincial Road Roundabout.
Cost to Implement	\$194k	\$60k	\$42k
Maintenance/ Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.
Funding Source	Traffic Operations Minor Road Safety Budget.	Traffic Operations Minor Road Safety Budget.	Traffic Operations Minor Road Safety Budget.
Funding Availability	Funding available in the above-named budget.	Funding available in the above-named budget.	Funding available in the above-named budget.
Impact on Rates	None	None	None

5.1 These are high level estimates only and are not tendered prices.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 The proposal includes traffic safety measures that will reduce risk for all road users at this location.

### Legal Considerations Ngā Hīraunga ā-Ture

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

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

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

6.2.3 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.

### Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

6.4.1 Align with the [Christchurch City Council's Strategic Framework and Community Outcomes](#). Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing safe crossing points for people who walk and cycle will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.

6.4.2 This project is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of school communities and residents affected by the safety proposals in this rapidly growing suburb.

6.4.3 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 road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
- The changes made align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.
- 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 <100 crashes per year
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=37% of trips undertaken by non-car modes
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 625 kilometres (total combined length)

- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction

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

- 6.7 Early engagement with Halswell School started in March 2025, to understand issues related to pedestrian safety and access, and discuss proposed options.
- 6.8 Consultation on the proposals for roads around Halswell School started on 27 March and ran until 28 April, as part of the wider engagement campaign 'Safer Streets for Halswell', which included proposed safety measures on streets around all three Halswell schools.
- 6.9 Consultation details, including links to the project information shared on the Kōrero mai | Let's Talk webpage were advertised via:
- An email sent to 35 key stakeholders, including local schools, sports clubs, NZTA and emergency services.
  - Leaflets letterbox dropped to properties directly impacted by proposed safety treatments on each street.
  - The council Facebook page and 3 local community group pages, which reached over 13,685 people.
  - On-street posters outside the school.
  - Consultation flyers provided to the school to hand out. · A Newline story. 1.4 The Kōrero mai | Let's Talk page had 1,362 views throughout the consultation period.
- 6.10 Submissions on proposed safety measures around Halswell School were made by seven recognised organisations and 73 individuals. All submissions are available on the Kōrero mai webpage.
- 6.11 Organisations that submitted were Halswell Residents Association, Spokes Canterbury, Greater Ōtautahi, Waka Kotahi – NZTA, Hato Hone St John, FENZ, Canterbury/West Coast Automobile Association and Living Streets Aotearoa.
- 6.12 The organisations were largely in support of the proposed treatments. However, FENZ and the Automobile Association did voice concern for the use of speed humps at the Kennedys Bush Road roundabout and raised pedestrian features in general.
- 6.13 Overall, 59% (48) supported the proposals, 33% (27) somewhat supported the proposals, and 5% (4) did not (1 did not state).

### Sabys Rd – two pedestrian islands

- 6.14 Of the 79 submitters, 42 provided feedback on the proposal for Sabys Road.
- 6.15 Of those, 66% (28) supported the proposal, 11% (5) somewhat supported the proposal and 16% (7) did not support the proposal (2 did not state).
- 6.16 Staff also met with four residents and property owners about the proposed crossing at 23/25 and 24 Sabys Road.
- 6.17 Reasons for supporting the proposal included:
- The intersection and road have become too busy for people to assess vehicle movements and cross the road safely.
  - Proposed treatments will help reduce vehicles speeds and make it safer for children to walk to school and people to walk around Halswell.
- 6.18 Reasons for not supporting the proposal included:

- The delay to traffic in and out of Sabys Road, both turning left and right.
- The reduced access to private property and on-street parking.
- Two pedestrian crossing at each end of the road are sufficient for demand and that a small number of children are witnessed crossing near the proposed pedestrian crossing at 23/25 Sabys Road.

6.19 Additional submitter requests:

- Five (both who supported and did not support the proposal) preferred a signalised crossing or traffic lights at the proposed Sabys Rd/ Halswell Junction Rd intersection and signalised crossing at the proposed Jaedwyn Place crossing.
- Four requested an additional crossing on Sabys Rd near Quaifes Rd/O'Halloran Dr, noting many children also cross there to walk down O'Halloran Dr.
- Three requested speed humps or street narrowing on Saby's Rd to reduce traffic speed.

**O'Halloran Drive – one pedestrian island**

6.20 Of the 79 submitters, 25 provided feedback on the proposal for O'Halloran Drive.

6.21 Of those, 84% (21) supported the proposal, 12% (3) somewhat supported the proposal and one person was not in support of the proposal

6.22 Reasons for supporting the proposal included:

- The curves in the road and speed of traffic make it hard to gauge when it's safe to cross.
- The island could reduce the number of vehicles u-turning on O'Halloran Drive.

6.23 Reasons for not supporting the proposal included:

- Prefer the crossing to be placed more centrally along the street.
- U-Turn behaviour would be pushed down to Muir Ave.

6.24 Additional submitter requests:

- To investigate safety improvements for the intersection of O'Halloran Drive and Muir Avenue, noting u-turning behaviour and that children need safe crossings at this location as vehicles regularly speed along there too and that the existing stop sign is ignored by many.
- To include stop signs on the O'Halloran Drive intersection and speed reduction measures along O'Halloran Drive.
- To consider including other treatments such as green cycle markings on the road.

**School Rd at Larsens Rd – one additional pedestrian island**

6.25 Of the 79 participants 26 provided feedback on the proposal for School Road at Larsens Road.

6.26 Of those, 73% (19) supported the proposal, 19% (5) somewhat supported the proposal and 8% (2) did not support the proposal.

6.27 Reasons for supporting the proposal included:

- It will reduce poor driver behaviour along School Rd during school drop off and pick up times.
- It will make crossing the road much easier for children on their way to school.



- Safer routes for pupils to walk to and from school are required for a growing area with increased traffic demand.
- 6.28 Reasons for not supporting the proposal and some suggested changes were related to vehicle and bus movements around O'Halloran Drive, Muir Avenue, Halswell Road, Larsons Road and School Road.
- 6.29 One submitter felt the proposed location of the island was dangerous.
- 6.30 Additional requests were for staff to:
- Consider measures for Larsens Road, O'Halloran Drive and Muir Avenue, such as stop signs and additional crossings.
  - Install a left-hand turning bay on Halswell Road onto Larsens Road and, from Larsens Road onto Halswell Road.
  - Stop right hand turns out of Larsens Road onto Halswell Road permanently or at certain times of the day. The existing signage appears to not be that effective for some drivers, who continue to make the turn.
  - Move the pedestrian island further along School Road.

**Kennedys Bush Road (roundabout with Provincial Rd and School Rd)**

- 6.31 Of the 79 participants, 33 provided feedback on the proposal for Kennedys Bush Road roundabout proposal to include speed humps.
- 6.32 Of those, 48% (16) supported the proposal, 36% (12) somewhat supported and 15% (5) did not support the proposal.
- 6.33 Reasons for supporting the proposal included:
- It will help reduce speed of vehicles travelling along the road and around the roundabout making it easier for children to judge when it is safe to cross correctly.
  - It will make the area feel safer for pedestrians and cyclists.
- 6.34 Reasons for not supporting the proposal included:
- A range of views that the safety problem is created by the current speed limit and people not adhering to it, and the current movements in and out of the school carpark impeding traffic flow. One suggesting an adjustment to use of carpark could provide a safety improvement.
  - Vehicles are already moving slowly and/or speed humps would not reduce traffic speed further.
- 6.35 Additional requests were:
- To extend the yellow no-stopping lines around the roundabout so there is less parking close to the roundabout that does not impede drivers, cyclists and pedestrians' views as it does now.
  - Move proposed speed humps or include additional speed humps along Kennedys Bush Road between Irvine Track Road to the roundabout to slow traffic down.
  - Include space for cyclists waiting at the roundabouts.

**Additional comments**

- 6.36 Submitters to 'Safer Streets for Halswell' were asked if they had any other comments. This analysis of feedback is included in all four reports related to the campaign.

6.37 Of the 188 submitters to 'Safer Streets for Halswell', 105 provided additional comments.

6.38 Common themes in the feedback were:

- That the proposed changes significantly improve safety for school children and those using active transport.
- That the Larsens / Halswell Road intersection is unsafe and needs urgent attention some noting that the 'no right turn' sign was often ignored. Suggestions included traffic lights or a permanent solution that prevents vehicles turning right.
- Reinforcing their view that speed bumps are not required.

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

6.39.1 Waipuna Halswell-Hornby-Riccarton Community Board.

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

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

6.41 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**

6.42 The decisions in this report are likely to:

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

6.42.2 Contribute positively to emissions reductions.

6.43 The emission reductions associated with this project have not been estimated.

6.44 Improving the ability for people to walk, cycle, scoot and catch the bus are a key part of the Council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.









6.45 Improving safety and making these roads feel safer would address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

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

7.1 If the Community Board agrees to the recommendations in this report, the next step will be to complete detailed design and tendering prior to construction.



Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Sabys Road Improvements - For Approval Plan	25/1132555	108
B  	O'Halloran, School, Larsens Improvements - For Approval Plan	25/1132530	109
C  	Kennedys/Provincial/School intersection improvements - For Approval Plan	25/1132487	110
D  	Memo - Halswell Schools Package of Improvements	25/1031003	111

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

Document Name - Location / File Link
Not applicable

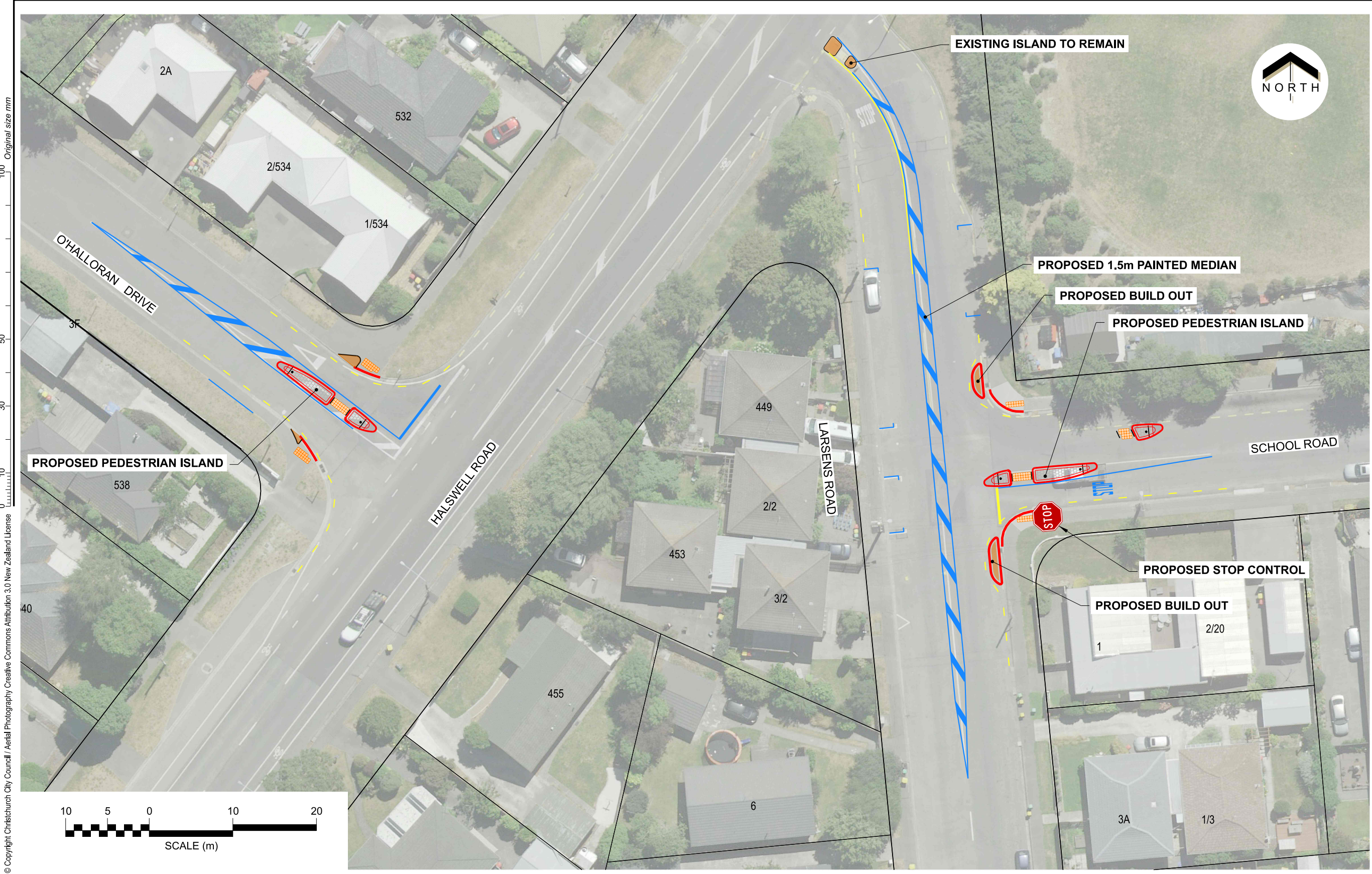
Signatories Ngā Kaiwaitohu

Author	Gemma Dioni - Principal Advisor Transportation - Safety
Approved By	Lachlan Beban - Principal Advisor Transportation Signals Tony Richardson - Finance Business Partner Stephen Wright - Manager Operations (Transport)

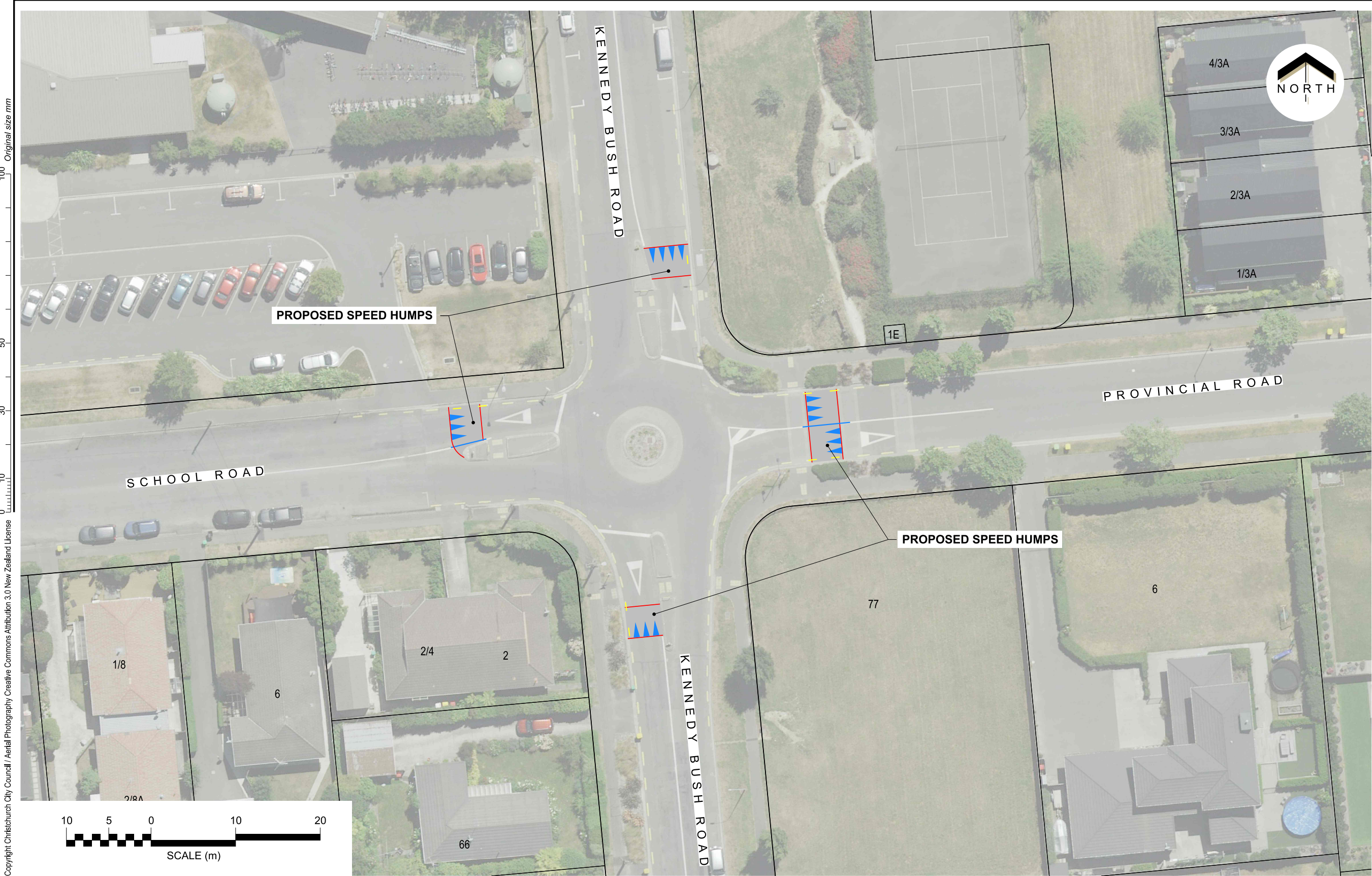














Memos



# Memo

Date: 17 March 2025  
From: Gemma Dioni, Principal Advisor Transportation  
Piata Costello, Engagement Advisor  
To: Waipuna Halswell-Hornby-Riccarton Community Board  
Cc:  
Reference: 25/437835

## Halswell Schools Package of Improvements

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

- 1.1 To provide the Waipuna Halswell-Hornby-Riccarton Community Board with information around upcoming engagement on the Halswell Schools package of safety improvements.
- 1.2 The information in this memo is not confidential and can be made public.

### 2. Update He Pānui

- 2.1 The objective of this programme is to improve safety for children travelling to schools located within Halswell, one of the fastest growing suburbs in Christchurch. There are three schools that are the focus of this programme, Halswell School Knights Stream School and Oaklands School.
- 2.2 The Halswell Schools Programme is being funded from the Minor Road Safety Programme, which was presented to the Community Boards earlier this financial year. Subject to approvals, construction will occur next financial year.

#### Halswell School

- 2.3 In July 2023 ([Minutes, Item 7](#)), the Waipuna Halswell-Hornby-Riccarton Community Board resolved the following Notice of Motion (**HHRB/2023/00051**):  
*Requests staff investigate safe pedestrian access between Halswell School and Country Palms (Sabys Road) as well as between Oaklands School and Aidanfield (Dunbars Road).*
- 2.4 In February 2024 ([Minutes, Item 7](#)), the Waipuna Halswell-Hornby-Riccarton Community Board resolved the following Notice of Motion (**HHRB/2024/00003**):  
*Requests that staff investigate and provide a report to the Board on the installation of two mid-block crossing points on Sabys Road using low-cost materials.*
- 2.5 The Halswell School improvements seeks to address concerns raised in the Notice of Motions for Sabys Road, in addition to concerns raised through tickets and discussions with the school.
- 2.6 The proposed improvements for Halswell School children and families include:
  - 2.6.1 Sabys Road – Two mid-block pedestrian islands at locations identified through site observations. Children have been observed crossing at two locations when walking to school.

**Memos**



- 2.6.2 Sabys Road/Halswell Junction Road intersection – A kerb build out and a new crossing point for people walking along Halswell Junction Road.
- 2.6.3 O'Halloran Drive at SH75 intersection – A pedestrian island to support crossing movements for children accessing the school crossing to the north of the intersection. This will also reduce the ability for people to u-turn at this intersection, which creates additional safety concerns for children at school times.
- 2.6.4 School Road/Larsens Road – A pedestrian island on School Road to reduce the crossing distance and allow children to cross in two stages when it is busy at school times. Additional road marking and no stopping lines are required to ensure visibility is provided for small children to see and be seen when crossing.
- 2.6.5 Kennedys Bush Road/School Road/Provincial Road – Speed humps on each approach (due to no island on Provincial Road this would be a full width hump) to slow traffic around this intersection. The current central island is formed of concrete which is flat and not very large therefore there is limited deflection and cars are straightlining through the roundabout at speed. This was added to the programme following a ticket raised by Community Board Member Debbie Mora following a request from Halswell School in December 2024 who requested traffic calming around the school.

**Oaklands School**

- 2.7 The Oaklands School improvements seek to address concerns raised in the Notice of Motion for Dunbars Road, in addition to concerns raised through tickets and discussions with the school.
- 2.8 The proposed improvements for Oaklands School children and families include:
  - 2.8.1 Dunbars Road/McMahon Drive/Hindess Street intersection – Improve crossing opportunities for children travelling to school by adding a crossing on McMahon Drive, improving visibility at the crossing on Hindess Street, adding tactiles and handrails to all crossings, and introducing speed humps on each approach to slow vehicles entering the roundabout.
  - 2.8.2 Dunbars Road at Balkwell Street - Children cross at this location from the Aidanfield sub-division to Balkwell Street to access the school. There are also bus stops in the vicinity. It is proposed to install a signal-controlled crossing. Due to the existing and potential traffic volumes and the speed of vehicles along this corridor, other options for low-cost treatments were ruled out.
  - 2.8.3 Ensign Street - Due to concerns around speeding traffic, people including school children and the elderly find it difficult to cross Ensign Street in the vicinity of the Medical Centre and shops. It is proposed to add build outs on the north side of Ensign Street and speed humps to slow traffic in this busy location.
  - 2.8.4 Lillian Street - Children are expected to cross a 14 metres wide carriageway with no facilities at the Lillian Street/Ensign Street intersection. It is proposed to add an island on Lillian Street to facilitate safer crossings. There is a loss of parking at the western end to accommodate the island and required visibility splays, however it is proposed to re-introduce parking at the eastern end of Lillian Street following discussions with NZTA Waka Kotahi.

**Knights Stream School**

- 2.9 Following a Public Forum by a resident at Council in June 2023, ([Item 3.1.5](#)), it was requested that staff provide advice on the issues raised during the public forum regarding what measures could be taken to address the safety concerns resulting from the existing speed

**Memos**



limits along Halswell Junction Road and what infrastructure could be installed to provide for safer crossing for the Knights Stream School children and others to the rugby fields and skatepark. A representative from Kainga Ora has also raised a query about the provision of safer and direct access to Knights Stream School.

- 2.10 There is an existing traffic island on Halswell Junction Road to support safer crossing to school. However, on-site observations have identified that there are very few gaps in traffic for children to cross the road. It is therefore proposed to install a traffic signal-controlled crossing.

### 3. Engagement approach

- 3.1 Early engagement with all three schools and the Halswell Residents Association will take place in early March prior to public consultation opening. Opportunity to give them a heads up about the consultation coming up.
- 3.2 Public consultation will open on 27 March and close on 28 April 2025. This just over 4 week consultation period will be open for 5 weekends and cross over the school holidays so two weeks before the school holidays and 2 weeks within to allow time for school communities to provide feedback.
- 3.3 Engagement tactics will include:
- 3.3.1 Kōrero mai | Let's Talk webpage
  - 3.3.2 Signs outside schools
  - 3.3.3 A letter drop to surrounding residents
  - 3.3.4 Emails to key stakeholders

### 4. Conclusion Whakakapinga

- 4.1 Staff are proposing a package of improvements to support safer journeys to school for children living in Halswell.
- 4.2 Staff will commence public consultation of the proposed package and will report back to the Board with a staff recommendation.

### Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Consultation Plan - Halswell School - Sabys Road	25/475670
B	Consultation Plan - Halswell School - O'Halloran and School	25/475683
C	Consultation Plan - Halswell School - Provincial/School roundabout	25/475693
D	Consultation Plan - Oaklands School - Dunbars Roundabout	25/475704
E	Consultation Plan - Oaklands School - Dunbars Road at Balkwell Street	25/475707
F	Consultation Plan - Oaklands School - Ensign Street	25/475714
G	Consultation Plan - Oaklands School - Lillian Street	25/475718
H	Consultation Plan - Knights Stream School - Halswell Junction Road	25/475658

Memos



**Signatories Ngā Kaiwaitohu**

<b>Authors</b>	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Piata Costello - Engagement Advisor
<b>Approved By</b>	Stephen Wright - Manager Operations (Transport)



Memos

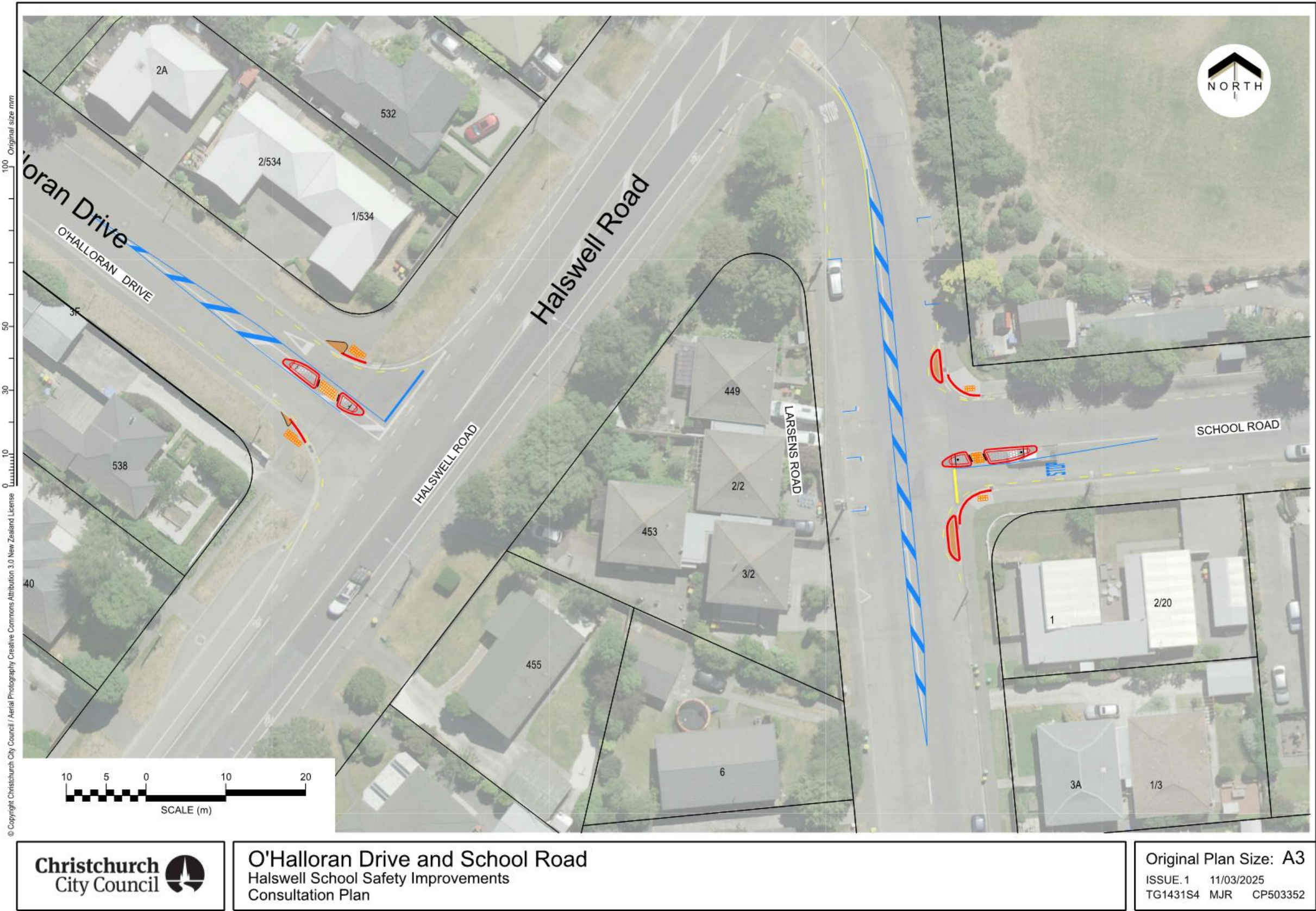
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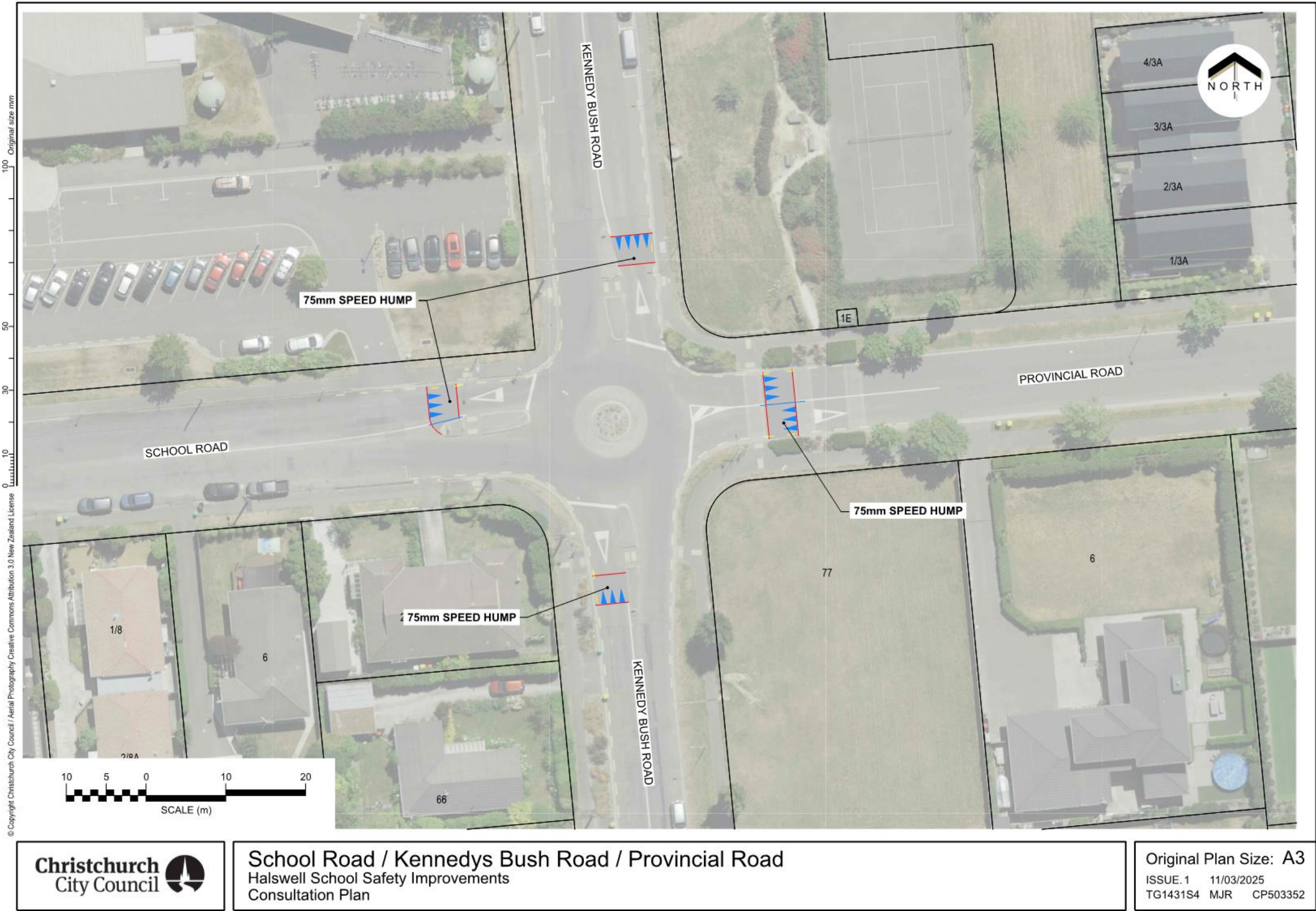


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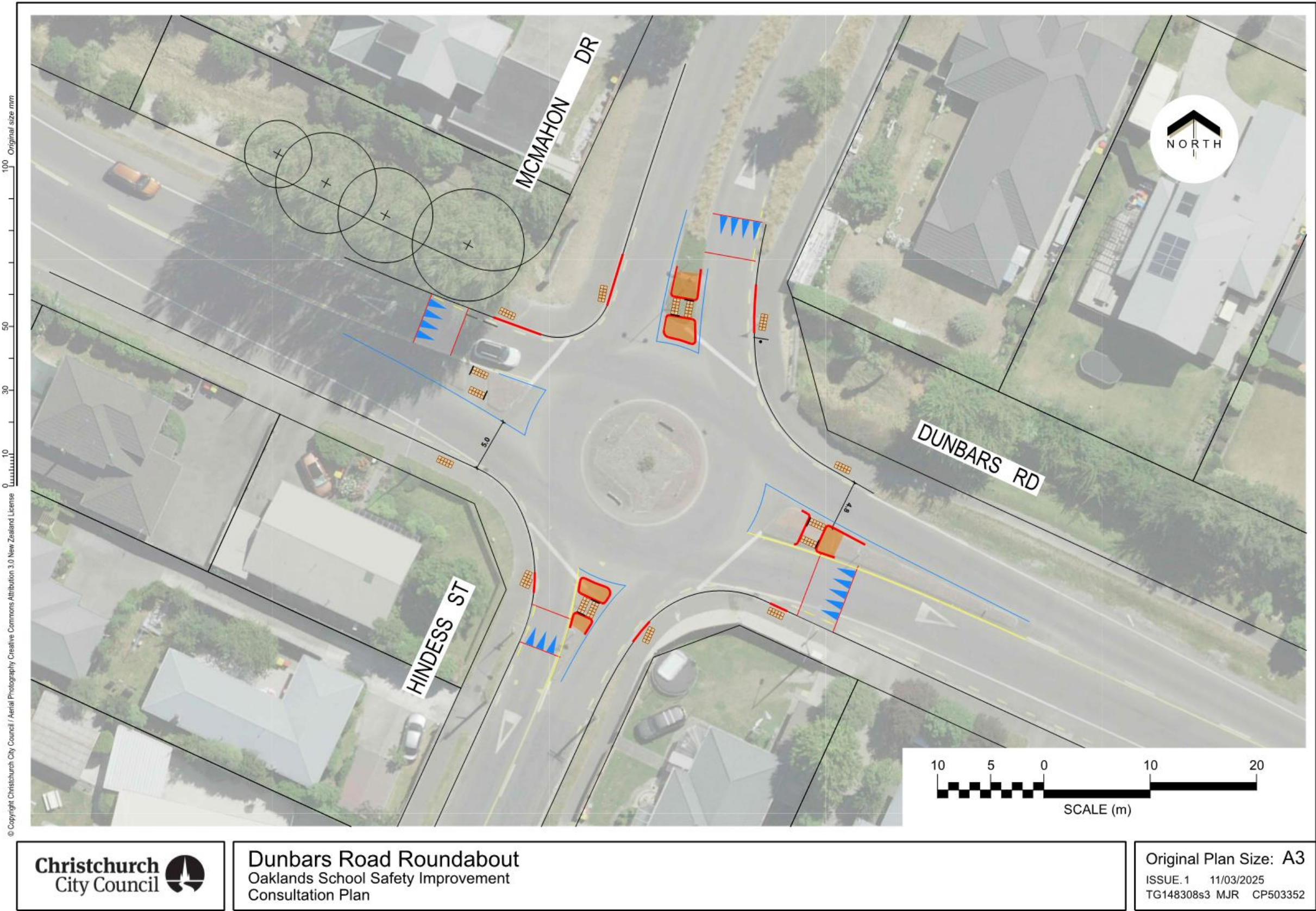
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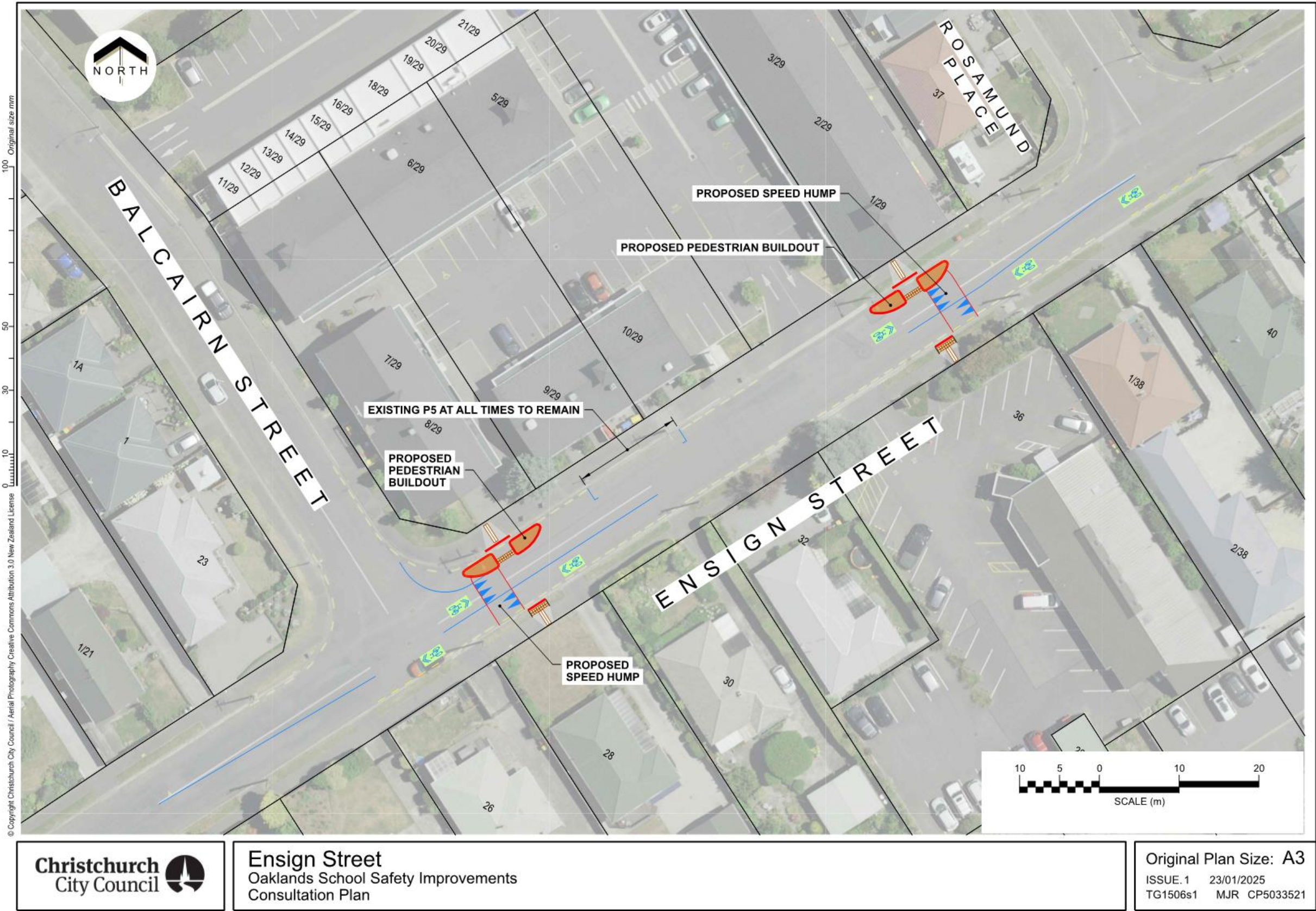






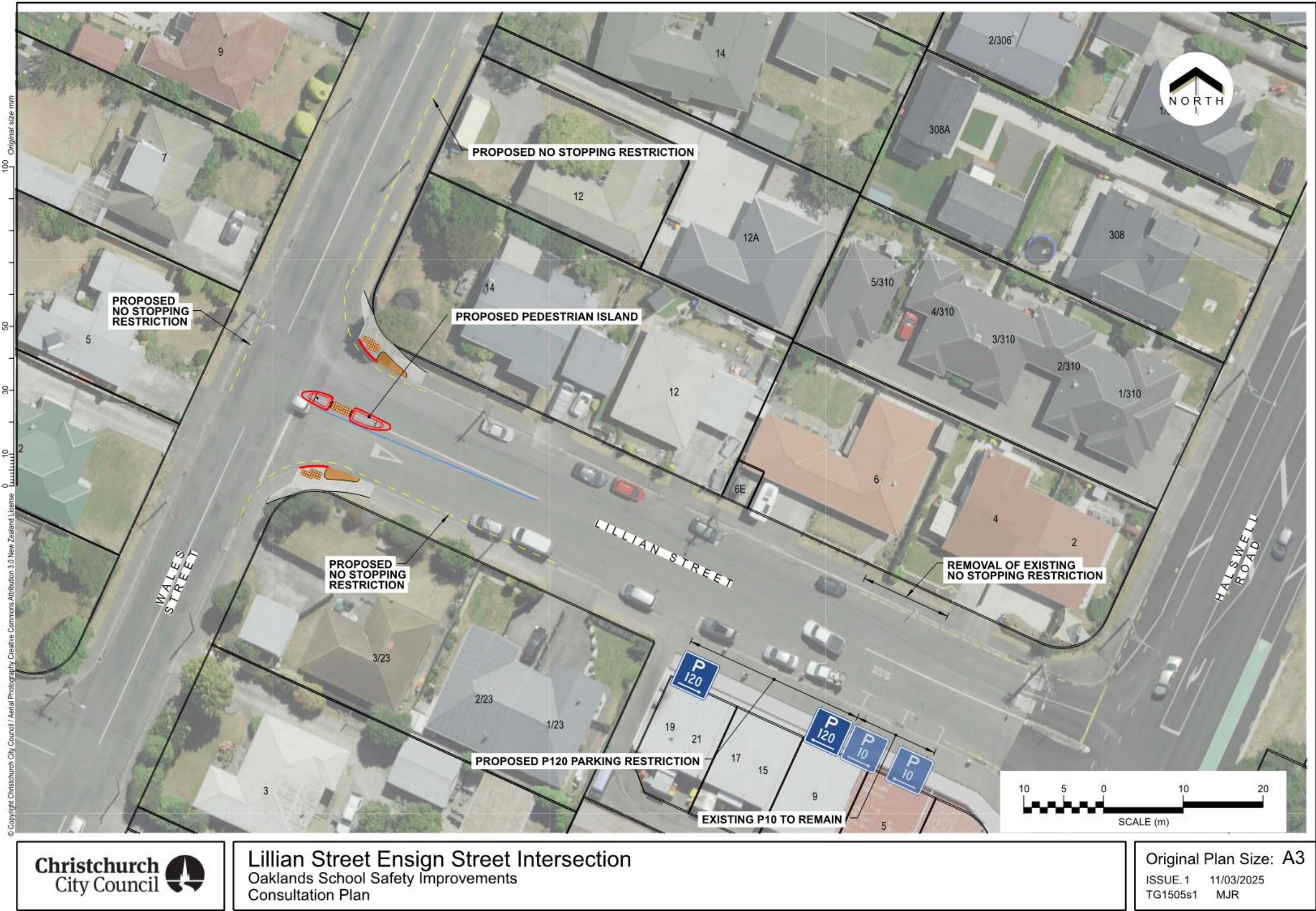






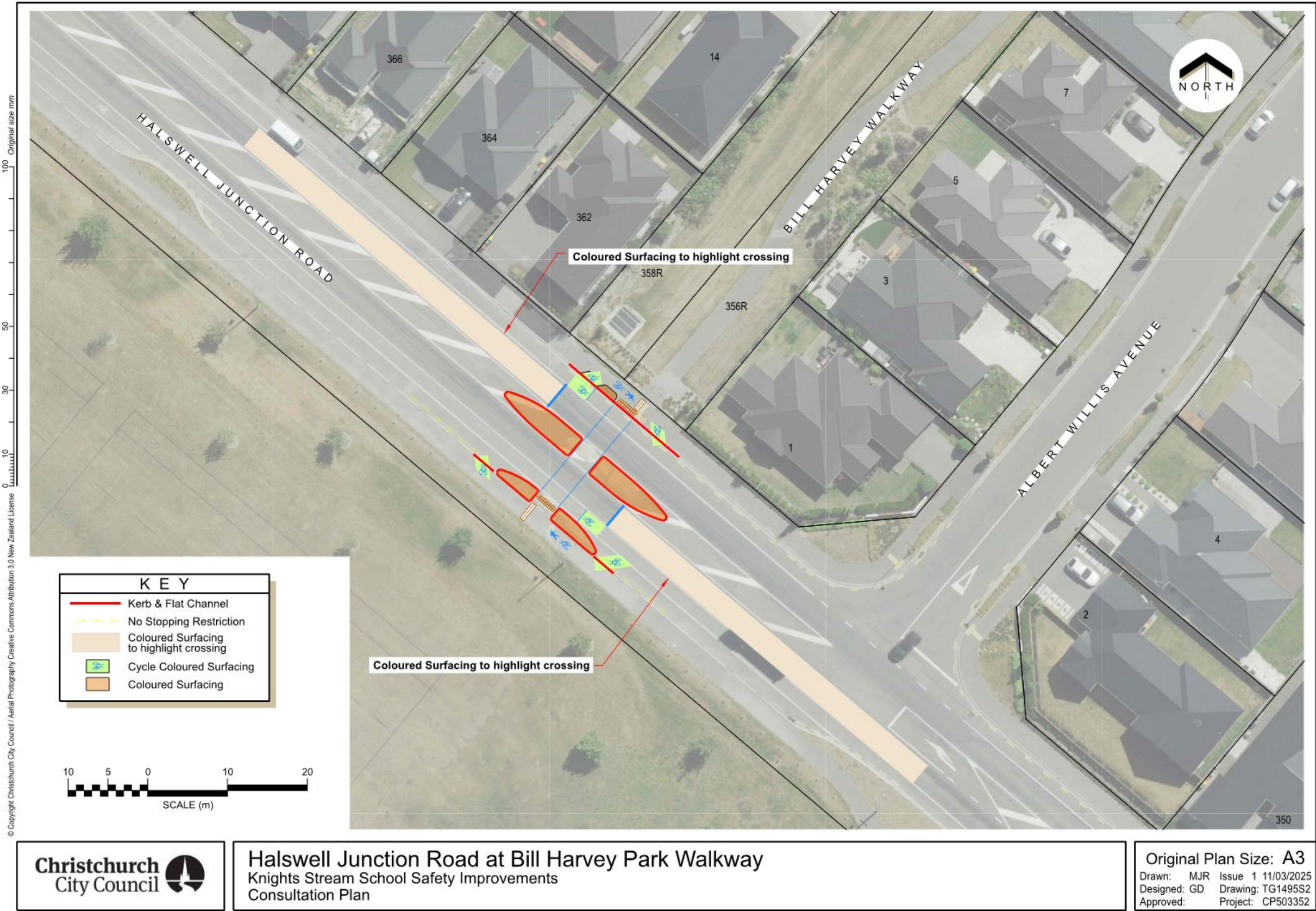


Memos





Memos



## 18. Oaklands School Safety Improvements

Reference Te Tohutoro: 25/862422

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 For the Waipuna Halswell-Hornby-Riccarton Community Board to approve safety improvements for children travelling to Oaklands Te Kura o Ōwaka School.
- 1.2 In July 2023 ([Minutes, Item 7](#)), the Waipuna Halswell-Hornby-Riccarton Community Board resolved the following Notice of Motion (**HHRB/2023/00051**):  
*Requests staff investigate safe pedestrian access between Halswell School and Country Palms (Sabys Road) as well as between Oaklands School and Aidanfield (Dunbars Road).*
- 1.3 The Oaklands School safety improvements seek to address concerns raised through the Notice of Motion and the Oaklands School Travel Plan.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Oaklands School Safety Improvements 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.

*Dunbars Road/Hindess Street/McMahon Drive – General Arrangement*

3. Approves the road layout, including all traffic calming features, pedestrian facilities, and road markings on Dunbars Road, Hindess Street and McMahon Drive as detailed on plan TG148308s3 in **Attachment A** to the report on the meeting agenda.

*Ensign Street – General Arrangement*

4. Approves the road layout, including all traffic calming features, pedestrian facilities, road markings on Ensign Street as detailed on plan TG1506s2 in **Attachment B** to the report on the meeting agenda.

*Ensign Street - Parking and Stopping Restrictions*

5. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Ensign Street commencing at a point 174 metres northeast of its intersection with Lillian Street and extending in a north-easterly direction for a distance of 146 metres.

*Lillian Street – General Arrangement*

6. Approves the road layout, including pedestrian facilities and road markings on Ensign Street, Lillian Street and Ensign Street as detailed on plan TG1505s1 in **Attachment C** to the report on the meeting agenda.

*Ensign Street, Lillian Street, Wales Street - Parking and Stopping Restrictions*



7. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Lillian Street commencing at its intersection with Wales Street and extending in a southeasterly direction for a distance of 12 metres.
8. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes on the southern side of Lillian Street, commencing at a point 12 metres southeast of its intersection with Wales Street and extending in a south-easterly direction for a distance of 69 metres. This restriction is to apply from Monday to Saturday and between the times of 8am and 6pm.
9. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lillian Street commencing at its intersection with Ensign Street and extending in a southeasterly direction for a distance of 15 metres.
10. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Wales Street commencing at its intersection with Lillian Street and extending in a south-westerly direction for a distance of 11 metres.
11. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Wales Street commencing at a point 45 metres northeast of its intersection with Nottingham Avenue and extending in a northeasterly direction for a distance of 13 metres.
12. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Ensign Street commencing at its intersection with Lillian Street and extending in a north-easterly direction for a distance of 41 metres.
13. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 3 to 13 above.
14. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 3 to 13 are in place (or removed in the case of revocations).

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Concerns have been raised around safety for people, particularly school children, travelling to Oaklands Te Kura o Ōwaka School.
- 3.2 It is proposed to install a number of safety improvements on journeys to school for children attending Oaklands School. The proposed improvements for Oaklands School children and families include:
  - 3.2.1 Improved crossing opportunities for children travelling to school by adding a crossing on McMahon Drive, improving visibility at the crossing on Hindess Street, adding tactiles and handrails to all crossings, and introducing speed humps on each approach to slow vehicles entering the Dunbars Road/Hindess Street/McMahon Drive roundabout intersection.
  - 3.2.2 Improve safety at the local shops on Ensign Street by adding speed humps to slow traffic. The proposed build outs will also reduce the crossing distance.
  - 3.2.3 Introduce a pedestrian refuge crossing on Lillian Street at the intersection with Ensign Street. Following consultation, a build out is also proposed on the south-west side to allow parking to be retained. The parking will be time restricted also.

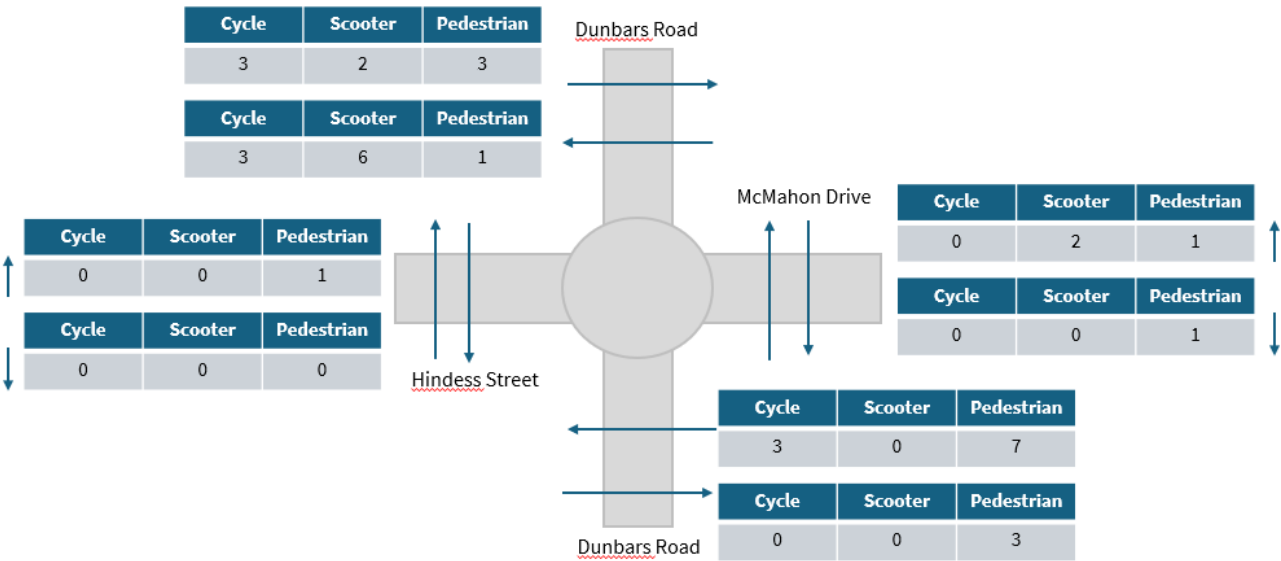


4. Background/Context Te Horopaki

- 4.1
- Improving safety on local roads in Christchurch is a priority for Council. Providing safe infrastructure is key to ensure people get to where they are going safely regardless of how they are travelling.
- 4.1.1
- There are a number of levels of service agreed as part of the Long-Term Plan 24-34 which are relevant to this decision, such as measuring: safety statistics for pedestrians and cyclists; and perceptions that Christchurch is a “walking friendly city”.
- 4.2
- Providing safe infrastructure is a key tool for helping people get to where they are going safely, irrespective of their mode of travel.

Dunbars Road/McMahon Drive/Hindess Street Roundabout

- 4.3
- Dunbars Road is classified as an urban connector in the NZTA-Waka Kotahi One Network Framework.
- 4.4
- The children at Oaklands School have also identified the Dunbars Road/McMahon Drive/Hindess Street Roundabout as a safety concern also, as it is difficult to cross the road and cars are travelling at speed. There is currently no crossing point on the McMahon Drive arm of the intersection, but there is evidence that people are using this location to cross as there is a worn area through the landscaping.
- 4.5
- Speed data from TomTom, shows that speeds are high through the roundabout:
 
  - Eastbound (Dunbars Road) - 46 km/h (85%ile)
  - Westbound (Dunbars Road) - 42 km/h (85%ile)
  - Southbound (McMahon Drive) - 36 km/h (85%ile)
  - Northbound (Hindess Street) - 36 km/h (85%ile)
- 4.6
- A count of active mode users was undertaken in May 2025. This identified the following numbers crossing at the roundabout between 8am and 9am. In addition, 20 people travelling on bicycles were counted during the same survey period. This included older children travelling to Hillmorton School from the west side of the intersection, children and families travelling to Oaklands School from the east side of the roundabout and families returning home following drop-off, and general commuters.



Children and families crossing at the roundabout by all different modes

4.7 It was observed during the count that:

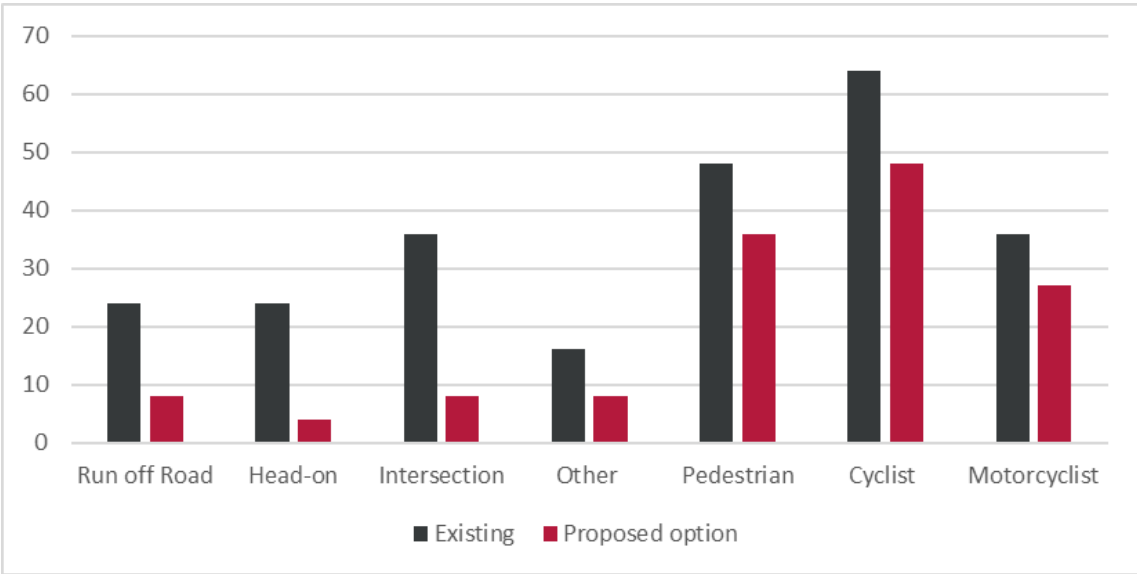
- 4.7.1 The demand for the space in the islands in the middle of the road were at capacity, so not all users could cross at the same time, particularly on the Dunbars Road western approach.
- 4.7.2 The delay for families crossing the road was high particularly on the Dunbars Road eastern approach to the intersection when they were waiting for a safe gap to cross between faster moving cars departing the intersection to get to the middle island, then again over the westbound lane as vehicles were generally not slowing or stopping to allow people to cross.



#### **Children and families crossing and travelling in groups to school**

- 4.8 There have been four reported crashes at the intersection in the past five-year period (2020-2024). This has resulted in one serious injury, one minor injury and two non-injury crashes. The serious injury was a result of a driver failing to give-way to a person riding a bicycle through the intersection and has hit the person riding through the intersection. The crash occurred on a weekday outside of peak times.
- 4.9 The remaining three crashes were vehicle only crashes, two including drivers losing control when travelling through the roundabout (both occurred in 2024), and one where another vehicle has failed to give-way to another driver travelling through the roundabout.
- 4.10 To improve safety and accessibility at the roundabout for all users, it is proposed to:
  - Add a crossing point on McMahon Drive.
  - Improving visibility at the crossing point on Hindess Street.
  - Add tactiles and handrails to all crossings.
  - Introduce speed humps on each approach to slow vehicles entering the roundabout.
- 4.11 An independent Safe System Assessment was completed as part of the development of the proposal for the safety improvements. The assessment considered the existing layout and the proposed option. The Safe System Assessment is a formal examination of a road related program, project or initiative that assesses the safety of the existing intersection and the proposals. The process assesses if, and how, existing or future changes align with safe system principles with a focus on safer roads and safer speeds. The assessment provides a score for the existing arrangement and a score for the options from a total score of 448 (the lower score the safer the outcomes).
- 4.12 The lower the score, the better the safe system alignment of the option. The score decreased from 248/448 to 178/448 with the proposed concept.

- 4.13 The decreased score illustrates that the design is more safe system aligned than the existing layout, with notable improvements for vehicle crashes. There are some improvements for pedestrians, cyclists and motorcyclists but these are not significant as vulnerable users are still exposed to vehicles and speeds on the exits with proposals to reduce the survivable threshold speed on the approach to the roundabout only. The lack of speed calming on the exits was raised as a serious concern in the scheme stage safety audit.



Safe System Assessment (black is existing conditions and red is the proposed option)

- 4.14 People riding bicycles through the intersection along with people walking and scooting are more vulnerable to serious injury. The installation of raised speed humps would result in slower speeds at the roundabout, as speeds would be more aligned with safe system speeds (30km/h), as highlighted above. Slower speeds will provide more time for all users to observe each other and avoid conflicts resulting in a significant reduction to the likelihood of crashes and also, in the unfortunate event crashes do occur, less severe injuries.
- 4.15 The speed humps (75mm high) would be the same as the treatment that has been installed at the Merrin/Withells intersection, which were also installed to improve journeys to school for children attending Merrin School Ngā Whetū Kohara.
- 4.16 Prior to the installation of the safety improvements at Merrin/Withells, there had been four reported crashes from 2020 to September 2023 including one serious crash involving a person on a bicycle, one minor injury crash involving a person on a bicycle and two non-injury crashes involving vehicles only. Since the installation of the speed humps in late 2023, there have been no reported crashes.



**Speed hump treatment at Merrin/Withells intersection in Avonhead**

### **Ensign Street**

- 4.17 Ensign Street is a local street in the NZTA-Waka Kotahi One Network Framework, the section between Balcairn Street and Rosamund Place, outside the shops is classed as an Urban Connector. The street provides access to housing, a local shopping centre including a pharmacy and dairy, and additional access to Oaklands School from Cunningham Place and Balcairn Street. A medical centre is located opposite the shops, and as a result there are many people, particularly elderly people, crossing at this location, in addition, to school children.
- 4.18 Ensign Street carries approximately 3000 vehicles per day (2024), and the direction of traffic is equally split with similar numbers travelling north and south. Informal consultation with businesses and the medical centre highlighted that speeds were an issue along Ensign Street, particularly where people were crossing, and people were entering and exiting the shops and medical centre. A speed hump was suggested by the Medical Centre.
- 4.19 The posted speed limit is 50km/h. A speed count undertaken in 2024 showed that the 85<sup>th</sup> percentile speed (the speed at which 85% of people are driving) is 50 km/h for both directions.
- 4.20 There have been two recorded crashes on Ensign Street in the vicinity of the shops, both occurred at the intersection with Balcairn Street. One crash resulted in a minor injury, when a driver failed to give-way and has hit a vehicle travelling on Ensign Street. The other was a non-injury crash, when a driver had a medical event and has crashed into a fence.
- 4.21 Due to concerns around speeding traffic, it is proposed to add build outs on the north side of Ensign Street and speed humps to slow traffic in this busy location. This will reduce the distance that people need to cross and slow vehicle traffic, so people feel safer and more comfortable to cross.

### **Ensign Street/Lillian Street/Wales Street**

- 4.22 Lillian Street is a local street in the NZTA-Waka Kotahi One Network Framework. Lillian Street is wide, with a carriageway width of 14 metres. Streets with wide traffic lanes generally result in higher vehicle operating speeds than streets with narrow traffic lanes. Lillian Street connects to State Highway 75 and provides access to homes and commercial units.
- 4.23 Ensign Street becomes Wales Street at the intersection with Lillian Street. There has been one recorded crash in the vicinity of the intersection in the last five years.



- 4.24 The carriageway width of 14 metres is a large distance for children to cross particularly when looking out for traffic turning. A stop control was installed following Community Board approval in August 2024, due to residents' concerns about the speed of vehicles turning left from Lillian Street to Wales Street.
- 4.25 To improve safety for people crossing at this location, it is proposed to add an island on Lillian Street to facilitate safer crossings.
- 4.26 Following consultation, a number of changes have been made to the plan, which are as follows:
- Retention of the no stopping lines on the approach to Halswell Road, due to concerns about congestion and delay for people exiting onto Halswell Road.
  - A build out on the southeast side of Lillian Street at the intersection with Ensign Street and Wales Street. This reduces the crossing distance but also reduces the required visibility splays for people crossing. This has allowed parking to be retained on the southeast side of Lillian Street. As per a recommendation in the submissions it is proposed to introduce P120 parking along the entire length of the southeast side of Lillian Street. This can be reviewed after six months of operation (if required) to determine how it is addressing parking availability for customers using the businesses along Lillian Street.
- 4.27 The following related memos/information were circulated to the meeting members:

Date	Subject
17/03/2025	Halswell Schools Package of Improvements (Attachment D)

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.28 The following reasonably practicable options were considered and are assessed in this report:
- 4.28.1 Recommended option for Dunbars/Hindess/McMahon intersection.
  - 4.28.2 Recommended option for Ensign Street.
  - 4.28.3 Recommended option for Lillian/Ensign/Wales Intersection
- 4.29 The following options were considered but were not considered reasonably practicable:
- 4.29.1 Dunbars/Hindess/McMahon intersection. Change the intersection to traffic signals as suggested through consultation.
  - 4.29.2 Ensign Street proposals with buildouts only and without speed humps.

### Options Descriptions Ngā Kōwhiringa

- 4.30 **Preferred Option:** Dunbars/Hindess/McMahon intersection
- 4.30.1 **Option Description:** Provide traffic calming on the approaches to the roundabout to reduce vehicle speeds where children are crossing to access school. Improvements to crossings.
  - 4.30.2 Option Advantages
    - Addresses the concern raised by the school about vehicle speeds at this location.
    - Improve safety for children using the roundabout by slowing vehicles at the conflict point.
    - Introduces a crossing on McMahon Drive.
    - Improves other crossings by installing tactile paving and handrails.

- Improves visibility for people, in particular children, crossing Hindess Street.
- Supported by 48% of submitters due to challenges that children and other pedestrians have in judging vehicle speed and movements when travelling toward and through the roundabout.
- The vertical traffic calming devices (speed humps) are designed to control speeds to 30km/h and as such, at the most congested times of the day (where travel speeds are less) they are not expected to be detrimental to the efficiency of the roundabout. Drivers should be slowing on the approach to the roundabout to give-way and the speed humps only re-enforce the expected behaviours.

4.30.3 Option Disadvantages

- Cost to Council.

4.31 **Option 2** - Dunbars/Hindess/McMahon intersection. Change the intersection to traffic signals as suggested through consultation.

4.31.1 **Option Description:** The addition of the speed humps and improved crossings achieve a significant and much needed improvement to user safety at a more affordable cost than traffic signals. This project would not preclude traffic signals in the future if they were required and affordable.

4.31.2 Option Advantages

- Provides pedestrian crossings controlled by traffic signals. Subject to design these crossings can be fully protected by holding traffic back from turning when pedestrians are crossing through the use of arrows at the cost of time to vehicles.
- At signalised intersections different movements are separated in time and therefore the risk to compliant cyclists is generally lower than at unsignalised intersections.
- Movements are controlled by traffic signals so during peak hours, each approach to an intersection will be provided with time for vehicles to cross or turn at an intersection.

4.31.3 Option Disadvantages

- Does not address the concern raised by the school about vehicle speeds at this location.
- Creates additional delay to all road users at off-peak times.
- Traffic signals alone are not a primary safe system treatment and the risk of collision to all road users including active transport users remains. To address this, a raised safety platform would be considered.
- The estimated construction cost of a signal-controlled intersection, when converting from a four-arm roundabout intersection, adjacent to a bridge, excluding lighting upgrades and design and management, would be in excess of \$2 million. This would require a standalone project to be put forward to the long-term plan.

**Options Descriptions Ngā Kōwhiringa**

4.32 **Preferred Option:** Ensign Street

- 4.32.1 **Option Description:** Provide traffic calming at a high-risk location where people of all ages and abilities are crossing and where speed has been identified as an issue.
- 4.32.2 Option Advantages
- Addresses the concerns raised by children and local businesses about vehicle speeds at this location.
  - Improve safety for people walking of all ages and abilities by slowing vehicles where people are crossing the road to access local shops and facilities.
- 4.32.3 Option Disadvantages
- Cost to Council.
- 4.33 **Option 2** – Ensign Street. Build outs only.
- 4.33.1 Option Advantages
- Reduces crossing distance for people.
  - Provides some traffic calming through road narrowing.
- 4.33.2 Option Disadvantages
- Does not address the main concern around speeding. Austroads guidance notes that:
    - Build-outs alone typically reduce speeds by 2–5 km/h.
    - Speed humps alone can reduce speeds by 10–15 km/h, depending on their profile and spacing.
    - When combined, speed reductions can reach up to 20 km/h in the immediate vicinity of the treatment.
  - Cost to Council.

### Options Descriptions Ngā Kōwhiringa

4.34 **Preferred Option:** Lillian Street at Ensign Street

- 4.34.1 **Option Description:** Provide a pedestrian refuge island to assist people crossing the road at an intersection.
- 4.34.2 Option Advantages
- Addresses the concerns raised by children about crossing the road.
  - Improve safety for people walking of all ages and abilities by providing a refuge islands where people are crossing the road to access local shops and facilities.
  - The addition of the build out allows parking on the southeast side to be retained while also providing the required crossing distance sightlines for people crossing the road.
- 4.34.3 Option Disadvantages
- Cost to Council.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Dunbars/Hindess/ McMahon	Ensign Street	Lillian/Ensign/Wales
--	-----------------------------	---------------	----------------------

Cost to Implement	\$86,000	\$55,000	\$41,400
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.
Funding Source	Traffic Operations Minor Road Safety Budget.	Traffic Operations Minor Road Safety Budget.	Traffic Operations Minor Road Safety Budget.
Funding Availability	Funding available in the above-named budget.	Funding available in the above-named budget.	Funding available in the above-named budget.
Impact on Rates	None	None	None

5.1 These are high level estimates only and are not tendered prices.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 The proposal includes traffic safety measures that will reduce risk for all road users at this location.

### Legal Considerations Ngā Hīraunga ā-Ture

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

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

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

6.2.3 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.

### Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

6.4.1 Aligns with the [Christchurch City Council's Strategic Framework and Community Outcomes](#). Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing safe crossing points for people who walk and cycle will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.

6.4.2 This project is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of school communities and residents affected by the safety proposals in this rapidly growing suburb.



6.4.3 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 road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
- The changes made align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

6.4.4 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: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 37\%$  of trips undertaken by non-car modes
- 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  $< 100$  crashes per year
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes -  $\geq 625$  kilometres (total combined length)
- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city -  $\geq 85\%$  resident satisfaction

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

6.7 Early engagement with Oaklands School started in March 2025, to understand issues related to pedestrian safety and access, and discuss proposed options.

6.8 Consultation on the proposals for roads around Oaklands School started on 27 March and ran until 28 April, as part of the wider engagement campaign 'Safer Streets for Halswell', which included proposed safety measures on streets around all three Halswell schools.

6.9 Consultation details, including links to the project information shared on the [Kōrero mai | Let's Talk](#) webpage were advertised via:

- An email was sent to 35 key stakeholders, including local schools, sports clubs, NZTA and emergency services.
- Leaflets letterbox dropped to properties directly impacted by proposed safety treatments on each street.
- The council Facebook page and three local community group pages, which reached over 13,685 people.
- On-street posters outside the school.
- Consultation flyers provided to schools to hand out.
- A [Newsline](#) story.

6.10 The [Kōrero mai | Let's Talk](#) page had 1,362 views throughout the consultation period.

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

6.11 Submissions on proposed safety measures around Oaklands School were made by seven recognised organisations, one business and 53 individuals. All submissions are available on the [Kōrero mai webpage](#).

6.12 Organisations that submitted were Halswell Residents Association, Spokes Canterbury, Greater Ōtautahi, Waka Kotahi – NZTA, Hato Hone St John, FENZ, Canterbury/West Coast Automobile Association District Council and Living Streets Aotearoa. The organisations were largely in support of the proposed safety improvements.

6.13 Overall, 70% (43) supported the proposals, 22% (14) somewhat supported the proposals, and 6% (4) did not.

#### **Dunbars / Hindess / McMahon roundabout**

6.14 Of the 61 submitters, 47 provided feedback on the proposal for the roundabout.

6.15 Of those, 48% (23) supported the proposal, 15% (7) somewhat supported and 26% (12) did not support the proposal (4% (2) did not provide this information).

6.16 In general, most submitters supported the installation of the pedestrian crossing and changes to the islands but were split on other aspects of the proposal.

6.17 Reasons for supporting the proposal included:

6.17.1 Providing a much safer crossing for children and other pedestrians on Dunbars Road. It is challenging for children and other pedestrians to judge vehicle speed and movements when travelling toward and through the roundabout.

6.17.2 Speed bumps reduce vehicle speed entering the roundabout, providing additional time for drivers to react to traffic, and pedestrians.

6.18 The primary concern with the proposal was the inclusion of speed humps. Reasons for not supporting the proposed speed humps included:

- Crossing issues only happen during school start and finish times, not throughout the day so a permanent treatment is not warranted.
- Vehicles already travel slowly through the roundabout so adds no value and may create further congestion by slowing vehicles even more.
- Speed humps will not reduce driver speeds.

6.19 Additional requests were:

- The pedestrian islands become raised platforms.
- Signalise the intersection.
- Add additional bike signage on McMahon Drive.

#### **Ensign Street kerb buildouts, no stopping zones and speed humps**

6.20 Of the 61 submitters, 28 provided feedback on the proposals for Ensign Street.

6.21 Of those, 53% (15) supported the proposals, 18% (5) somewhat supported the proposals, and 18% (5) did not support the proposals (11% (3) did not state).

6.22 Reasons for supporting the proposals included:

- Vehicles travel at unsafe speeds.

- It will make it safer for people trying to get to school, the doctors' surgery and pharmacy.
- Traffic volume / drivers use it to avoid the traffic lights on the state highway or rat run.

6.23 Reasons for not supporting the proposal included:

- Only one kerb buildout is required on Ensign Street.
- One of the proposed buildouts would be more beneficial on Dunbars Road nearer Cunningham Street and the school or Balcairn Street.
- Speed humps are not necessary if the controlled crossing on Dunbars Road goes ahead.
- Number of pedestrians does not justify the cost of implementation.

6.24 Additional requests were:

- Consider changing Cunningham Street to 30/40kmph zone and include speed humps there too.
- Move one or add an additional crossing, near Cunningham Street.

**Lillian Street pedestrian island**

6.25 Of the 61 submitters, 24 provided feedback on the proposals for the crossing on Lillian Street.

6.26 Of those, 75% (18) supported the proposals, 8% (2) somewhat supported the proposal and 4% (1) did not support the proposals.

6.27 Reasons for supporting the proposal included:

- It creates a safe route for pedestrians to Oaklands School.
- Drivers use the street to rat run through the area.

6.28 The reason for not supporting the proposal was concern that there would be parking loss on Lillian Street, and the placement of the crossing would impact vehicles turning right from Wales Street into Lillian Street.

6.29 Additional requests were to:

- Include kerb buildouts to tighten the corner radius of Lillian Street and Ensign Street.
- Fix the flooding on Wales and Ensign Streets, which flows into Lillian Street.
- Additional safety treatments or crossing on Lillian Street and Wales Street.
- Comments that more safety measures would be required in the future.

**Lillian Street removal of no-stopping zone**

6.30 Of the 61 participants 18 provided feedback on the proposal to remove the no-stopping zone at the Halswell Road end of Lillian Street.

6.31 Of those, 67% (12) supported the proposal, and 22% (4) and 11% (2) were neutral.

6.32 The reason for supporting the proposal was the provision of parking for nearby shops when parking is very restricted along the street.

6.33 Reasons for not supporting the proposal included:

- Cars being able to park where the no stopping lines will negatively impact traffic flow for vehicles exiting Lillian Street onto Halswell Road.
- The no-stopping lines improve road safety.
- Removal of the lines could increase congestion.

6.34 Additional requests were to:

- Install sheffield bike stands for bike parking outside the Lillian Street shops.
- Install time-controlled parking along the entire road to mitigate loss of parking if no stopping lines remained.

**Additional overall comments**

6.35 Submitters to 'Safer Streets for Halswell' were asked if they had any other comments. This analysis of feedback is included in all four reports related to the campaign

6.36 Of the 188 submitters to 'Safer Streets for Halswell', 105 provided additional comments.

6.37 Common themes in the feedback were:

- That the proposed changes significantly improve safety for school children and those using active transport.
- Suggestions that other streets have crossings or safety treatments installed such as Cobra Street, Balkwell Street, and Lancewood Drive.

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

6.39 Waipuna Halswell-Hornby-Riccarton Community Board.

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

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

6.41 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**

6.42 The decisions in this report are likely to:

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

6.42.2 Contribute positively to emissions reductions.

6.43 The emission reductions associated with this project have not been estimated.

6.44 Improving the ability for people to walk, cycle, scoot and catch the bus are a key part of the Council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.









6.45 Improving safety and making these roads feel safer would address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

**7. Next Steps Ngā Mahinga ā-muri**

7.1 If the Community Board agrees to the recommendations in this report, the next step will be to complete detailed design and tendering prior to construction.



## Attachments Ngā Tāpirihanga

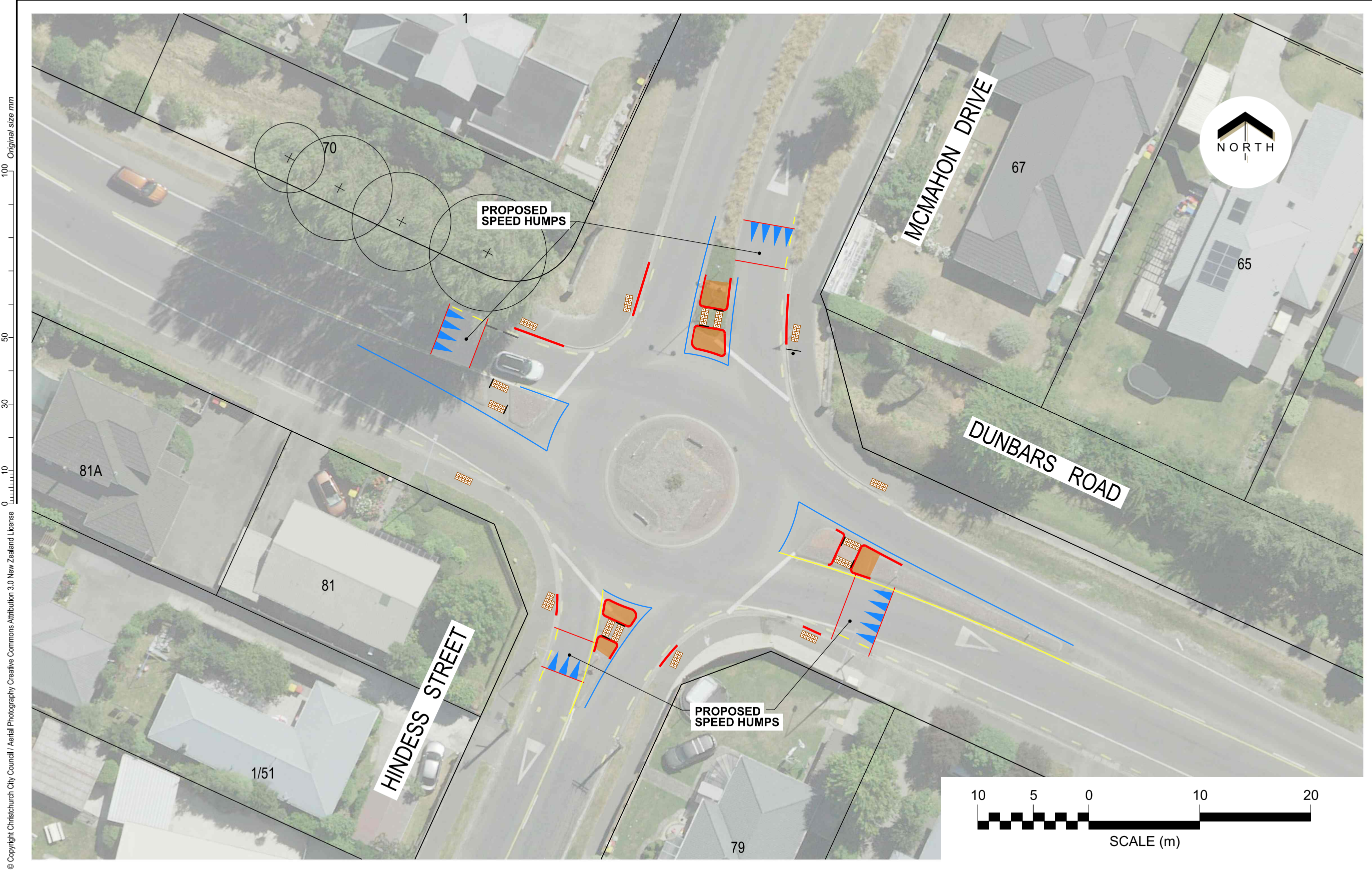
No.	Title	Reference	Page
A  	Dunbars/Hindess/McMahon Roundabout Safety Improvements - For Approval Plan	25/1229843	138
B  	Ensign Street Safety Improvements - For Approval Plan	25/1229844	139
C  	Lillian/Ensign/Wales Intersection Safety Improvements - For Approval Plan	25/1229845	140
D  	Memo - Halswell Schoold Package of Improvements	25/1031003	141

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

Document Name – Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Author</b>	Gemma Dioni - Principal Advisor Transportation - Safety
<b>Approved By</b>	Lachlan Beban - Principal Advisor Transportation Signals Tony Richardson - Finance Business Partner Stephen Wright - Manager Operations (Transport)







Original Plan Size: A3  
ISSUE.1 25/03/2025  
TG1506s2 MJR CP5033521







Memos



# Memo

Date: 17 March 2025  
From: Gemma Dioni, Principal Advisor Transportation  
Piata Costello, Engagement Advisor  
To: Waipuna Halswell-Hornby-Riccarton Community Board  
Cc:  
Reference: 25/437835

## Halswell Schools Package of Improvements

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

- 1.1 To provide the Waipuna Halswell-Hornby-Riccarton Community Board with information around upcoming engagement on the Halswell Schools package of safety improvements.
- 1.2 The information in this memo is not confidential and can be made public.

### 2. Update He Pānui

- 2.1 The objective of this programme is to improve safety for children travelling to schools located within Halswell, one of the fastest growing suburbs in Christchurch. There are three schools that are the focus of this programme, Halswell School Knights Stream School and Oaklands School.
- 2.2 The Halswell Schools Programme is being funded from the Minor Road Safety Programme, which was presented to the Community Boards earlier this financial year. Subject to approvals, construction will occur next financial year.

#### Halswell School

- 2.3 In July 2023 ([Minutes, Item 7](#)), the Waipuna Halswell-Hornby-Riccarton Community Board resolved the following Notice of Motion (**HHRB/2023/00051**):  
*Requests staff investigate safe pedestrian access between Halswell School and Country Palms (Sabys Road) as well as between Oaklands School and Aidanfield (Dunbars Road).*
- 2.4 In February 2024 ([Minutes, Item 7](#)), the Waipuna Halswell-Hornby-Riccarton Community Board resolved the following Notice of Motion (**HHRB/2024/00003**):  
*Requests that staff investigate and provide a report to the Board on the installation of two mid-block crossing points on Sabys Road using low-cost materials.*
- 2.5 The Halswell School improvements seeks to address concerns raised in the Notice of Motions for Sabys Road, in addition to concerns raised through tickets and discussions with the school.
- 2.6 The proposed improvements for Halswell School children and families include:
  - 2.6.1 Sabys Road – Two mid-block pedestrian islands at locations identified through site observations. Children have been observed crossing at two locations when walking to school.

**Memos**



- 2.6.2 Sabys Road/Halswell Junction Road intersection – A kerb build out and a new crossing point for people walking along Halswell Junction Road.
- 2.6.3 O'Halloran Drive at SH75 intersection – A pedestrian island to support crossing movements for children accessing the school crossing to the north of the intersection. This will also reduce the ability for people to u-turn at this intersection, which creates additional safety concerns for children at school times.
- 2.6.4 School Road/Larsens Road – A pedestrian island on School Road to reduce the crossing distance and allow children to cross in two stages when it is busy at school times. Additional road marking and no stopping lines are required to ensure visibility is provided for small children to see and be seen when crossing.
- 2.6.5 Kennedys Bush Road/School Road/Provincial Road – Speed humps on each approach (due to no island on Provincial Road this would be a full width hump) to slow traffic around this intersection. The current central island is formed of concrete which is flat and not very large therefore there is limited deflection and cars are straightlining through the roundabout at speed. This was added to the programme following a ticket raised by Community Board Member Debbie Mora following a request from Halswell School in December 2024 who requested traffic calming around the school.

**Oaklands School**

- 2.7 The Oaklands School improvements seek to address concerns raised in the Notice of Motion for Dunbars Road, in addition to concerns raised through tickets and discussions with the school.
- 2.8 The proposed improvements for Oaklands School children and families include:
  - 2.8.1 Dunbars Road/McMahon Drive/Hindess Street intersection – Improve crossing opportunities for children travelling to school by adding a crossing on McMahon Drive, improving visibility at the crossing on Hindess Street, adding tactiles and handrails to all crossings, and introducing speed humps on each approach to slow vehicles entering the roundabout.
  - 2.8.2 Dunbars Road at Balkwell Street - Children cross at this location from the Aidanfield sub-division to Balkwell Street to access the school. There are also bus stops in the vicinity. It is proposed to install a signal-controlled crossing. Due to the existing and potential traffic volumes and the speed of vehicles along this corridor, other options for low-cost treatments were ruled out.
  - 2.8.3 Ensign Street - Due to concerns around speeding traffic, people including school children and the elderly find it difficult to cross Ensign Street in the vicinity of the Medical Centre and shops. It is proposed to add build outs on the north side of Ensign Street and speed humps to slow traffic in this busy location.
  - 2.8.4 Lillian Street - Children are expected to cross a 14 metres wide carriageway with no facilities at the Lillian Street/Ensign Street intersection. It is proposed to add an island on Lillian Street to facilitate safer crossings. There is a loss of parking at the western end to accommodate the island and required visibility splays, however it is proposed to re-introduce parking at the eastern end of Lillian Street following discussions with NZTA Waka Kotahi.

**Knights Stream School**

- 2.9 Following a Public Forum by a resident at Council in June 2023, ([Item 3.1.5](#)), it was requested that staff provide advice on the issues raised during the public forum regarding what measures could be taken to address the safety concerns resulting from the existing speed

**Memos**



limits along Halswell Junction Road and what infrastructure could be installed to provide for safer crossing for the Knights Stream School children and others to the rugby fields and skatepark. A representative from Kainga Ora has also raised a query about the provision of safer and direct access to Knights Stream School.

- 2.10 There is an existing traffic island on Halswell Junction Road to support safer crossing to school. However, on-site observations have identified that there are very few gaps in traffic for children to cross the road. It is therefore proposed to install a traffic signal-controlled crossing.

### 3. Engagement approach

- 3.1 Early engagement with all three schools and the Halswell Residents Association will take place in early March prior to public consultation opening. Opportunity to give them a heads up about the consultation coming up.
- 3.2 Public consultation will open on 27 March and close on 28 April 2025. This just over 4 week consultation period will be open for 5 weekends and cross over the school holidays so two weeks before the school holidays and 2 weeks within to allow time for school communities to provide feedback.
- 3.3 Engagement tactics will include:
- 3.3.1 Kōrero mai | Let's Talk webpage
  - 3.3.2 Signs outside schools
  - 3.3.3 A letter drop to surrounding residents
  - 3.3.4 Emails to key stakeholders

### 4. Conclusion Whakakapinga

- 4.1 Staff are proposing a package of improvements to support safer journeys to school for children living in Halswell.
- 4.2 Staff will commence public consultation of the proposed package and will report back to the Board with a staff recommendation.

### Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Consultation Plan - Halswell School - Sabys Road	25/475670
B	Consultation Plan - Halswell School - O'Halloran and School	25/475683
C	Consultation Plan - Halswell School - Provincial/School roundabout	25/475693
D	Consultation Plan - Oaklands School - Dunbars Roundabout	25/475704
E	Consultation Plan - Oaklands School - Dunbars Road at Balkwell Street	25/475707
F	Consultation Plan - Oaklands School - Ensign Street	25/475714
G	Consultation Plan - Oaklands School - Lillian Street	25/475718
H	Consultation Plan - Knights Stream School - Halswell Junction Road	25/475658

Memos



Signatories Ngā Kaiwaitohu

Authors	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Piata Costello - Engagement Advisor
Approved By	Stephen Wright - Manager Operations (Transport)

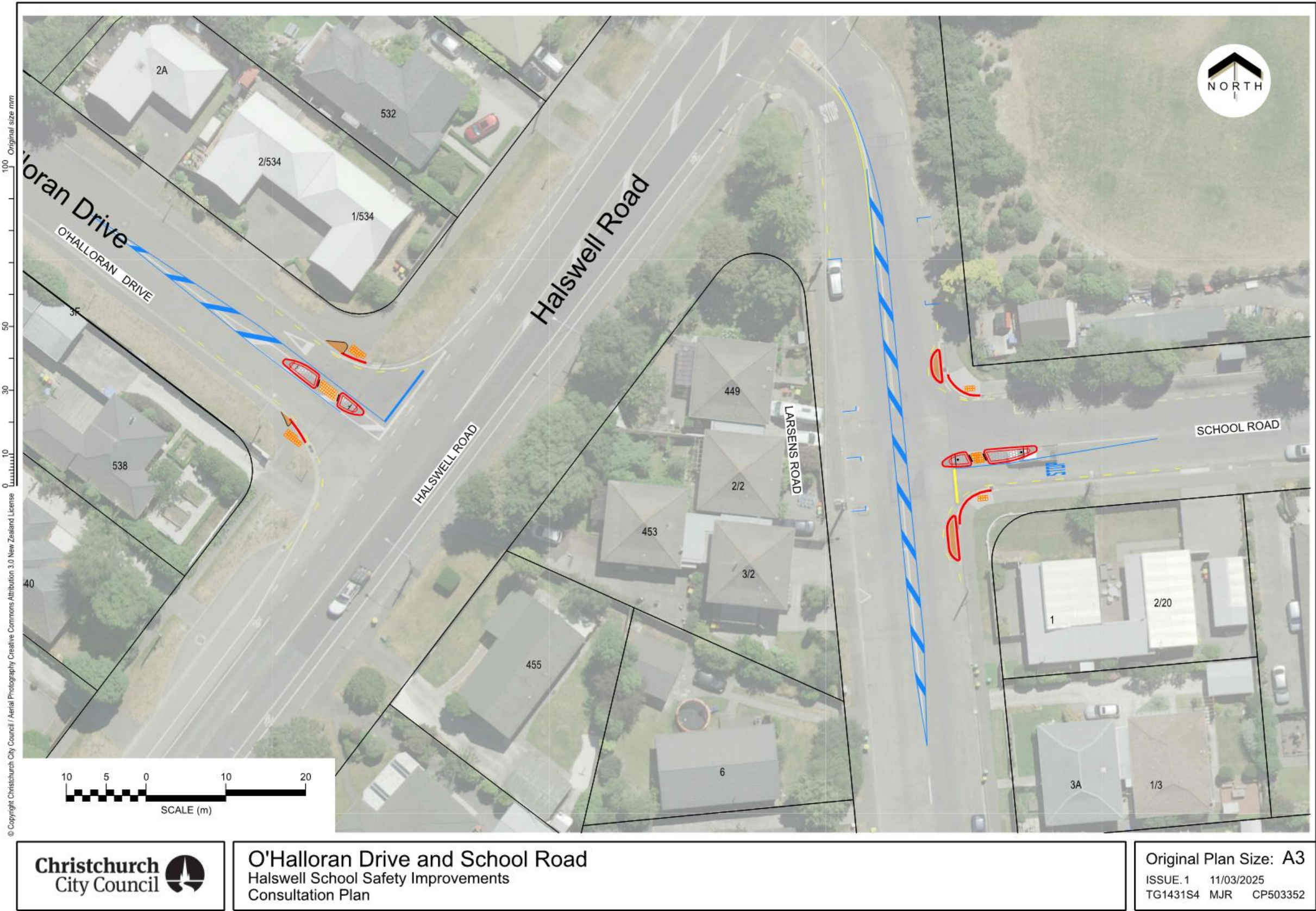


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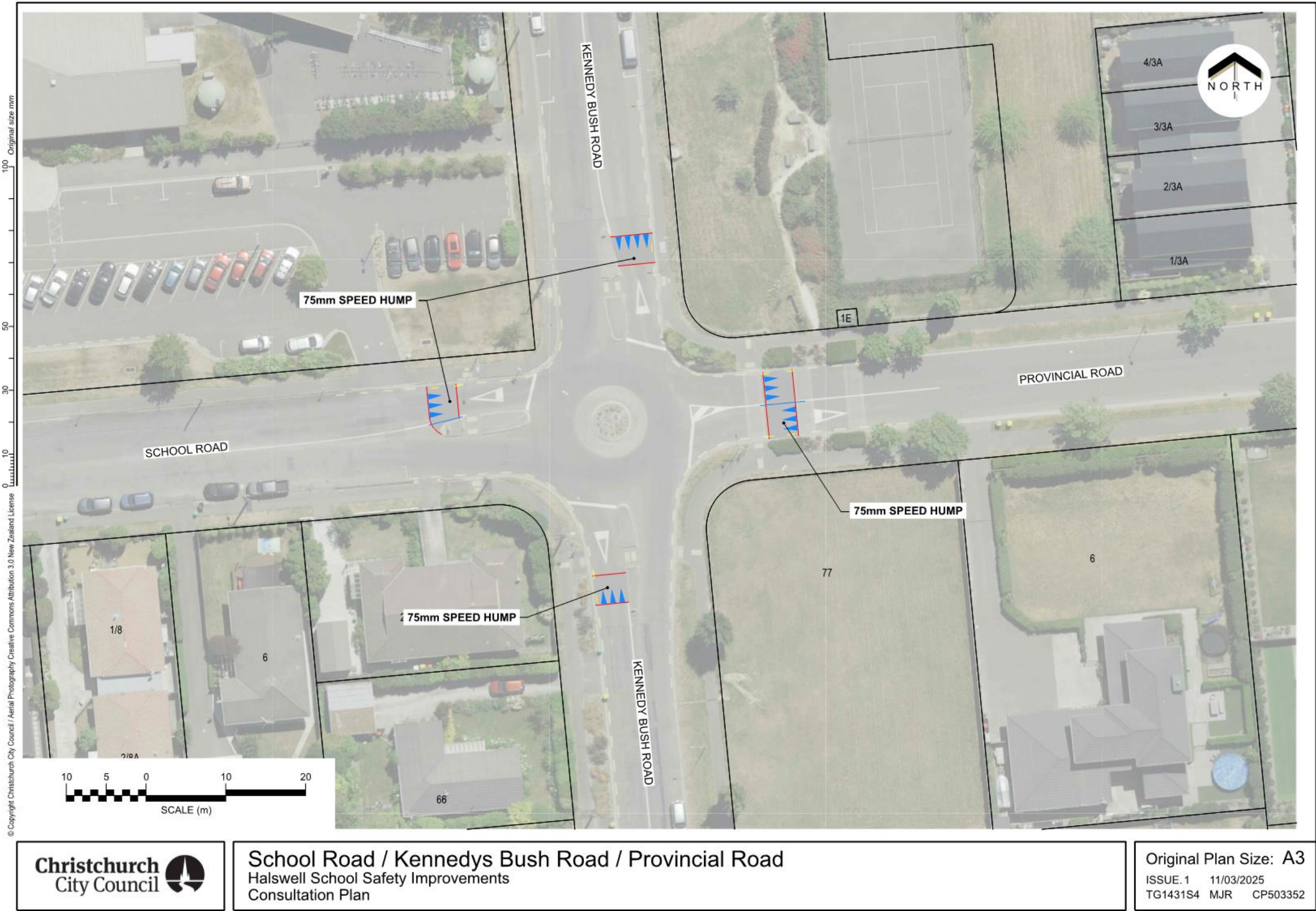
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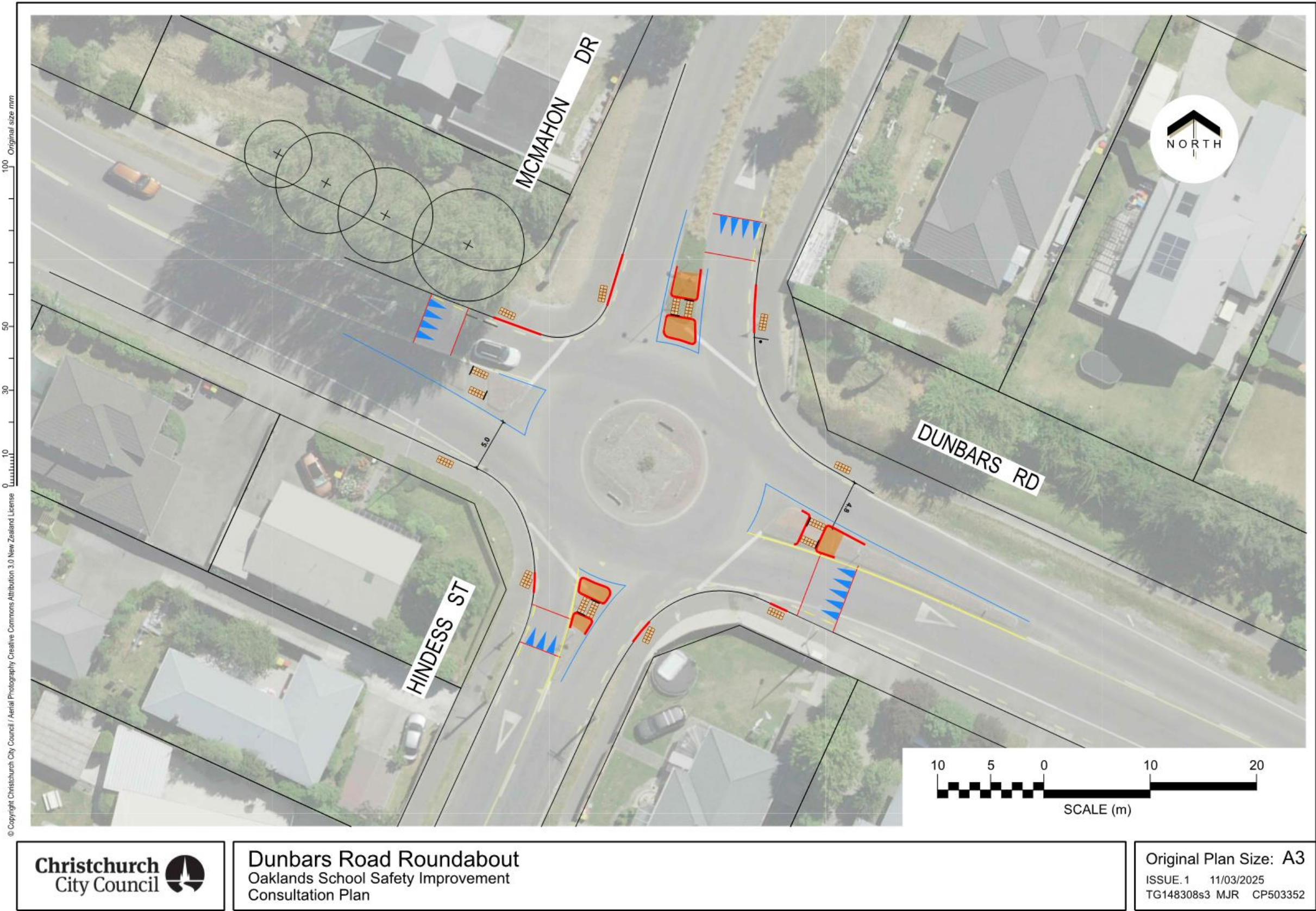
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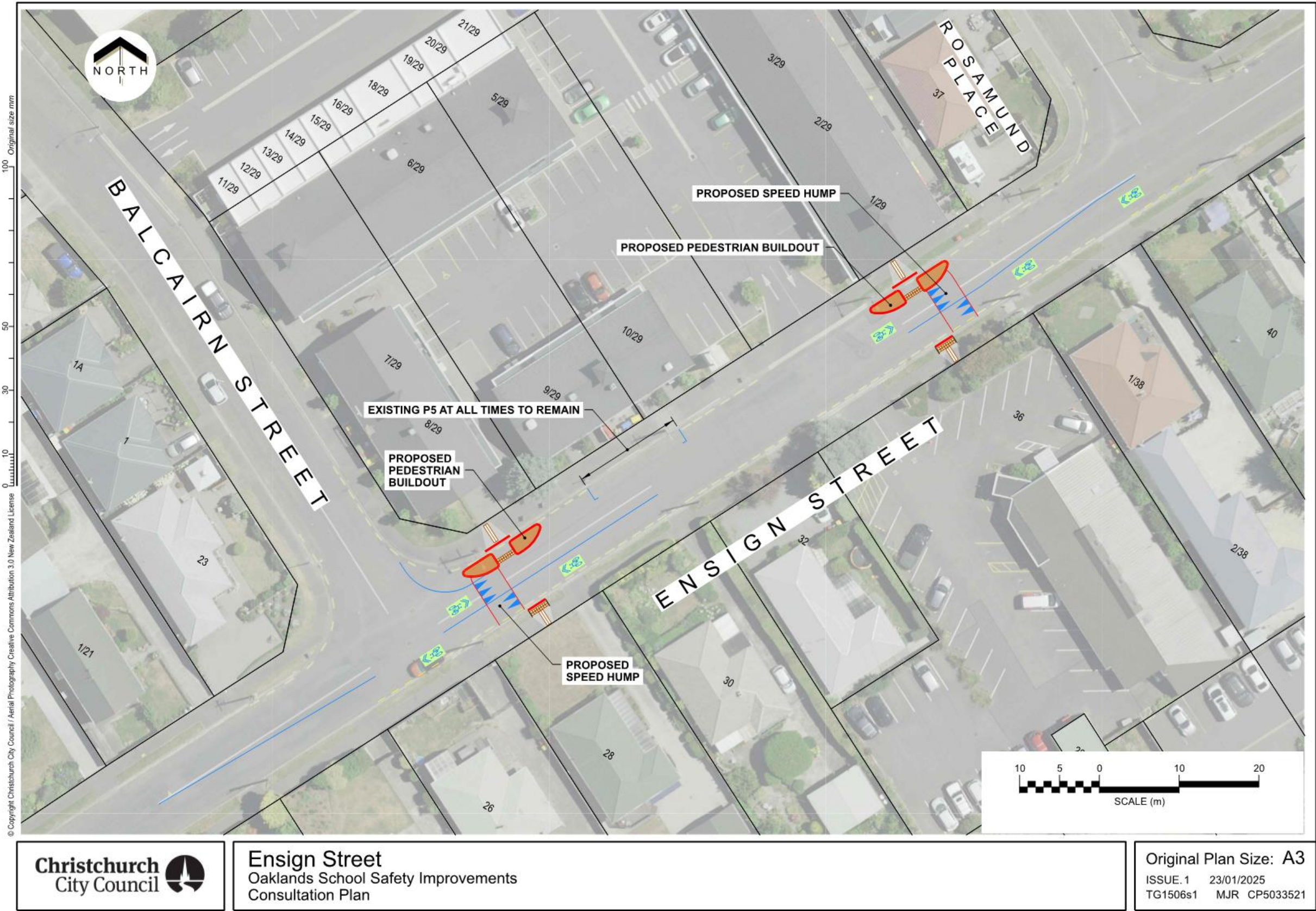






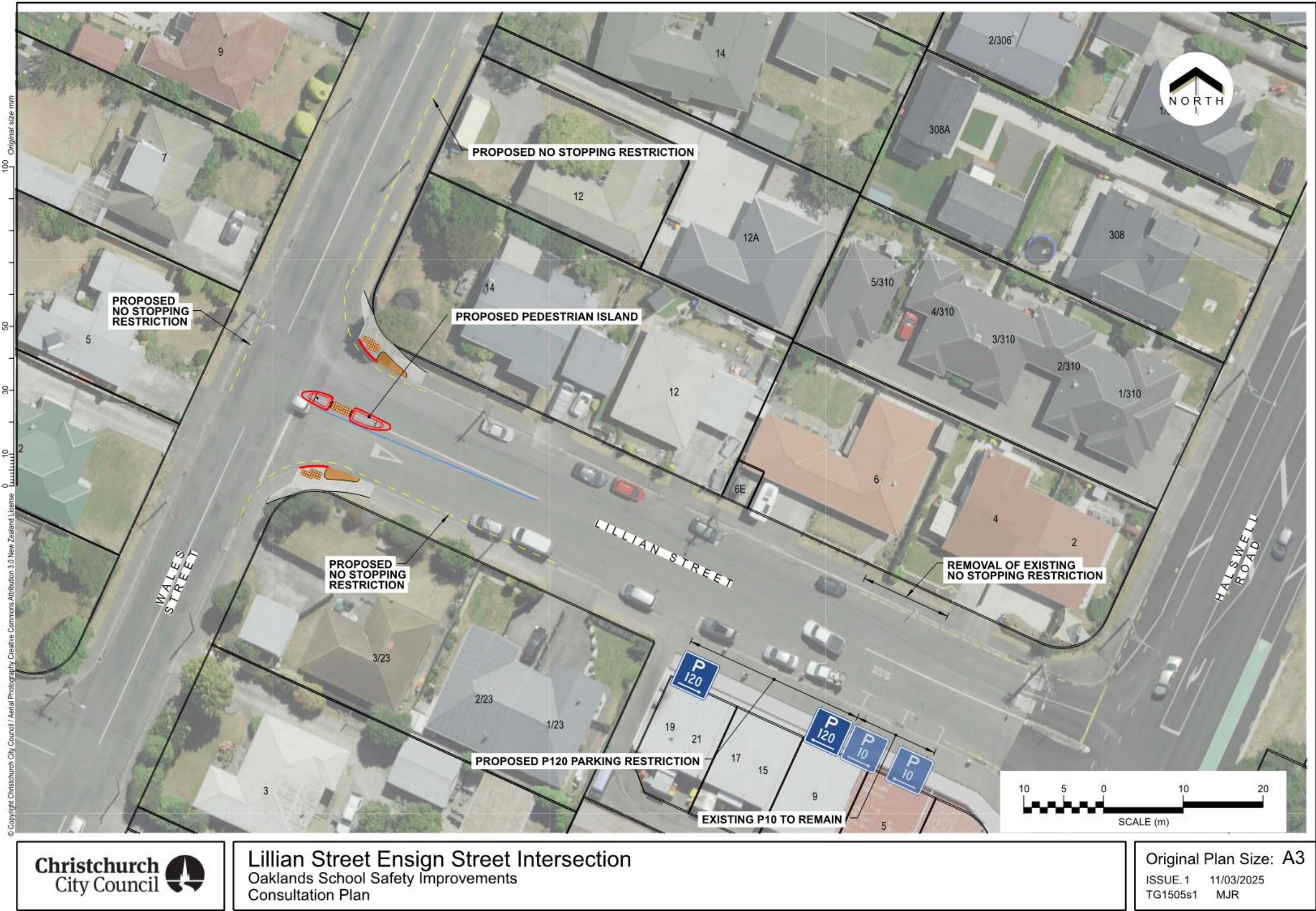


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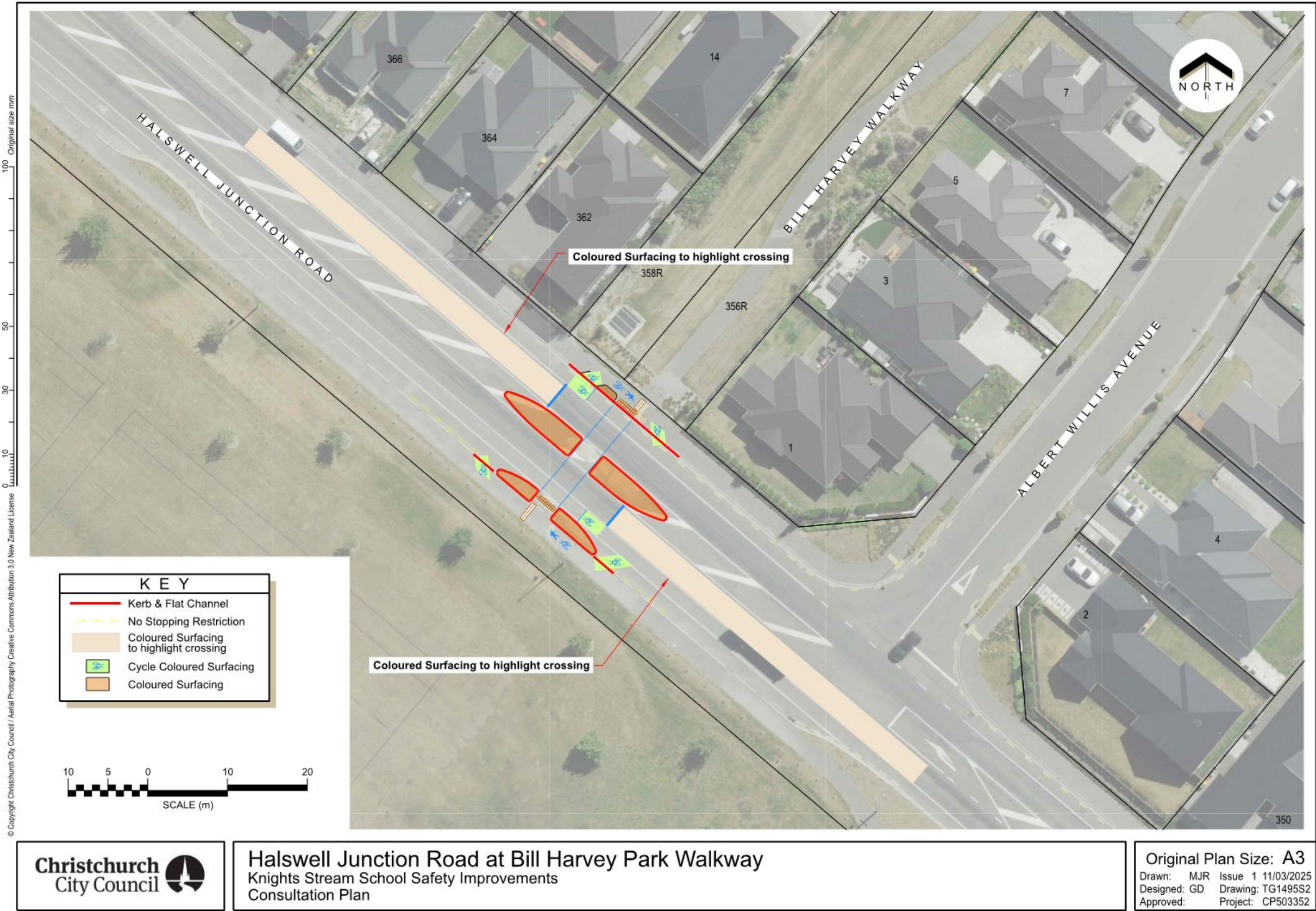




Memos









## 19. Oaklands School Safety Improvements - Dunbars Road Signalised Crossing

Reference Te Tohutoro: 25/862396

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 For the Waipuna Halswell-Hornby-Riccarton Community Board to approve a new signalised crossing on Dunbars Road and to make recommendations to Council for the items within the proposed design that rest with Council for decision making.
- 1.2 The report has been written in response to ongoing safety concerns at this location, particularly children walking, cycling and scooting to Oaklands Te Kura o Ōwaka School.
  - 1.2.1 In July 2023 ([Minutes, Item 7](#)), the Waipuna Halswell-Hornby-Riccarton Community Board resolved the following Notice of Motion (**HHRB/2023/00051**):

*Requests staff investigate safe pedestrian access between Halswell School and Country Palms (Sabys Road) as well as between Oaklands School and Aidanfield (Dunbars Road).*
  - 1.2.2 There is no existing crossing point on Dunbars Road between the Dunbars Road/Hindess Street/McMahon Drive roundabout and the Halswell Road traffic signals. Children cross at this location close to Balkwell Street from the Aidanfield sub-division to access the school. There are also bus stops in the vicinity.
- 1.3 The recommendation is to install a traffic signal-controlled crossing, with high-friction surfacing in advance of the crossing as shown in **Attachment A**. Due to the existing and potential traffic volumes and the speed of vehicles along this corridor, other options for low-cost treatments were not considered reasonably practicable or were not the recommended option.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board recommends that the Council:

1. Approves in accordance with Section 8.5 of the Land Transport Rule – Traffic Control Devices: 2004 that a signalised roadway crossing be installed on Dunbars Road, located 53 metres northwest of its intersection with Balkwell Street, and as detailed on Plan TG1502s2 dated 25/05/2025 included in Attachment A. This signalised crossing is for use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
2. Approves in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Special Vehicle Lane for the use of southeastbound road users be installed on the southeast side of Dunbars Road commencing at a point approximately 23 metres north of its intersection with Balkwell Street and extending in a northwesterly direction for a distance of 51 metres.
3. Approves in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Special Vehicle Lane for the use of northwestbound road users be installed on the southwest side of Dunbars Road commencing at a point approximately 34 metres

northwest of its intersection with Balkwell Street and extending in a northwesterly direction for a distance of 37 metres.

That the Waipuna Halswell-Hornby-Riccarton Community Board:

4. Receives the information in the Oaklands School Safety Improvements - Dunbars Road Signalised Crossing Report.
5. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
6. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, road surface treatments, and road markings on Dunbars Road, as detailed on **Attachment A** to the report on the meeting agenda.
7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:
  - a. On the northeast side of Dunbars Road, commencing at a point approximately 23 metres north of its intersection with Balkwell Street and extending in a northwesterly direction for a distance of 51 metres.
  - b. On the southwest side of Dunbars Road, commencing at a point approximately 34 metres northwest of its intersection with Balkwell Street and extending in a northwesterly direction for a distance of 37 metres.
8. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 4 to 7 above.
9. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 1 to 8 are in place (or removed in the case of revocations).

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Concerns have been raised around safety for people, particularly school children crossing Dunbars Road from the Aidanfield sub-division on the east side of the road to access Oaklands Te Kura o Ōwaka School.
- 3.2 It is proposed to install a signal-controlled crossing at this location with high-friction surfacing in advance of the crossing.

### 4. Background/Context Te Horopaki

- 4.1 Improving safety and accessibility on local roads in Christchurch is a priority for the Council.
  - 4.1.1 There are a number of levels of service agreed as part of the Long-Term Plan 24-34 which are relevant to this decision, such as measuring: safety statistics for pedestrians and cyclists; and perceptions that Christchurch is a "walking friendly city".
  - 4.1.2 Providing safe infrastructure is a key tool for helping people get to where they are going safely, irrespective of their mode of travel.
- 4.2 Dunbars Road is classified as an urban connector in the NZTA-Waka Kotahi One Network Framework.

- 4.3 The seven-day average daily traffic volumes on Dunbars Road in the vicinity of the proposal for all traffic lanes is 8,450 vehicles (2022 count). This is split into 3,750 vehicles per day westbound and 4,700 vehicles per day eastbound. The percentage of heavy vehicles is 6.5%. A recent 2025 count, has highlighted an increase in traffic volumes on Dunbars Road with over 10,000 vehicles being recorded. As a growth area, and with a new connection at the Dunbars Road/Halswell Road being provided that will link with Sparks Road, traffic is likely to continue to increase.
- 4.4 The current posted speed limit is 50km/h. A speed count undertaken in 2022 showed that the 85<sup>th</sup> percentile speed (the speed at which 85% of people are driving) is 56.2 km/h for westbound traffic and 58.9 km/h for eastbound traffic.
- 4.5 During the morning peak hour, there is a consistent flow of traffic meaning that it can be difficult for children to assess suitable gaps in the traffic to cross the road. In addition vehicles are travelling over the posted speed limit, increasing the risk and severity of a crash.
- 4.6 A pedestrian count was undertaken on Wednesday 21 May, between the hours of 8am to 9am. It was a school day, and was blue sky, dry conditions with no rain. There was no traffic management in the area to change the normal operation of the road / crossing.
- 4.7 In total, 27 pedestrian movements were counted including 12 adults and 15 children (including high school students).
- 4.7.1 The majority of these movements were counted between the bus stop (south of Balkwell Street) and the first lamp post to the north.
- 4.7.2 Dunbars Road at this location was identified as an area that is difficult to cross by the children at Oaklands School and is considered a barrier for children walking to school.
- 4.7.3 As traffic volumes are likely to continue to increase due to residential growth and the connection to Sparks Road, it is likely to become more difficult to cross.
- 4.8 There have been no reported crashes in the past five-year period (2020-2024) in the location of the proposed crossing.
- 4.9 The following related memos/information were circulated to the meeting members:

Date	Subject
17/03/2025	Halswell Schools Package of Improvements (Attachment B)

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.10 The following reasonably practicable options were considered and are assessed in this report:
- 4.10.1 Option 1 – Signal controlled crossing with high-friction surfacing in advance of the crossing.
- 4.10.2 Option 2 – Pedestrian island
- 4.10.3 Option 3 – Do nothing
- 4.11 The following options were considered but were not considered reasonably practicable:
- 4.11.1 Pedestrian (Zebra) Crossing. As per NZTA Guidance, this is because:
- Unless on a platform, or without other measures like kerb extensions and median refuge, zebra crossings do not improve pedestrian safety or may even decrease it. Vehicle speed is a critical factor for whether drivers yield to pedestrians. As vehicle speeds increase, the percentage of drivers who yield to pedestrians at a priority crossing decreases. Hence when zebra crossings are

recommended, raised traffic calming devices to slow vehicles to safe system speeds are required.

- They can increase rear end crashes between vehicles; however, these tend to be low severity, subject to the speed of the vehicle.

### Options Descriptions Ngā Kōwhiringa

#### 4.12 Preferred Option: Signal controlled crossing with high friction surfacing

4.12.1 **Option Description:** Provide a signal-controlled crossing for people crossing Dunbars Road with high-friction surfacing in advance of the crossing.

##### 4.12.2 Option Advantages

- Provides people crossing with a designated phase to cross, reducing uncertainty and potential conflicts with vehicles.
- Vehicles are required to stop when the pedestrian signal is active, ensuring a safer crossing environment compared to a refuge island, where pedestrians must judge gaps in traffic.
- These crossings are beneficial for visual and mobility impaired people, as they provide a dedicated phase for people to cross.
- High-friction surfacing in advance of the traffic signal-controlled crossing to enhance road safety and reduce crash risks. This is by:
  - Improved Skid Resistance: High-friction surfaces provide better grip for vehicles, reducing the likelihood of skidding, especially in wet conditions.
  - Shorter Stopping Distances: Vehicles approaching a red light can stop more effectively, preventing rear-end collisions.
  - Enhanced Visibility: The textured and often coloured surface alerts drivers to an upcoming crossing, encouraging them to slow down.
  - Pedestrian Safety: By reducing vehicle speeds and improving stopping ability, these surfaces can help to protect pedestrians at crossings.

##### 4.12.3 Option Disadvantages

- Cost to Council
- Loss of approximately four car parking spaces.

#### 4.13 Option 2 – Build out and pedestrian refuge island

4.13.1 **Option Description:** Pedestrian refuge island, as shown in **Attachment C**.

##### 4.13.2 Option Advantages

- Provides a crossing point for people to cross Dunbars Road in two stages.
- Lower cost to Council.

##### 4.13.3 Option Disadvantages

- The speed and volume of traffic on Dunbars Road will continue to make it difficult to cross the road, which would be similar to the concerns raised by school children crossing Halswell Junction Road outside Knights Stream School. Traffic is likely to continue to grow on Dunbars Road due to residential growth and the new connection to Sparks Road at the Dunbars Road/Halswell Road signal-controlled intersection.



- The width of the Dunbars Road is approximately 9m (kerb to edge of seal). As per option 1, it is not possible to accommodate the option without road widening. However, this option is likely to require more widening. At this location there are steep shoulders, an existing dish channel and a high crown. Road widening at this location would require road re-shaping to reduce the height of the centre of the road and the gradients of the shoulders. A pavement design would be required at detailed design.
- There is a risk around additional consents being required due to the amount of impermeable area that would need to be added to the swale. It would need to be determined if the swale would have sufficient capacity to carry the same or an additional amount of stormwater. Pipes and sumps maybe required for stormwater management.
- Currently the parking lane on the south side can block visibility of pedestrians waiting to cross the road, accommodating a pedestrian island would require additional parking to be removed (6 more than option 1) to provide the crossing sight distance. A buildout would help address this and reduce the crossing distance by approximately 2.4 metres, but this leads to a significant increase in costs due to the amount of additional road widening that would be needed.
- This option has not been consulted on. If the board choose to proceed with this option, consultation and a road safety audit would need to undertaken prior to being brought back to the board for a final decision to proceed.

#### 4.14 Option 3 – Do nothing

4.14.1 **Option Description:** Do not change the current road layout

4.14.2 Option Advantages

- No cost to Council
- No loss of on-street parking

4.14.3 Option Disadvantages

- Does not address the safety concerns raised

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Pedestrian island	Option 3 – Do nothing
Cost to Implement	\$525k	\$150k	\$0
Maintenance/Ongoing Costs	Covered by existing maintenance contracts – traffic signals and road maintenance	Covered by existing maintenance contracts	Nil
Funding Source	50462 Minor Road Safety	50462 Minor Road Safety	Nil
Funding Availability	Funding available in the above-named budget.	Funding available in the above-named budget.	Nil

Impact on Rates	Nil	Nil	Nil
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- 5.1 The cost are high-level estimates and are not tendered prices.
- 5.2 In terms of the recommended option, due to the swale on the northern side of Dunbars Road, and in addressing the crossing over the old dish channel, there could be additional costs associated with stormwater management. A higher contingency has been allowed for in the estimated costs above.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The proposal includes traffic safety measures that will reduce risk for all road users at this location.

### Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 Section 331 and 334 of the Local Government Act 1974 for controlling traffic by traffic signals. Section 8.5 of the Land Transport Rule - Traffic Control Devices: 2004, details the design, construction, installation, operation, and maintenance of traffic control devices. The Council has not sub-delegated this power.
- 6.2.2 The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic controls.
- 6.2.3 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
- 6.2.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.3 Other Legal Implications:
- 6.3.1 There is no legal context, issue, or implication relevant to this decision.

### 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 and Community Outcomes](#). Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing safe crossing points for people who walk and cycle will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.
- 6.4.2 This project is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of school communities and residents affected by the safety proposals in this rapidly growing suburb.
- 6.4.3 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 Goals 3, 5 and 6 in the Ōtautahi Christchurch Future Transport Strategy 2024–54.
- Improving safety on local roads is a priority for the Council.

## 6.5 Transport

### 6.5.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY
- 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: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average  $< 100$  crashes per year
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes -  $\geq 625$  kilometres (total combined length)
- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city -  $\geq 85\%$  resident satisfaction

## Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.6 Early engagement with Oaklands School started in March 2025, to understand issues related to pedestrian safety and access, and discuss proposed options.
- 6.7 Consultation on the proposals for roads around Oaklands School started on 27 March and ran until 28 April, as part of the wider engagement campaign 'Safer Streets for Halswell', which included proposed safety measures on streets around all three Halswell schools.
- 6.8 Consultation details, including links to the project information shared on the Kōrero mai | Let's Talk webpage were advertised via:
- An email was sent to 35 key stakeholders, including local schools, sports clubs, NZTA and emergency services.
  - Leaflets letterbox dropped to properties directly impacted by proposed safety treatments on each street.
  - The council Facebook page and 3 local community group pages, which reached over 13,685 people.
  - On-street posters outside the school.
  - Consultation flyers provided to schools to hand out.
  - A [Newsline](#) story.

- 6.9 The [Kōrero mai | Let's Talk](#) page had 1,362 views throughout the consultation period.

## Summary of Submissions Ngā Tāpaetanga

- 6.10 Submissions on proposed signalised crossing on Dunbars Road were made by seven recognised organisations and 28 individuals. All submissions are available on the Kōrero mai webpage.
- 6.11 Organisations that submitted were Halswell Residents Association, Spokes Canterbury, Greater Ōtautahi, Waka Kotahi – NZTA, Hato Hone St John, FENZ, Canterbury/West Coast



Automobile Association District Council and Living Streets Aotearoa. The organisations were largely in support of the proposed treatments.

- 6.12 Of those submitters, 78% (28) supported the proposal, 3% (1) somewhat supported and 8% (3) did not (three did not provide this information).
- 6.13 Reasons for supporting the proposal was the volume of traffic on the road and vehicles that travel at speed, making it very difficult for pedestrians to cross.
- 6.14 Those who did not agree with a signal-controlled crossing felt the numbers of pedestrians using it did not justify the cost of implementation and maintenance. A pedestrian island, barriers and narrowing the road would be better value for money than a signalised crossing.
- 6.15 Additional requests and suggestions were:
- Move the proposed crossing closer to the path from Eaglesome Avenue to mitigate any issues with buses accessing and exiting the bus stop or between Balkwell Street and Halswell Road where people are crossing the road.
  - Include pedestrian warning signs near the crossing to increase driver awareness.
  - Install variable speed signs and utilise them during school drop off and pick up hours.
  - Consider a road renewal along Dunbars Road that supports slower speeds and includes space for a cycleway.

#### **Additional comments**

- 6.16 Submitters to 'Safer Streets for Halswell' were asked if they had any other comments. This analysis of feedback is included in all four reports related to the campaign.
- 6.17 Of the 188 submitters to 'Safer Streets for Halswell', 105 provided additional comments.
- 6.18 Common themes in the feedback were:
- That the proposed changes significantly improve safety for school children and those using active transport.
  - Suggestions that other streets have crossings or safety treatments installed, such as Cobra Street, Balkwell Street, and Lancewood Drive.
- 6.19 The decision affects the following wards/Community Board areas:
- 6.19.1 Waipuna Halswell-Hornby-Riccarton Community Board.

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

- 6.20 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.21 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**




- 6.22 The decisions in this report are likely to:
- 6.22.1 Contribute positively to adaptation to the impacts of climate change.
- 6.22.2 Contribute positively to emissions reductions.
- 6.23 The emission reductions associated with this project have not been estimated.

- 6.24 Improving the ability for people to walk, cycle, scoot and catch the bus are a key part of the Council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.
- 6.25 Improving safety and making Dunbars Road feel safer would address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

## 7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the Council agrees to the recommendations in this report, the next step will be to complete detailed design and tendering prior to construction.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Dunbars Road Signalised Crossing	25/1031007	162
B 	Memo - Halswell School Package of Improvements	25/1031003	163
C 	Dunbars Road - Option 2	25/1270596	175

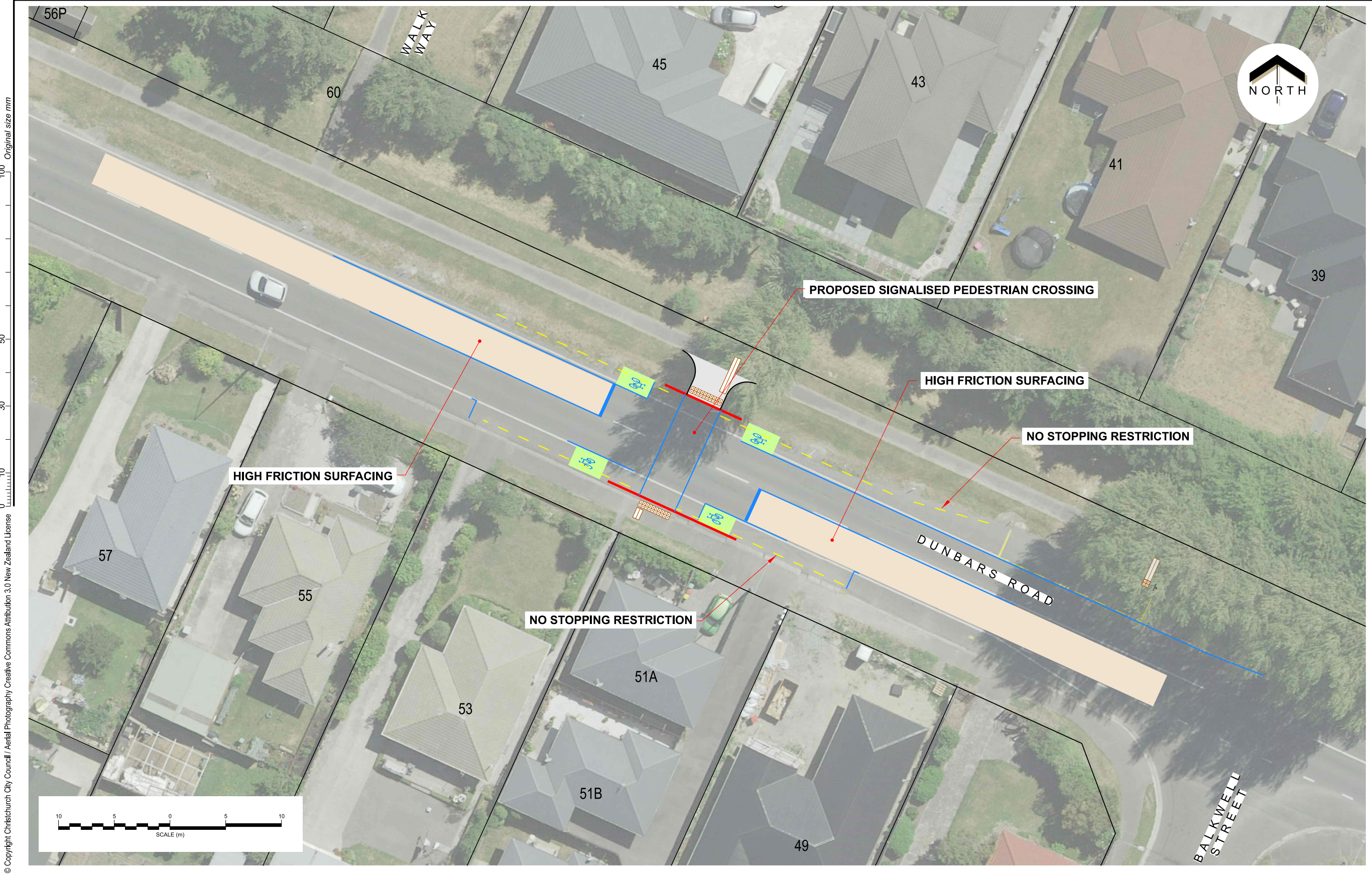
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Author</b>	Gemma Dioni - Principal Advisor Transportation - Safety
<b>Approved By</b>	Stephen Wright - Manager Operations (Transport) Tony Richardson - Finance Business Partner Jacob Bradbury - Manager Planning & Delivery Transport







Memos



# Memo

Date: 17 March 2025  
From: Gemma Dioni, Principal Advisor Transportation  
Piata Costello, Engagement Advisor  
To: Waipuna Halswell-Hornby-Riccarton Community Board  
Cc:  
Reference: 25/437835

## Halswell Schools Package of Improvements

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

- 1.1 To provide the Waipuna Halswell-Hornby-Riccarton Community Board with information around upcoming engagement on the Halswell Schools package of safety improvements.
- 1.2 The information in this memo is not confidential and can be made public.

### 2. Update He Pānui

- 2.1 The objective of this programme is to improve safety for children travelling to schools located within Halswell, one of the fastest growing suburbs in Christchurch. There are three schools that are the focus of this programme, Halswell School Knights Stream School and Oaklands School.
- 2.2 The Halswell Schools Programme is being funded from the Minor Road Safety Programme, which was presented to the Community Boards earlier this financial year. Subject to approvals, construction will occur next financial year.

#### Halswell School

- 2.3 In July 2023 ([Minutes, Item 7](#)), the Waipuna Halswell-Hornby-Riccarton Community Board resolved the following Notice of Motion (**HHRB/2023/00051**):  
*Requests staff investigate safe pedestrian access between Halswell School and Country Palms (Sabys Road) as well as between Oaklands School and Aidanfield (Dunbars Road).*
- 2.4 In February 2024 ([Minutes, Item 7](#)), the Waipuna Halswell-Hornby-Riccarton Community Board resolved the following Notice of Motion (**HHRB/2024/00003**):  
*Requests that staff investigate and provide a report to the Board on the installation of two mid-block crossing points on Sabys Road using low-cost materials.*
- 2.5 The Halswell School improvements seeks to address concerns raised in the Notice of Motions for Sabys Road, in addition to concerns raised through tickets and discussions with the school.
- 2.6 The proposed improvements for Halswell School children and families include:
  - 2.6.1 Sabys Road – Two mid-block pedestrian islands at locations identified through site observations. Children have been observed crossing at two locations when walking to school.

**Memos**



- 2.6.2 Sabys Road/Halswell Junction Road intersection – A kerb build out and a new crossing point for people walking along Halswell Junction Road.
- 2.6.3 O'Halloran Drive at SH75 intersection – A pedestrian island to support crossing movements for children accessing the school crossing to the north of the intersection. This will also reduce the ability for people to u-turn at this intersection, which creates additional safety concerns for children at school times.
- 2.6.4 School Road/Larsens Road – A pedestrian island on School Road to reduce the crossing distance and allow children to cross in two stages when it is busy at school times. Additional road marking and no stopping lines are required to ensure visibility is provided for small children to see and be seen when crossing.
- 2.6.5 Kennedys Bush Road/School Road/Provincial Road – Speed humps on each approach (due to no island on Provincial Road this would be a full width hump) to slow traffic around this intersection. The current central island is formed of concrete which is flat and not very large therefore there is limited deflection and cars are straightlining through the roundabout at speed. This was added to the programme following a ticket raised by Community Board Member Debbie Mora following a request from Halswell School in December 2024 who requested traffic calming around the school.

**Oaklands School**

- 2.7 The Oaklands School improvements seek to address concerns raised in the Notice of Motion for Dunbars Road, in addition to concerns raised through tickets and discussions with the school.
- 2.8 The proposed improvements for Oaklands School children and families include:
  - 2.8.1 Dunbars Road/McMahon Drive/Hindess Street intersection – Improve crossing opportunities for children travelling to school by adding a crossing on McMahon Drive, improving visibility at the crossing on Hindess Street, adding tactiles and handrails to all crossings, and introducing speed humps on each approach to slow vehicles entering the roundabout.
  - 2.8.2 Dunbars Road at Balkwell Street - Children cross at this location from the Aidanfield sub-division to Balkwell Street to access the school. There are also bus stops in the vicinity. It is proposed to install a signal-controlled crossing. Due to the existing and potential traffic volumes and the speed of vehicles along this corridor, other options for low-cost treatments were ruled out.
  - 2.8.3 Ensign Street - Due to concerns around speeding traffic, people including school children and the elderly find it difficult to cross Ensign Street in the vicinity of the Medical Centre and shops. It is proposed to add build outs on the north side of Ensign Street and speed humps to slow traffic in this busy location.
  - 2.8.4 Lillian Street - Children are expected to cross a 14 metres wide carriageway with no facilities at the Lillian Street/Ensign Street intersection. It is proposed to add an island on Lillian Street to facilitate safer crossings. There is a loss of parking at the western end to accommodate the island and required visibility splays, however it is proposed to re-introduce parking at the eastern end of Lillian Street following discussions with NZTA Waka Kotahi.

**Knights Stream School**

- 2.9 Following a Public Forum by a resident at Council in June 2023, ([Item 3.1.5](#)), it was requested that staff provide advice on the issues raised during the public forum regarding what measures could be taken to address the safety concerns resulting from the existing speed

**Memos**



limits along Halswell Junction Road and what infrastructure could be installed to provide for safer crossing for the Knights Stream School children and others to the rugby fields and skatepark. A representative from Kainga Ora has also raised a query about the provision of safer and direct access to Knights Stream School.

- 2.10 There is an existing traffic island on Halswell Junction Road to support safer crossing to school. However, on-site observations have identified that there are very few gaps in traffic for children to cross the road. It is therefore proposed to install a traffic signal-controlled crossing.

### 3. Engagement approach

- 3.1 Early engagement with all three schools and the Halswell Residents Association will take place in early March prior to public consultation opening. Opportunity to give them a heads up about the consultation coming up.
- 3.2 Public consultation will open on 27 March and close on 28 April 2025. This just over 4 week consultation period will be open for 5 weekends and cross over the school holidays so two weeks before the school holidays and 2 weeks within to allow time for school communities to provide feedback.
- 3.3 Engagement tactics will include:
- 3.3.1 Kōrero mai | Let's Talk webpage
  - 3.3.2 Signs outside schools
  - 3.3.3 A letter drop to surrounding residents
  - 3.3.4 Emails to key stakeholders

### 4. Conclusion Whakakapinga

- 4.1 Staff are proposing a package of improvements to support safer journeys to school for children living in Halswell.
- 4.2 Staff will commence public consultation of the proposed package and will report back to the Board with a staff recommendation.

### Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Consultation Plan - Halswell School - Sabys Road	25/475670
B	Consultation Plan - Halswell School - O'Halloran and School	25/475683
C	Consultation Plan - Halswell School - Provincial/School roundabout	25/475693
D	Consultation Plan - Oaklands School - Dunbars Roundabout	25/475704
E	Consultation Plan - Oaklands School - Dunbars Road at Balkwell Street	25/475707
F	Consultation Plan - Oaklands School - Ensign Street	25/475714
G	Consultation Plan - Oaklands School - Lillian Street	25/475718
H	Consultation Plan - Knights Stream School - Halswell Junction Road	25/475658



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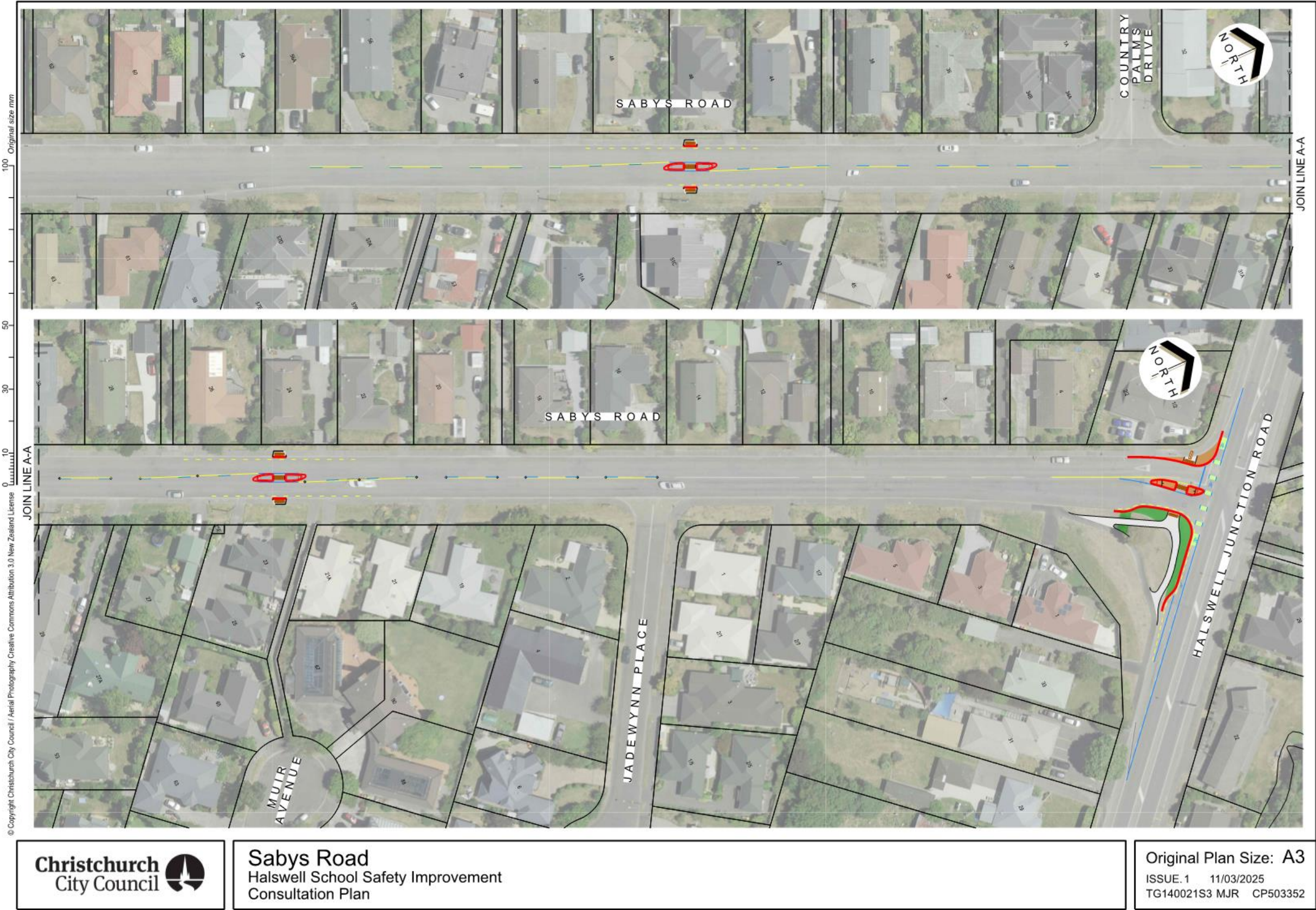


Signatories Ngā Kaiwaitohu

Authors	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Piata Costello - Engagement Advisor
Approved By	Stephen Wright - Manager Operations (Transport)

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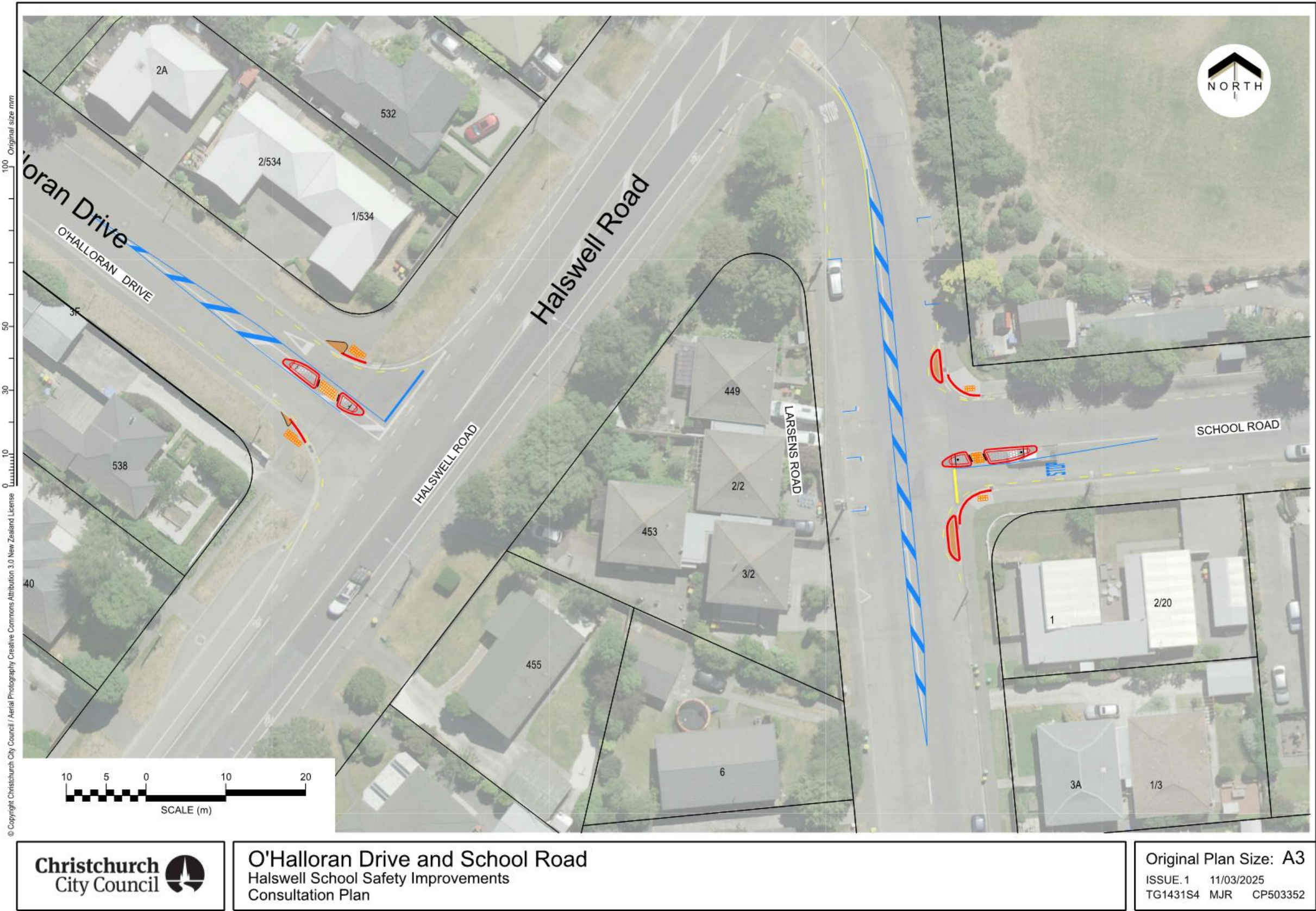
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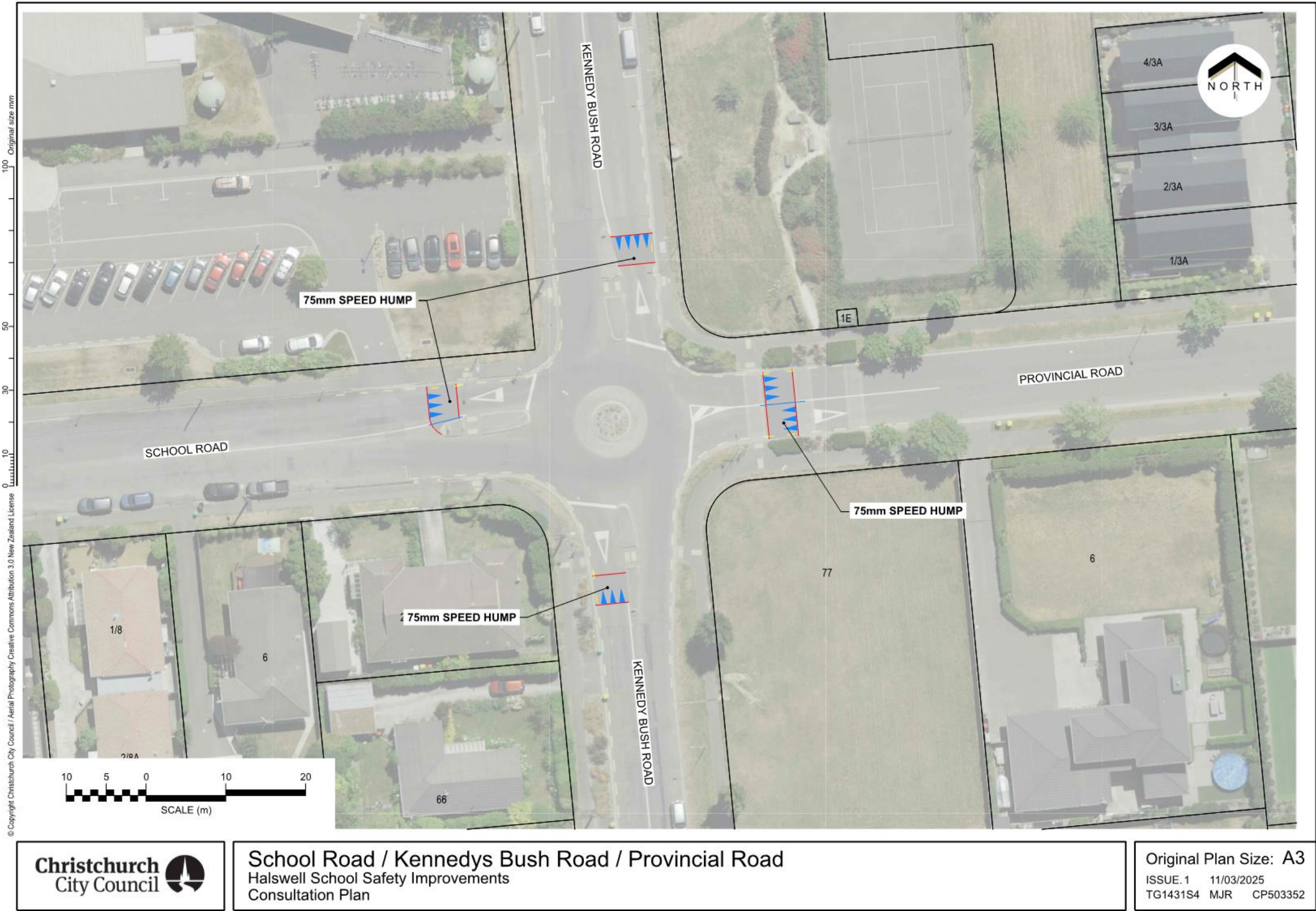


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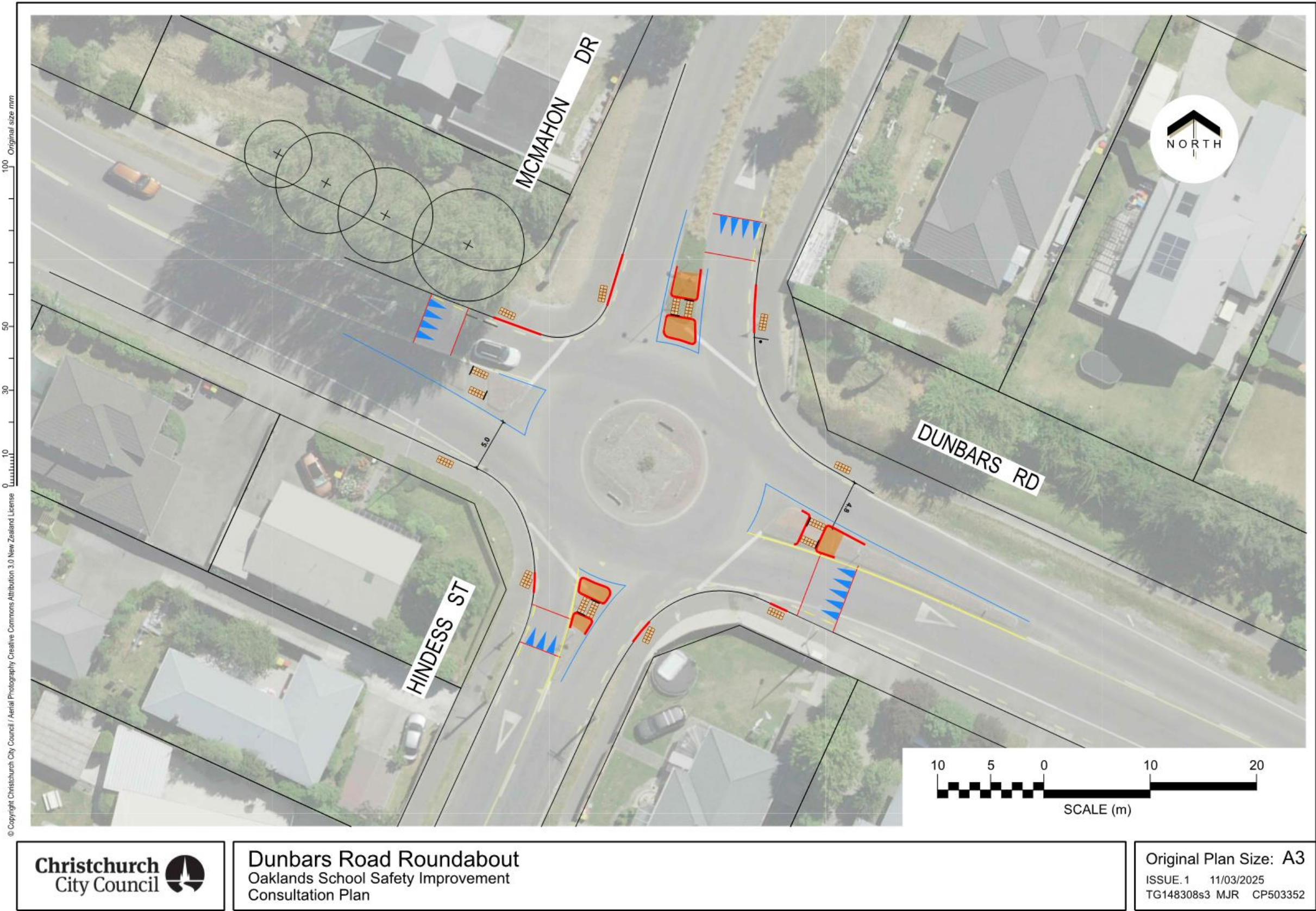








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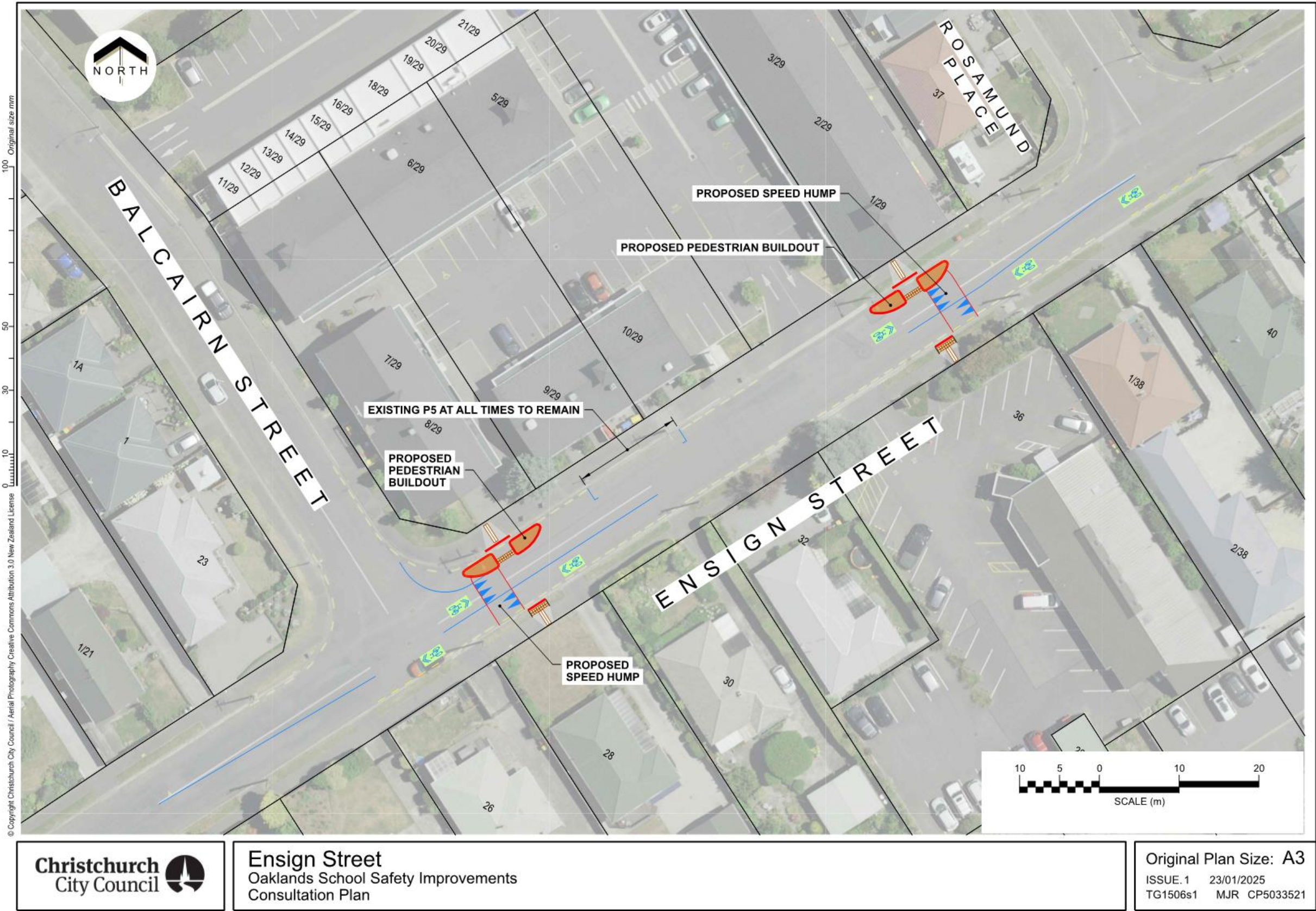






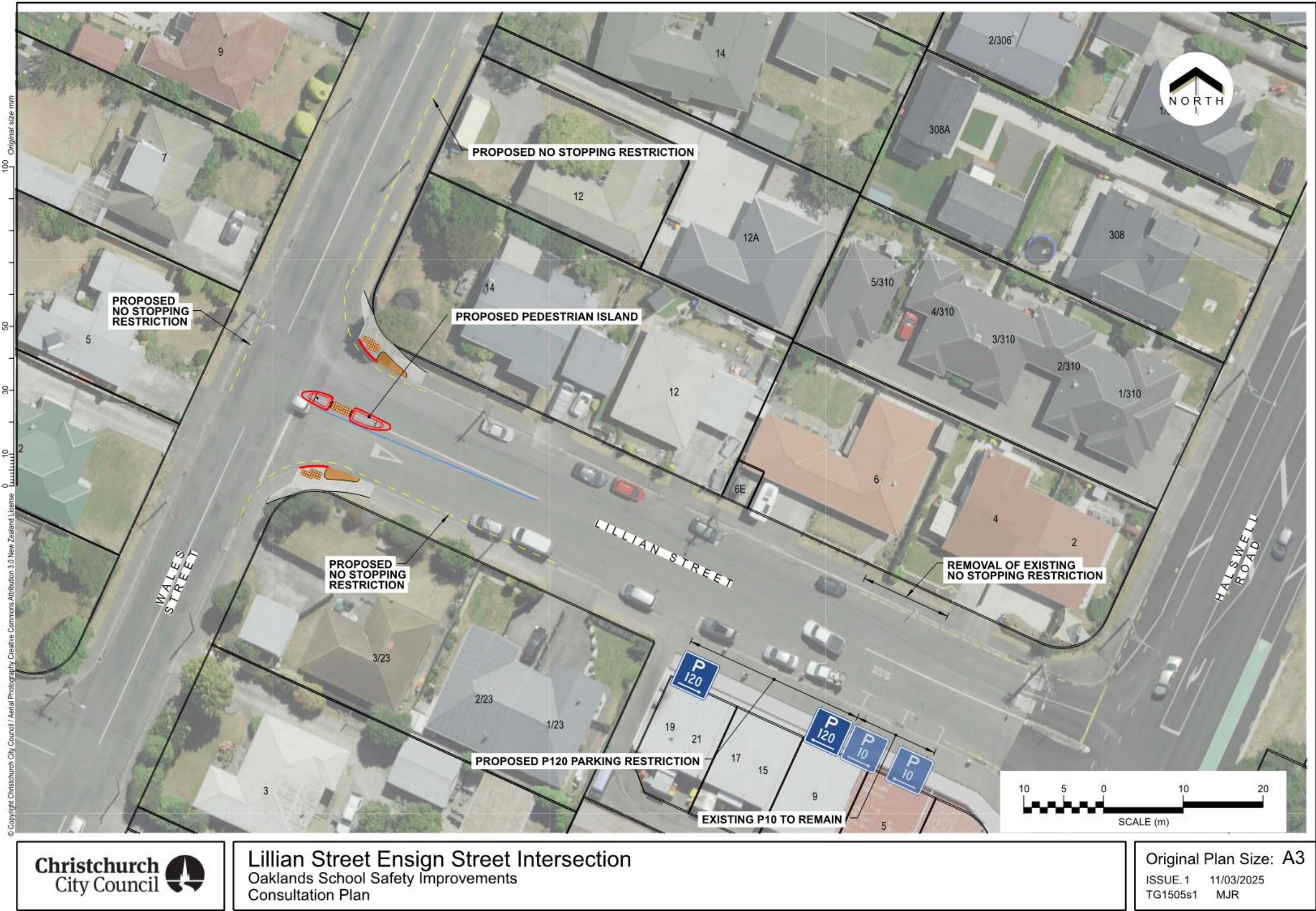


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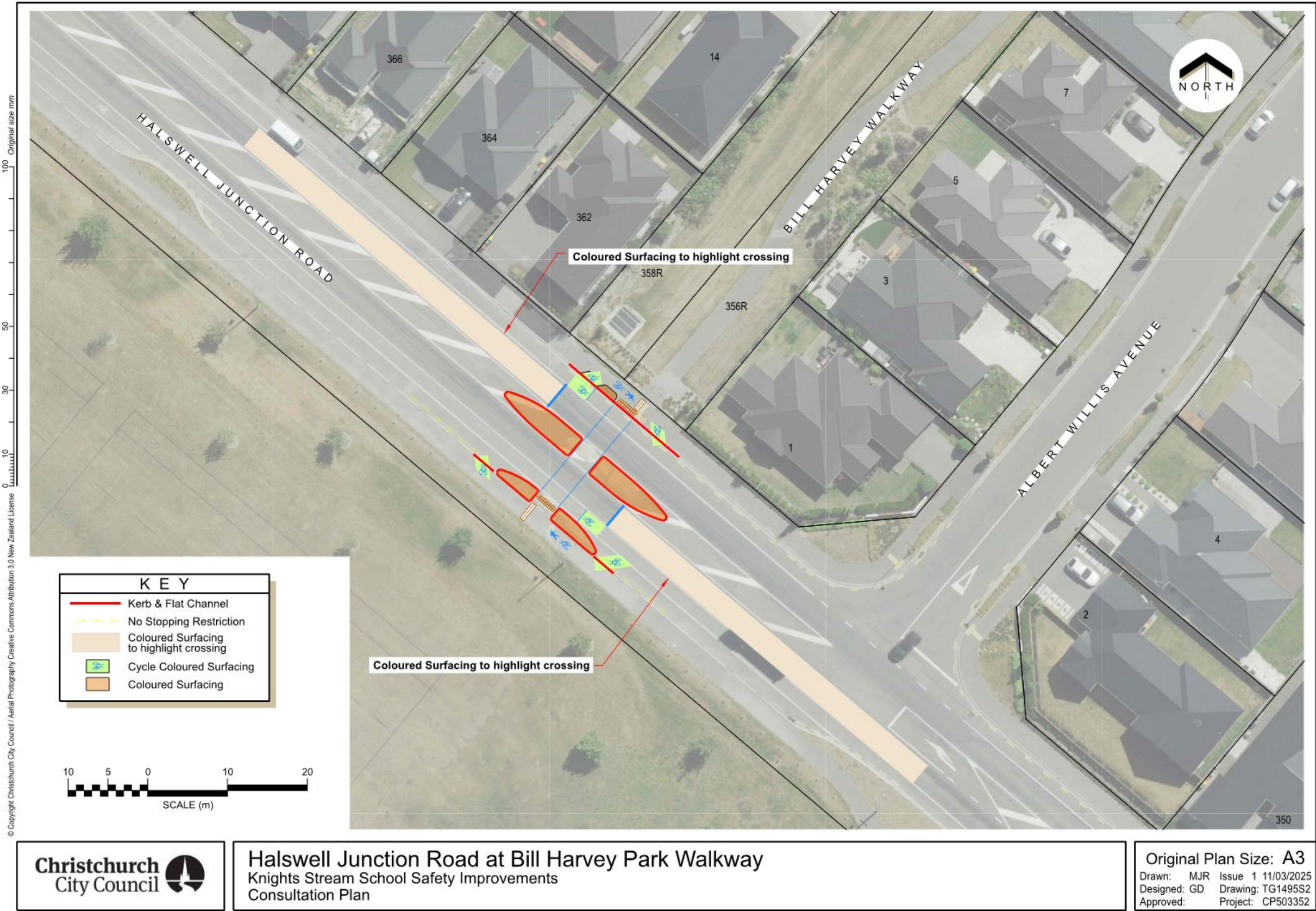




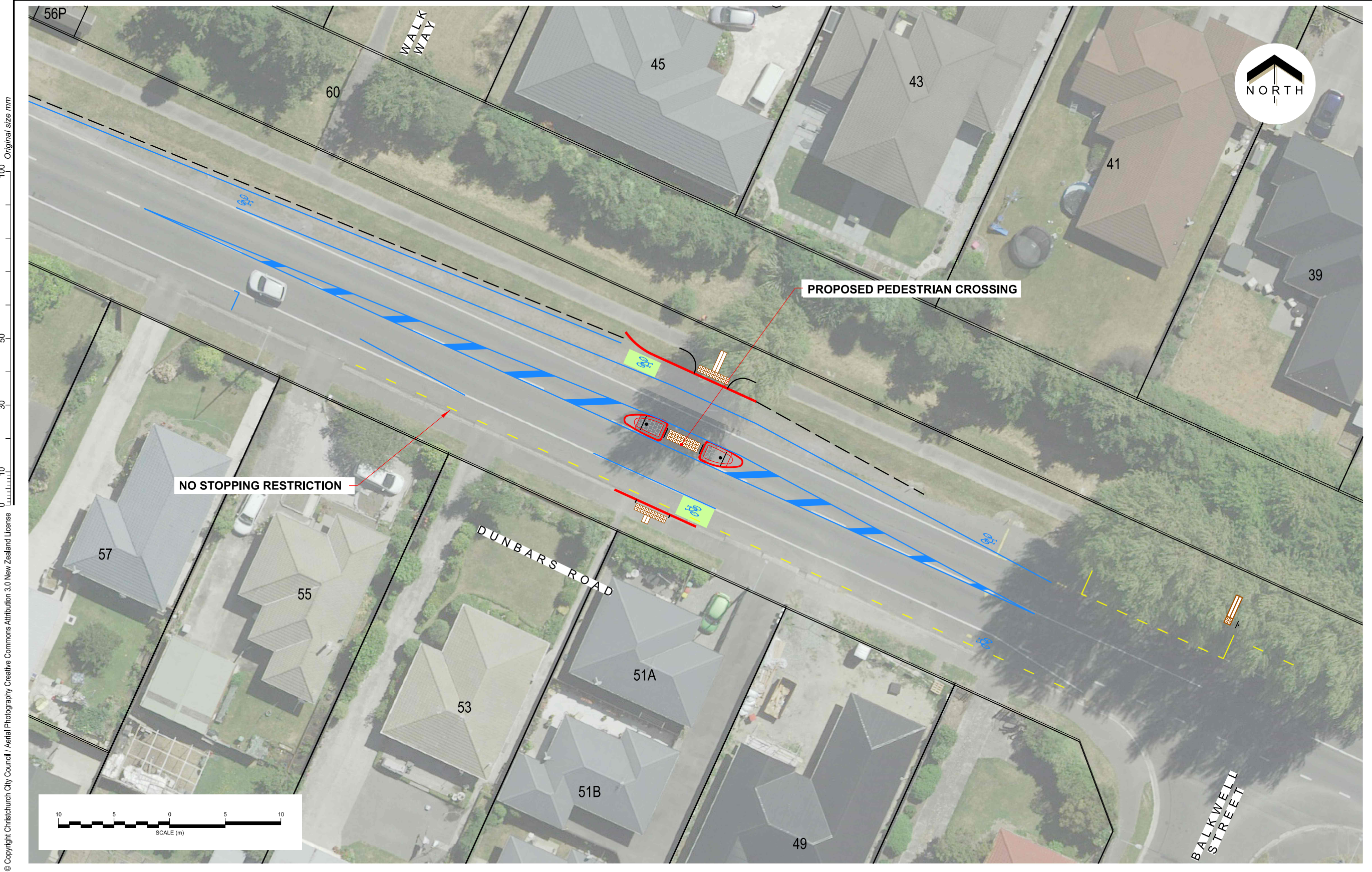
Memos















## 20. Knights Stream School Safety Improvement - Signalised Crossing on Halswell Junction Road

Reference Te Tohutoro: 25/667120

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 For the Waipuna Halswell-Hornby-Riccarton Community Board to approve safety improvements to a pedestrian crossing at Knights Stream Park on Halswell Junction Road and to make recommendations to Council for the items within the proposed design that rest with Council for decision making.
- 1.2 The report has been written in response to ongoing safety concerns at this location.
  - 1.2.1 A parent, whose child was hit by a car on Halswell Junction Road, presented during Public Participation Te Huinga Tūmatanui at Council in June 2023, ([Item 3.1.5](#)). The main concerns were around safety and the speed of vehicles on Halswell Junction Road. The parent requested measures to provide for a safer crossing for children travelling to Mingimingi Hautoa Knights Stream School and the wider community wanting to access the rugby fields and skatepark.
  - 1.2.2 Staff also received a request from a representative of Kainga Ora about the provision of safer and direct access to the school, when constructing units on the northeast side of Halswell Junction Road.
- 1.3 There is an existing traffic island on Halswell Junction Road to support crossing movements to the school. However, on-site observations have identified that there are very few gaps in traffic for children to cross the road due to the traffic volumes and speed of traffic on Halswell Junction Road.
- 1.4 The recommendation is to install a traffic signal-controlled crossing, with high-friction surfacing in advance of the crossing as shown in **Attachment A**.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board recommends that the Council:

1. Approves in accordance with Section 8.5 of the Land Transport Rule – Traffic Control Devices: 2004 that a signalised roadway crossing be installed on Halswell Junction Road, located 38 metres north of its intersection with Albert Wills Avenue, and as detailed on Plan TG1495s2 dated 20/05/2025 included in **Attachment A** to the report on the meeting agenda. This signalised crossing is for use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

That the Waipuna Halswell-Hornby-Riccarton Community Board:

2. Receives the information in the Knights Stream School Safety Improvement - Signalised Crossing on Halswell Junction Road Report.



3. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
4. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, road surface treatments, traffic islands and road markings on Halswell Junction Road, as detailed on **Attachment A** to the report on the meeting agenda..
5. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southwest side of Halswell Junction Road, commencing at a point 28 metres north of its intersection with Albert Wills Avenue and extending in a northwesterly direction for a distance of 23 metres be resolved as a Shared Path and 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 user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
6. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northeast side of Halswell Junction Road, commencing at a point 32 metres north of its intersection with Albert Wills Avenue and extending in a northwesterly direction for a distance of 14 metres be resolved as a Shared Path and 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 user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:
  - a. On the southwest side of Halswell Junction Road, commencing at a point approximately 19 metres north of its intersection with Albert Wills Avenue and extending in a northerly direction for a distance of 42 metres.
8. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 4 to 7 above.
9. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 1 to 8 are in place (or removed in the case of revocations).

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Concerns have been raised around safety for people crossing Halswell Junction Road from the Copper Ridge sub-division on the east side of the road to access Mingimingi Hautoa Knights Stream School, the park and the skate park.
- 3.2 It is proposed to install a signal-controlled crossing to replace the current pedestrian refuge island.

### 4. Background/Context Te Horopaki

- 4.1 Improving safety and accessibility on local roads in Christchurch is a priority for the Council.
  - 4.1.1 There are a number of levels of service agreed as part of the Long-Term Plan 24-34 which are relevant to this decision, such as measuring: safety statistics for pedestrians and cyclists; and perceptions that Christchurch is a “walking friendly city”.

- 4.1.2 Providing safe infrastructure is a key tool for helping people get to where they are going safely, irrespective of their mode of travel.
- 4.2 Halswell Junction Road is classified as an urban connector in the NZTA-Waka Kotahi One Network Framework. There is an existing pedestrian island for people to use to cross the road.
- 4.3 A pedestrian count was undertaken on Wednesday 21 May 2025, between the hours of 8am – 9am. It was a school day, and was blue sky, dry conditions with no rain. There was no traffic Management in the area to change the normal operation of the road / crossing.
- 4.4 There were 50 people crossing on Halswell Junction Road, at or close to the existing pedestrian refuge crossing, as shown below:



*Pedestrians observed crossing Halswell Junction Road*

- 4.5 The seven-day average daily traffic volumes on Halswell Junction Road at the pedestrian island for all traffic lanes is 10,100 vehicles (2024 count). This is split into 4,900 vehicles per day northbound and 5,200 vehicles per day southbound. The percentage of heavy vehicles is 9.5%.
- 4.6 During the morning peak hour, there is a consistent flow of traffic meaning that it can be difficult for children to assess suitable gaps in the traffic to cross the road.
- 4.7 The current posted speed limit is 50km/h. A speed count undertaken in 2024 showed that the 85<sup>th</sup> percentile speed (the speed at which 85% of people are driving) is 57.1 km/h for northbound traffic and 56.3 km/h for southbound traffic.
- 4.8 This crossing location was due to have a 30 km/h variable speed limit installed through the approved Safe Speed Neighbourhood Plan, which was signed off under the Setting of Speed limits 2022 Rule. This can no longer proceed under the Setting of Speed Limits Rule 2024. Under the new Rule there is no ability to install a variable speed limit along Halswell Junction Road as it is outside the extents allowed for a school variable speed limit.
- 4.9 There have been two reported crashes in the past five-year period (2020-2024). One crash involved a child on a bicycle crossing at the island on the way to school and being hit by a vehicle, this crash resulted in a minor injury. The second crash involved a driver travelling southbound and leaving the road, crashing into a fence.
- 4.10 The following related memos/information were circulated to the meeting members:

Date	Subject
17/03/2025	Halswell Schools Package of Improvements (Attachment B)

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.11.1 Option 1 – Signal controlled crossing with high-friction surfacing in advance of the crossing

4.11.2 Option 2 – Do nothing

4.12 The following options were considered but were not considered reasonably practicable:

4.12.1 Pedestrian (Zebra) Crossing. As per NZTA Guidance, this is because:

- Unless on a platform, or without other measures like kerb extensions and median refuge, zebra crossings do not improve pedestrian safety or may even decrease it. Vehicle speed is a critical factor for whether drivers yield to pedestrians. As vehicle speeds increase, the percentage of drivers who yield to pedestrians at a priority crossing decreases. Hence when zebra crossings are recommended, raised traffic calming devices to slow vehicles to safe system speeds are required.
- They can increase rear end crashes between vehicles; however, these tend to be low severity, subject to the speed of the vehicle.

### Options Descriptions Ngā Kōwhiringa

4.13 **Preferred Option:** Signal-controlled crossing

4.13.1 **Option Description:** Provide a signal-controlled crossing for people crossing Halswell Junction Road with high-friction surfacing in advance of the crossing.

#### 4.13.2 Option Advantages

- Provides people crossing with a designated phase to cross, reducing uncertainty and potential conflicts with vehicles.
- Vehicles are required to stop when the pedestrian signal is active, ensuring a safer crossing environment compared to a refuge island, where pedestrians must judge gaps in traffic.
- These crossings are beneficial for visual and mobility impaired people, as they provide a dedicated phase for people to cross.
- Addresses the safety concerns raised by the residents and Kainga Ora.
- High-friction surfacing in advance of the traffic signal-controlled crossing to enhance road safety and reduce crash risks. This is by:
  - Improved Skid Resistance: High-friction surfaces provide better grip for vehicles, reducing the likelihood of skidding, especially in wet conditions.
  - Shorter Stopping Distances: Vehicles approaching a red light can stop more effectively, preventing rear-end collisions.
  - Enhanced Visibility: The textured and often coloured surface alerts drivers to an upcoming crossing, encouraging them to slow down.
  - Pedestrian Safety: By reducing vehicle speeds and improving stopping ability, these surfaces can help to protect pedestrians at crossings.

#### 4.13.3 Option Disadvantages



- Cost to Council

4.14 **Option 2** – Do nothing

4.14.1 **Option Description:** Retain the existing pedestrian island

4.14.2 **Option Advantages**

- No cost to Council.

4.14.3 **Option Disadvantages**

- Does not address the safety concerns raised by the residents and Kainga Ora.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do Nothing
Cost to Implement	\$475k	\$0
Maintenance/Ongoing Costs	Covered by existing maintenance contracts	Nil
Funding Source	50462 Minor Road Safety	Nil
Funding Availability	Funding available in the above-named budget.	Nil
Impact on Rates	Nil	Nil

- 5.1 The cost are high-level estimates and are not tendered prices.
- 5.2 Ducting for the traffic signals was installed in 2024 (cost approximately \$15k in addition to Traffic Management costs), when the CCC Maintenance Team was undertaking work along this corridor. This has reduced the cost to the project, as this work is already complete. Further, it is proposed to retain the existing alignments of kerb and channel to reduce any significant costs to address stormwater management.
- 5.3 This project has been brought forward in the minor Road Safety Programme from the 2029 Financial Year, due to the high risk nature of the site with volumes and speeds on Halswell Junction Road creating a barrier between the new growth areas and residential development and the local school and pre-schools. This will result in less funding to deliver similar projects in Financial Year 2029. It is anticipated that savings could be identified through detailed design and procurement strategy over the Halswell Schools package.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The proposal includes traffic safety measures that will reduce risk for all road users at this location.

### Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 Section 331 and 334 of the Local Government Act 1974 for controlling traffic by traffic signals. Section 8.5 of the Land Transport Rule - Traffic Control Devices: 2004, details the design, construction, installation, operation, and maintenance of traffic control devices. The Council has not sub-delegated this power.

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

### 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 and Community Outcomes](#). Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing safe crossing points for people who walk and cycle will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.
- 6.4.2 This project is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of school communities and residents affected by the safety proposals in this rapidly growing suburb.
- 6.4.3 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 Goals 3, 5 and 6 in the Ōtautahi Christchurch Future Transport Strategy 2024–54.
  - 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 <100 crashes per year
  - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents
  - Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction
  - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=37% of trips undertaken by non-car modes

- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 625 kilometres (total combined length)

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

- 6.7 Early engagement with Knight Stream School started in March to understand issues related to pedestrian safety access and discuss proposed options.
- 6.8 Consultation on the proposal for Halswell Junction Road started on 27 March and ran until 28 April, as part of the wider engagement campaign 'Safer Streets for Halswell', which included proposed safety measures on streets around all three Halswell schools.
- 6.9 Consultation details, including links to the project information shared on the Kōrero mai | Let's Talk webpage was advertised via:
- An email was sent to 35 key stakeholders, including local schools, sports clubs, NZTA and emergency services.
  - Leaflets letterbox dropped to properties directly impacted by proposed safety treatments on each street.
  - The council Facebook page and 3 local community group pages, which reached over 13,685 people.
  - On-street posters outside the school.
  - Consultation flyers provided to schools to hand out.
  - A Newsline story.
- 6.10 The Kōrero mai | Let's Talk page had 1,362 views throughout the consultation period.

### Summary of Submissions Ngā Tāpaetanga

- 6.11 Submissions about the proposal for Halswell Junction Road were made by seven organisations and 16 individuals. All submissions are available on the Kōrero mai webpage.
- 6.12 Organisations that submitted were Halswell Residents Association, Spokes Canterbury, Greater Ōtautahi, Waka Kotahi – NZTA, Hato Hone St John, FENZ, Canterbury/West Coast Automobile Association District Council and Living Streets Aotearoa. The organisations were largely in support of the proposed signalised crossing.
- 6.13 Of the 23 submitters, 74% (17) supported the proposal, 13% (3) somewhat supported the proposal, and 9% (2) did not (one did not provide this information).
- 6.14 Reasons for supporting the proposal included:
- The volume of traffic on the road makes it hard to cross.
  - This road is used by heavy vehicles, which cannot stop as quickly as cars.
  - A signalised crossing is much safer for children and pedestrians than other crossing types.
- 6.15 Reasons for not supporting the proposal included:
- Educating children to cross existing roads safely should be prioritised, and it is their behaviour crossing roads that is dangerous.
  - The existing islands are sufficient for the number of pedestrians using it.

### Additional comments

- 6.16 Submitters to 'Safer Streets for Halswell' were asked if they had any other comments. This analysis of feedback is included in all four reports related to the campaign.



6.17 Of the 188 submitters to 'Safer Streets for Halswell', 105 provided additional comments.

6.18 Common themes in the feedback were:

- That the proposed changes significantly improve safety for school children and those using active transport.
- Requesting a signalised pedestrian crossing on Halswell Junction Road, for people to access New World Supermarket, shopping area, bus stops and fitness classes in the Halswell area. The road currently creates a barrier.

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

6.19.1 Waipuna Halswell-Hornby-Riccarton Community Board.

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

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

6.21 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

6.22 The decisions in this report are likely to:

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

6.22.2 Contribute positively to emissions reductions.

6.23 The emission reductions associated with this project have not been estimated.



6.24 Improving the ability for people to walk, cycle, scoot and catch the bus are a key part of the Council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

6.25 Improving safety and making Halswell Junction Road feel safer would address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

## 7. Next Steps Ngā Mahinga ā-muri

7.1 If the Council agrees to the recommendations in this report, the next step will be to complete detailed design and tendering prior to construction.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Halswell Junction Road Signalised Crossing	25/990506	186
B 	Memo - Halswell Schools Package of Improvements	25/1031003	187

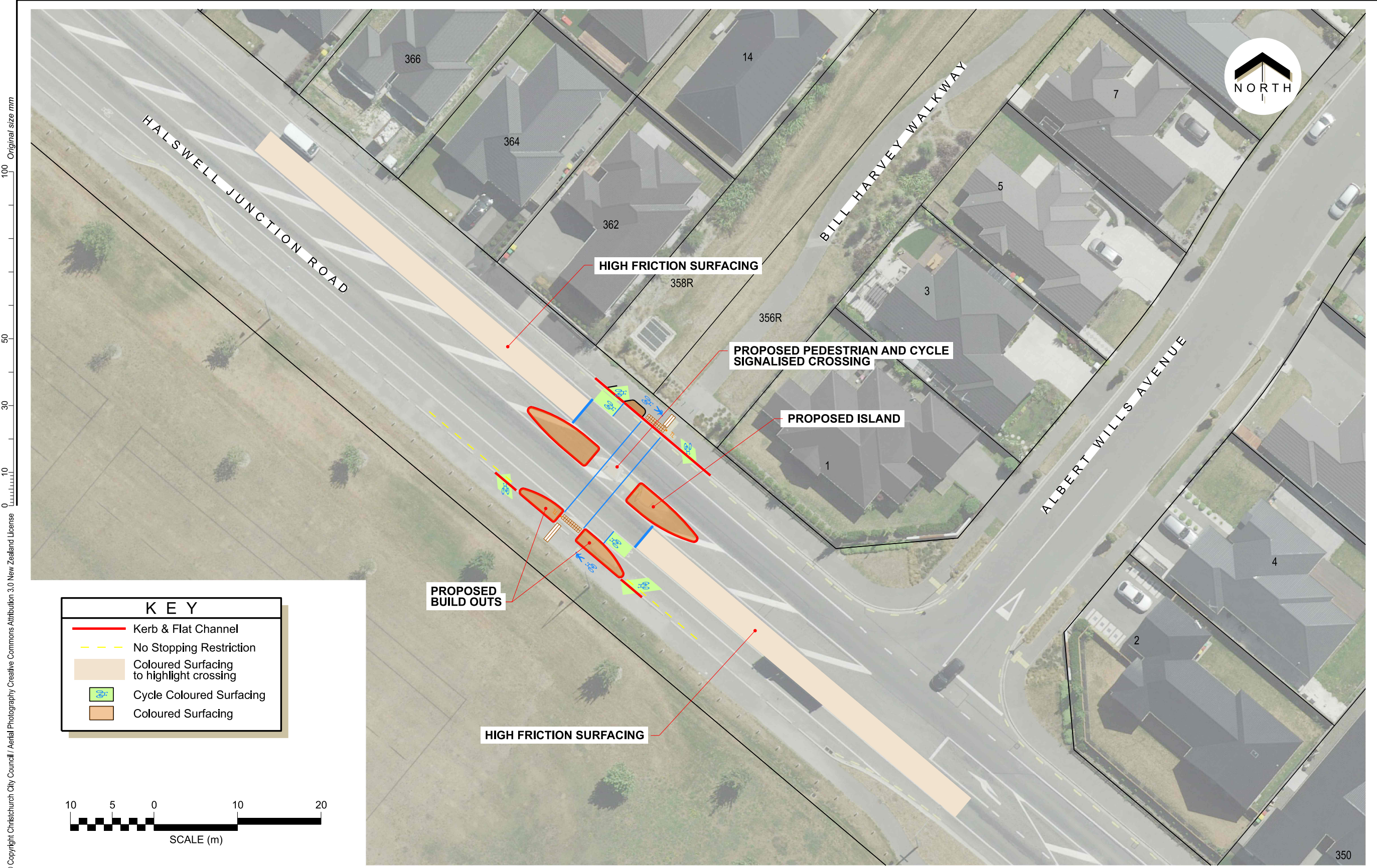
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Gemma Dioni - Principal Advisor Transportation - Safety
Approved By	Stephen Wright - Manager Operations (Transport) Tony Richardson - Finance Business Partner Jacob Bradbury - Manager Planning & Delivery Transport







Memos



# Memo

Date: 17 March 2025  
From: Gemma Dioni, Principal Advisor Transportation  
Piata Costello, Engagement Advisor  
To: Waipuna Halswell-Hornby-Riccarton Community Board  
Cc:  
Reference: 25/437835

## Halswell Schools Package of Improvements

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

- 1.1 To provide the Waipuna Halswell-Hornby-Riccarton Community Board with information around upcoming engagement on the Halswell Schools package of safety improvements.
- 1.2 The information in this memo is not confidential and can be made public.

### 2. Update He Pānui

- 2.1 The objective of this programme is to improve safety for children travelling to schools located within Halswell, one of the fastest growing suburbs in Christchurch. There are three schools that are the focus of this programme, Halswell School Knights Stream School and Oaklands School.
- 2.2 The Halswell Schools Programme is being funded from the Minor Road Safety Programme, which was presented to the Community Boards earlier this financial year. Subject to approvals, construction will occur next financial year.

#### Halswell School

- 2.3 In July 2023 ([Minutes, Item 7](#)), the Waipuna Halswell-Hornby-Riccarton Community Board resolved the following Notice of Motion (**HHRB/2023/00051**):  
*Requests staff investigate safe pedestrian access between Halswell School and Country Palms (Sabys Road) as well as between Oaklands School and Aidanfield (Dunbars Road).*
- 2.4 In February 2024 ([Minutes, Item 7](#)), the Waipuna Halswell-Hornby-Riccarton Community Board resolved the following Notice of Motion (**HHRB/2024/00003**):  
*Requests that staff investigate and provide a report to the Board on the installation of two mid-block crossing points on Sabys Road using low-cost materials.*
- 2.5 The Halswell School improvements seeks to address concerns raised in the Notice of Motions for Sabys Road, in addition to concerns raised through tickets and discussions with the school.
- 2.6 The proposed improvements for Halswell School children and families include:
  - 2.6.1 Sabys Road – Two mid-block pedestrian islands at locations identified through site observations. Children have been observed crossing at two locations when walking to school.

**Memos**



- 2.6.2 Sabys Road/Halswell Junction Road intersection – A kerb build out and a new crossing point for people walking along Halswell Junction Road.
- 2.6.3 O'Halloran Drive at SH75 intersection – A pedestrian island to support crossing movements for children accessing the school crossing to the north of the intersection. This will also reduce the ability for people to u-turn at this intersection, which creates additional safety concerns for children at school times.
- 2.6.4 School Road/Larsens Road – A pedestrian island on School Road to reduce the crossing distance and allow children to cross in two stages when it is busy at school times. Additional road marking and no stopping lines are required to ensure visibility is provided for small children to see and be seen when crossing.
- 2.6.5 Kennedys Bush Road/School Road/Provincial Road – Speed humps on each approach (due to no island on Provincial Road this would be a full width hump) to slow traffic around this intersection. The current central island is formed of concrete which is flat and not very large therefore there is limited deflection and cars are straightlining through the roundabout at speed. This was added to the programme following a ticket raised by Community Board Member Debbie Mora following a request from Halswell School in December 2024 who requested traffic calming around the school.

**Oaklands School**

- 2.7 The Oaklands School improvements seek to address concerns raised in the Notice of Motion for Dunbars Road, in addition to concerns raised through tickets and discussions with the school.
- 2.8 The proposed improvements for Oaklands School children and families include:
  - 2.8.1 Dunbars Road/McMahon Drive/Hindess Street intersection – Improve crossing opportunities for children travelling to school by adding a crossing on McMahon Drive, improving visibility at the crossing on Hindess Street, adding tactiles and handrails to all crossings, and introducing speed humps on each approach to slow vehicles entering the roundabout.
  - 2.8.2 Dunbars Road at Balkwell Street - Children cross at this location from the Aidanfield sub-division to Balkwell Street to access the school. There are also bus stops in the vicinity. It is proposed to install a signal-controlled crossing. Due to the existing and potential traffic volumes and the speed of vehicles along this corridor, other options for low-cost treatments were ruled out.
  - 2.8.3 Ensign Street - Due to concerns around speeding traffic, people including school children and the elderly find it difficult to cross Ensign Street in the vicinity of the Medical Centre and shops. It is proposed to add build outs on the north side of Ensign Street and speed humps to slow traffic in this busy location.
  - 2.8.4 Lillian Street - Children are expected to cross a 14 metres wide carriageway with no facilities at the Lillian Street/Ensign Street intersection. It is proposed to add an island on Lillian Street to facilitate safer crossings. There is a loss of parking at the western end to accommodate the island and required visibility splays, however it is proposed to re-introduce parking at the eastern end of Lillian Street following discussions with NZTA Waka Kotahi.

**Knights Stream School**

- 2.9 Following a Public Forum by a resident at Council in June 2023, ([Item 3.1.5](#)), it was requested that staff provide advice on the issues raised during the public forum regarding what measures could be taken to address the safety concerns resulting from the existing speed

**Memos**



limits along Halswell Junction Road and what infrastructure could be installed to provide for safer crossing for the Knights Stream School children and others to the rugby fields and skatepark. A representative from Kainga Ora has also raised a query about the provision of safer and direct access to Knights Stream School.

- 2.10 There is an existing traffic island on Halswell Junction Road to support safer crossing to school. However, on-site observations have identified that there are very few gaps in traffic for children to cross the road. It is therefore proposed to install a traffic signal-controlled crossing.

### 3. Engagement approach

- 3.1 Early engagement with all three schools and the Halswell Residents Association will take place in early March prior to public consultation opening. Opportunity to give them a heads up about the consultation coming up.
- 3.2 Public consultation will open on 27 March and close on 28 April 2025. This just over 4 week consultation period will be open for 5 weekends and cross over the school holidays so two weeks before the school holidays and 2 weeks within to allow time for school communities to provide feedback.
- 3.3 Engagement tactics will include:
- 3.3.1 Kōrero mai | Let's Talk webpage
  - 3.3.2 Signs outside schools
  - 3.3.3 A letter drop to surrounding residents
  - 3.3.4 Emails to key stakeholders

### 4. Conclusion Whakakapinga

- 4.1 Staff are proposing a package of improvements to support safer journeys to school for children living in Halswell.
- 4.2 Staff will commence public consultation of the proposed package and will report back to the Board with a staff recommendation.

### Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Consultation Plan - Halswell School - Sabys Road	25/475670
B	Consultation Plan - Halswell School - O'Halloran and School	25/475683
C	Consultation Plan - Halswell School - Provincial/School roundabout	25/475693
D	Consultation Plan - Oaklands School - Dunbars Roundabout	25/475704
E	Consultation Plan - Oaklands School - Dunbars Road at Balkwell Street	25/475707
F	Consultation Plan - Oaklands School - Ensign Street	25/475714
G	Consultation Plan - Oaklands School - Lillian Street	25/475718
H	Consultation Plan - Knights Stream School - Halswell Junction Road	25/475658



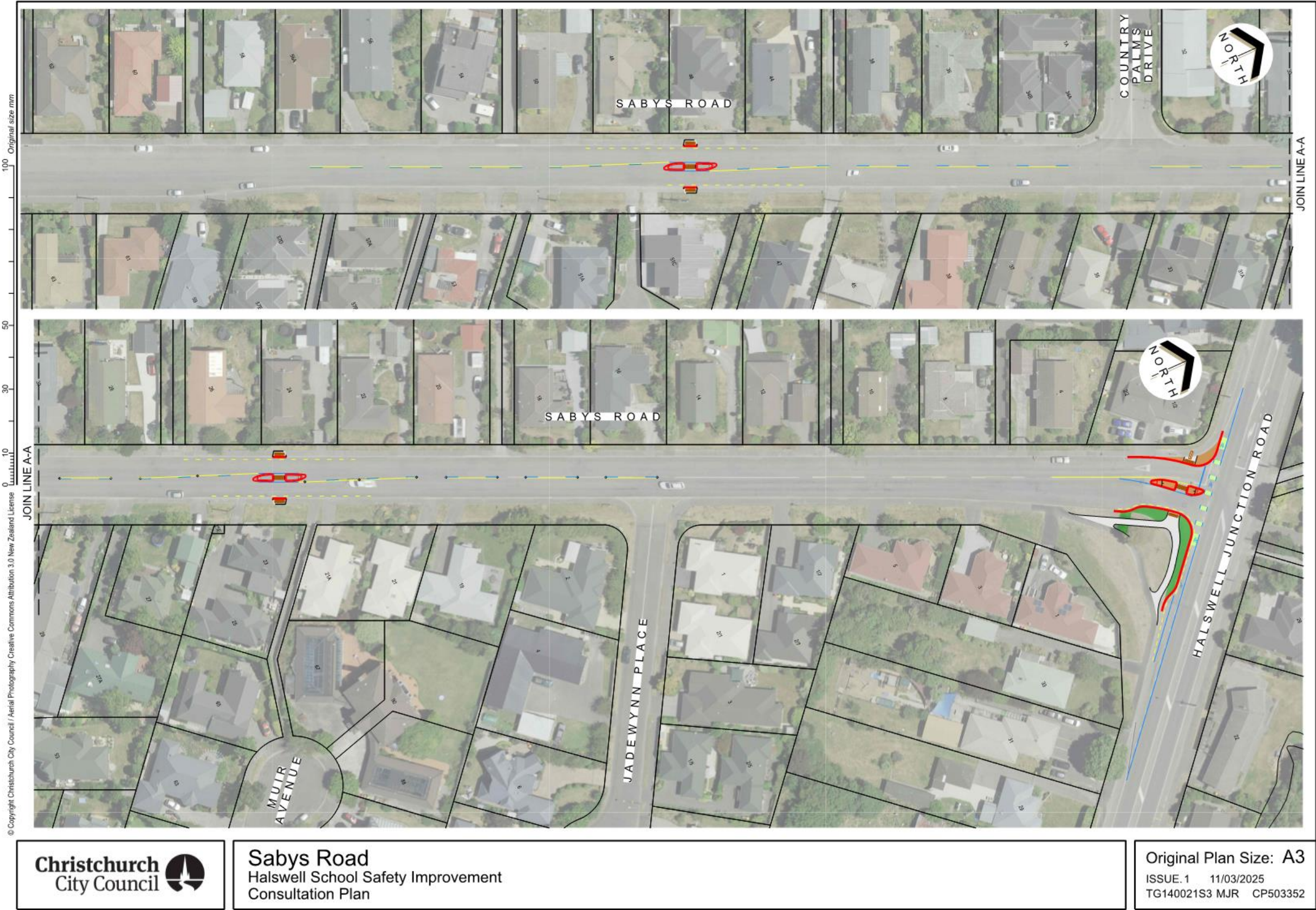
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Signatories Ngā Kaiwaitohu

Authors	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Piata Costello - Engagement Advisor
Approved By	Stephen Wright - Manager Operations (Transport)

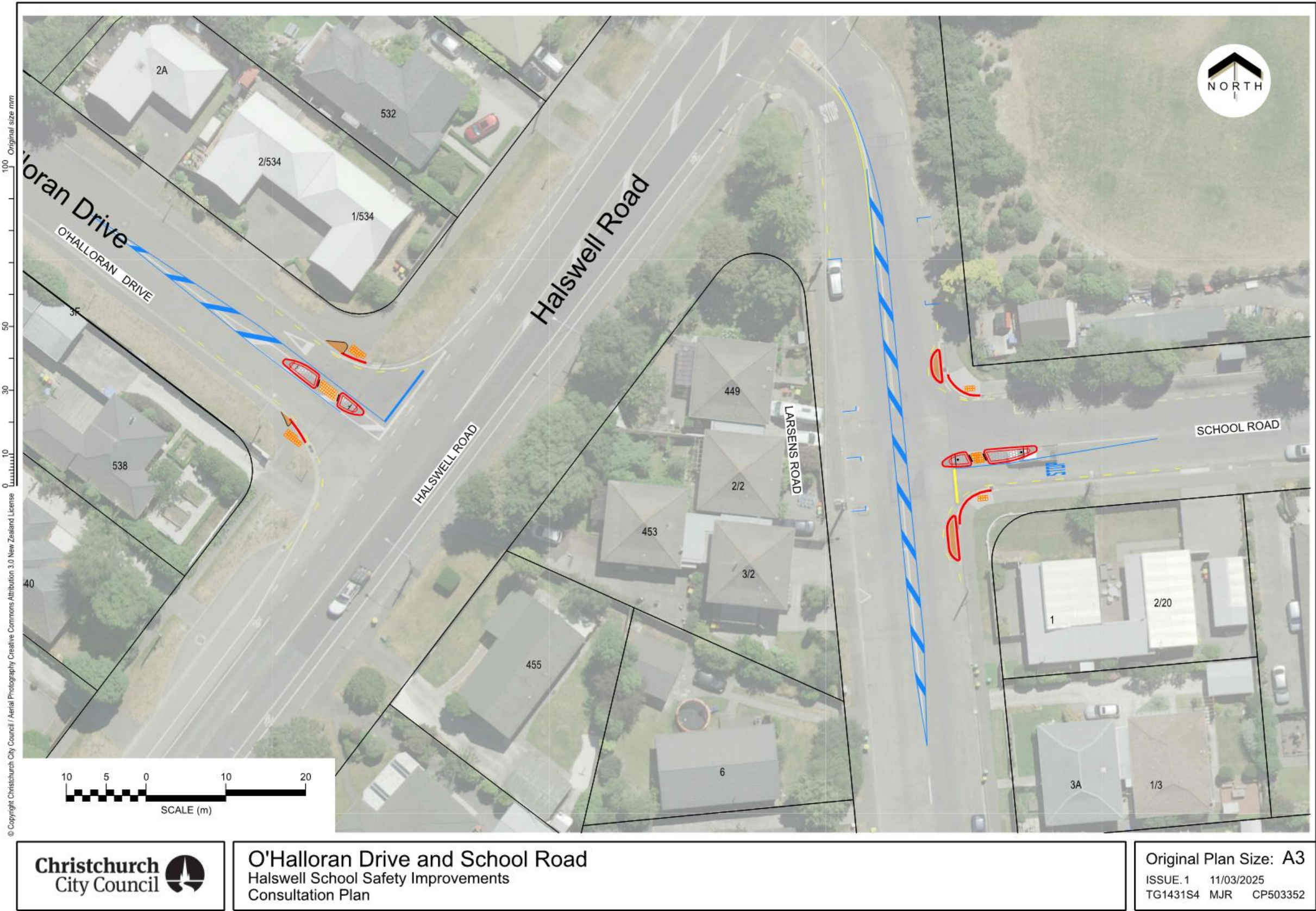
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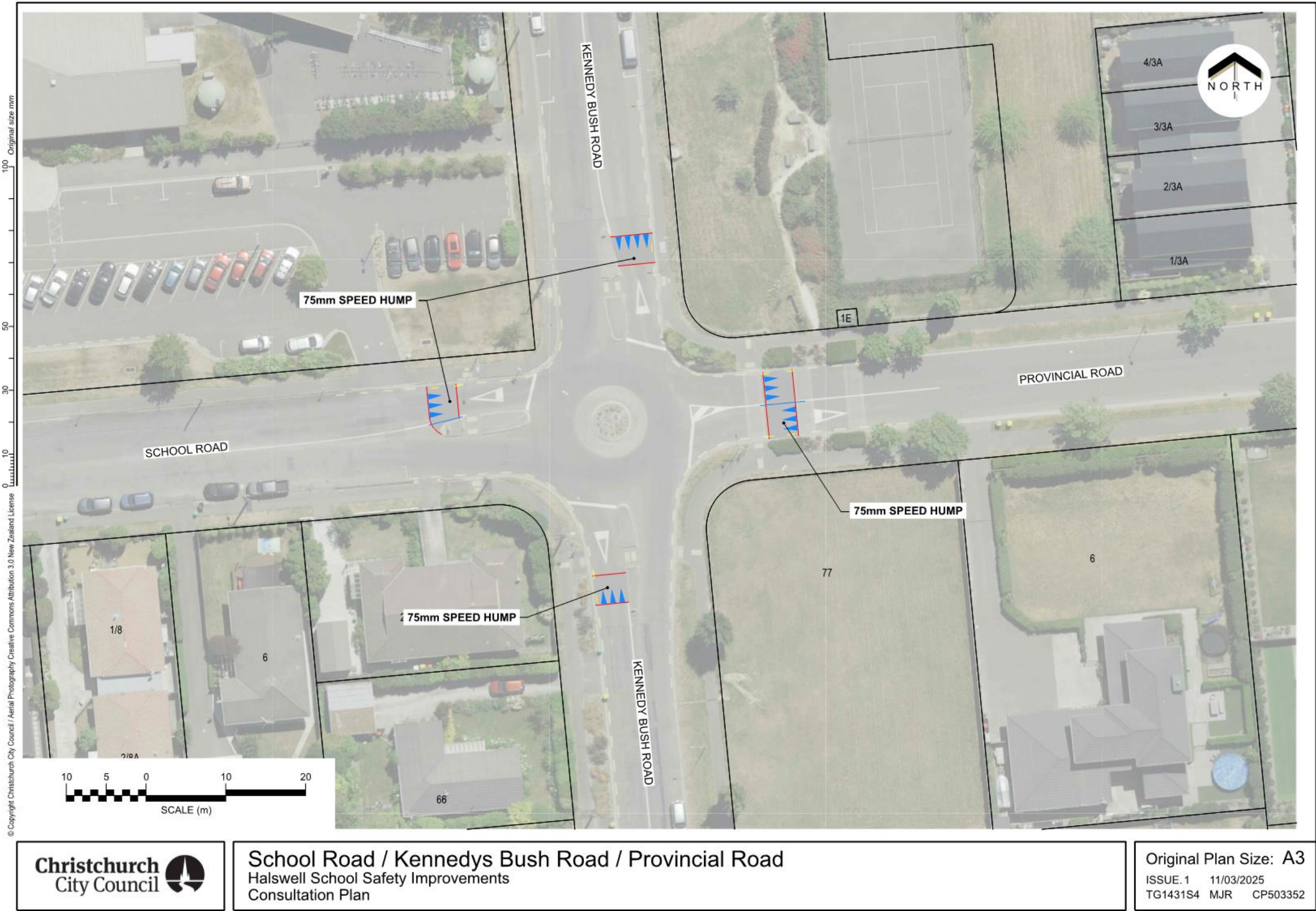


Memos

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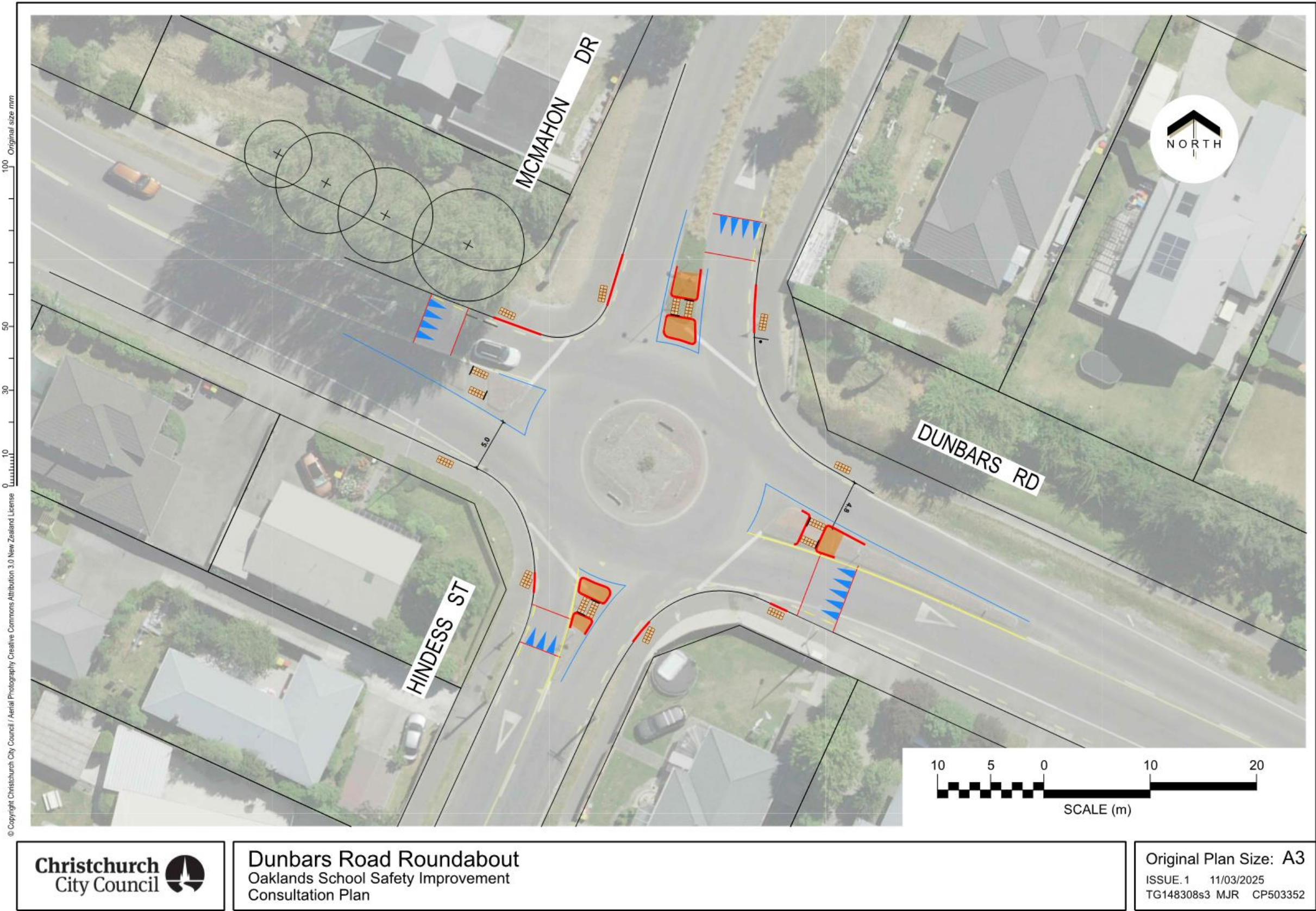






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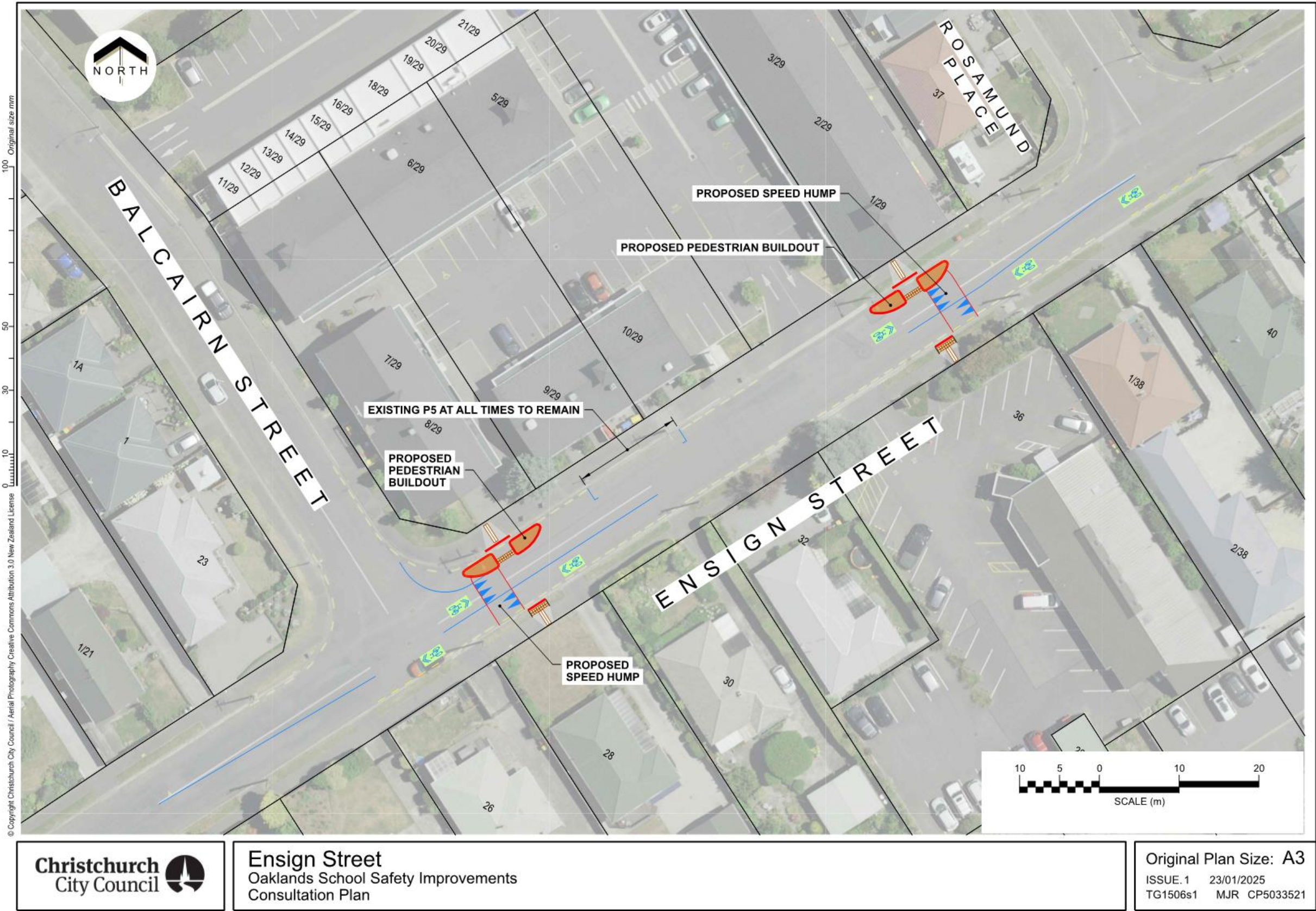


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Christchurch  
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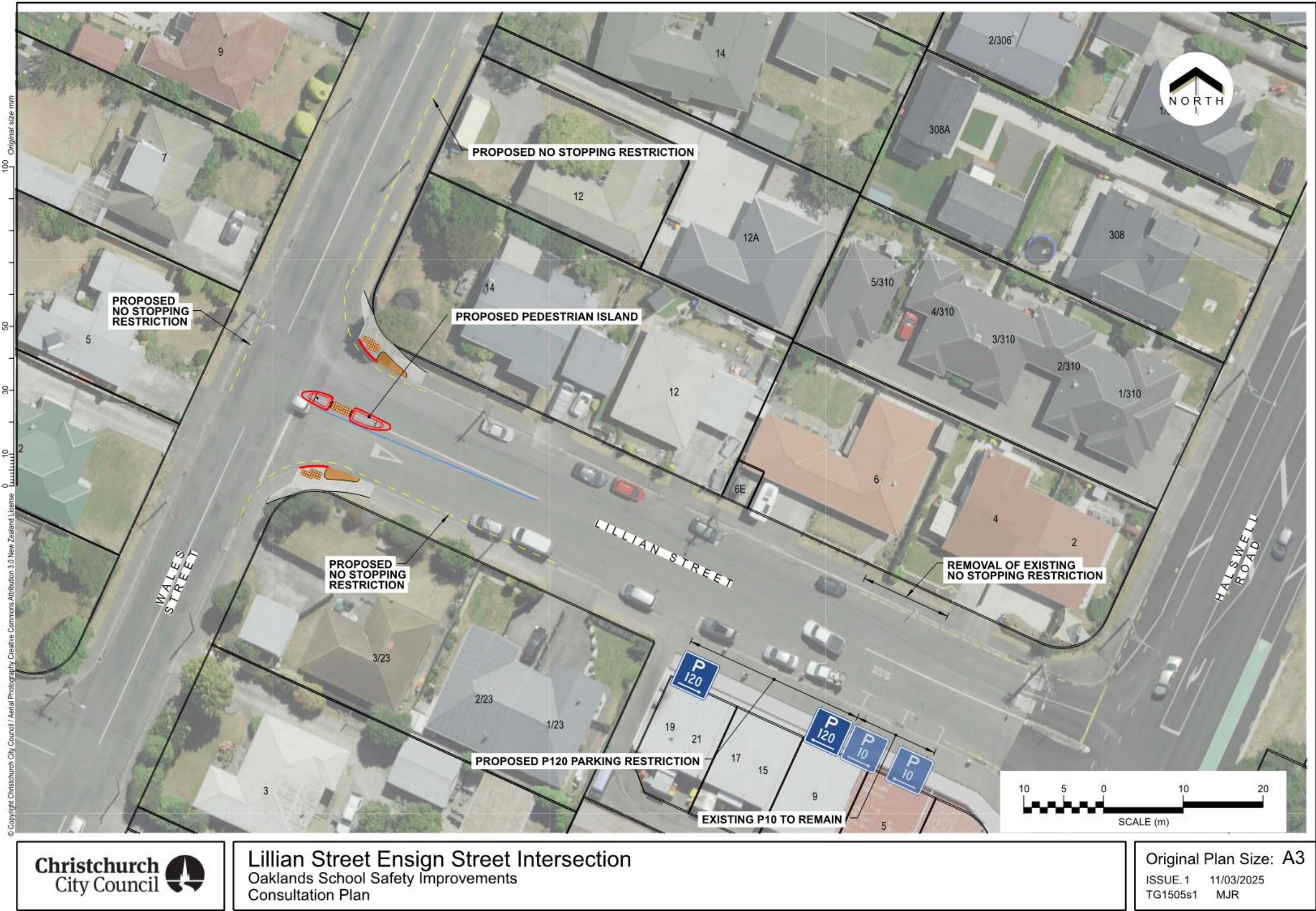




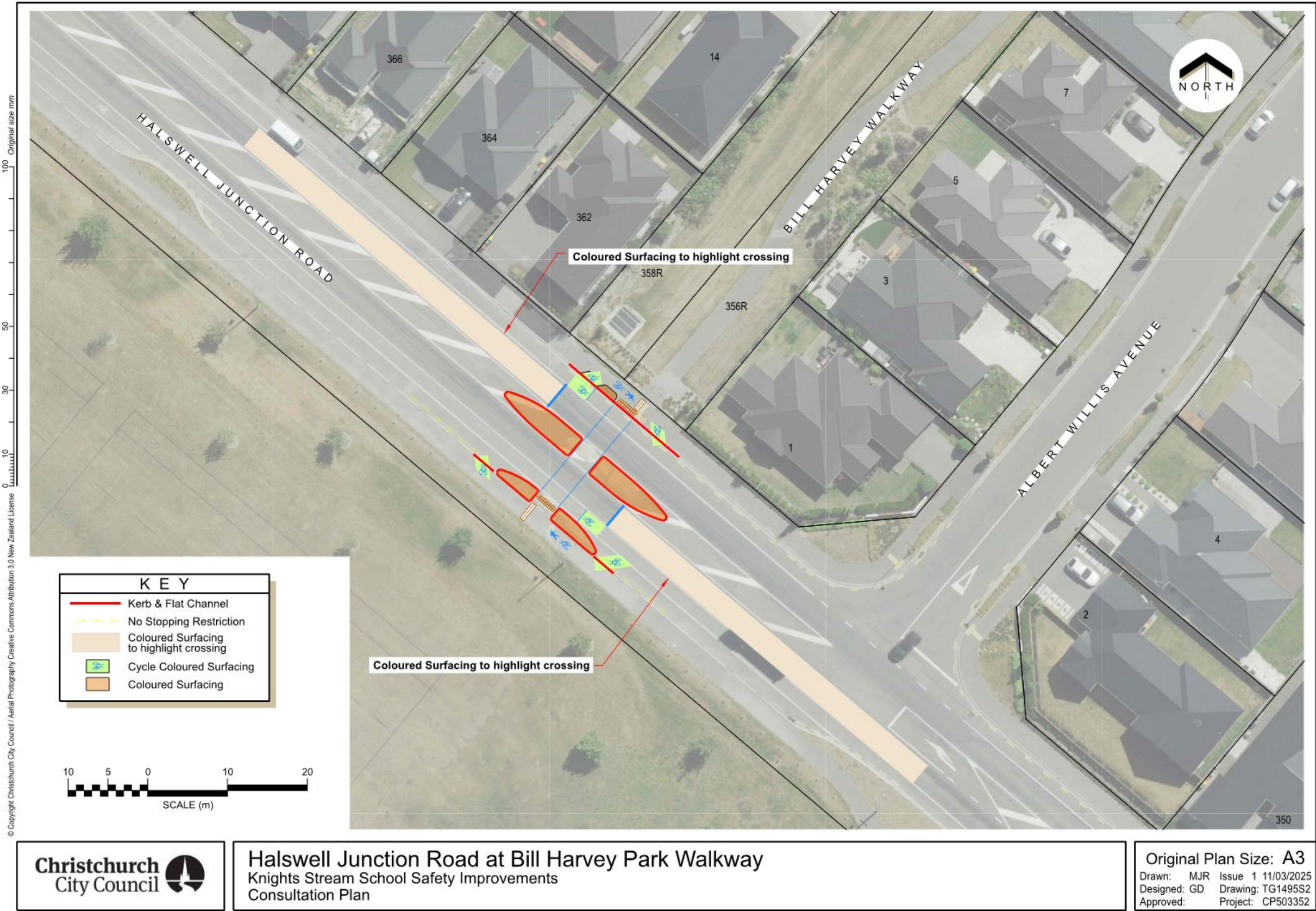




Memos









## 21. 2025 SuperLocal Conference - Elected Members' Attendance

Reference Te Tohutoro: 25/1236180

Responsible Officer(s) Te Pou Matua: Faye Collins, Community Board 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 Waipuna Halswell-Hornby-Riccarton Community Board to consider appointing members to attend the Local Government New Zealand Conference 2025 in Christchurch from 16-17 July 2025 and/or associated events.
- 1.2 Helen Broughton has requested to attend one day of the conference and Luke Chandler has requested to attend the Young Elected Members Hui.
- 1.3 This report is staff generated.

### 2. Officer Recommendations Ngā Tūtohu

That Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the 2025 SuperLocal Conference - Elected Members' Attendance Report.
2. Approves Deputy Chairperson Helen Broughton's attendance at one day of the Local Government New Zealand conference in Christchurch from 16-17 July 2025.
3. Approves Board member Luke Chandler's attendance at the Local Government New Zealand Young Elected Members Hui in Christchurch on 15 July 2025.

### 3. Background/Context Te Horopaki

- 3.1 **2025 SuperLocal Conference** – is being held at Te Pae Convention Centre, Christchurch from 16-17 July 2025. The theme of this year's conference is Brilliant Basics and Beyond – it is about mastering the essentials while striving for excellence. The programme for the conference is attached. **(Attachment A)**. Further information on the conference workshops is found at: <https://www.lgnzconference.co.nz/>.
  - 3.1.1 The conference registration fee for each attendee is \$2,295 for non-member registration for the whole conference. This cost covers attendance at all conference business sessions and catering as indicated in the programme.
  - 3.1.2 A day pass is available for non-members at a cost of \$1,225. This fee includes access to the conference business sessions and catering scheduled for that specific day, as outlined in the programme.
- 3.2 The **Young Elected Members Hui** – is being held at the Christchurch Town hall on Tuesday 15 July 2025 for elected members under 40 years of age. The registration fee for this event for a non-member is \$495 plus GST.

- 3.3
- The cost of attendance for the conference and summit is provided for in the Board’s 2025-26 operational budget.

Attachments Ngā Tāpirihanga

There are no attachments for 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	Faye Collins - Community Board Advisor
Approved By	Bailey Peterson - Manager Community Governance, Halswell-Hornby-Riccarton

## 22. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - July 2025

Reference Te Tohutoro: 25/864676

Responsible Officer(s) Te  
Pou Matua: Bailey Peterson, Community Governance Manager

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

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

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

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Waipuna Halswell-Hornby-Riccarton Community Board Area Report - July 2025.

### 3. Community Support, Governance and Partnership Activity

#### 3.1 Community Governance Projects

##### 3.1.1 Summer with your neighbours

- Summer with your neighbours is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood.
- Applications for funding assistance to hold Summer with your Neighbours events open on 12 July 2025 with an event period from Saturday 25 October 2025 to Monday 30 March 2026.
- Applications for a small funding subsidy can be made online from the opening date at: [ccc.govt.nz/GetTogether](https://ccc.govt.nz/GetTogether)

##### 3.1.2 Certificate of Appreciation

- A Certificate of Appreciation was presented to Karen Whitla to recognise her efforts in maintaining the garden areas at Halswell Commons.





### 3.1.3 Community Service and Youth Service Awards 2025

- Community Service and Youth Service Awards are given in recognition of significant voluntary service. They are a way of thanking and honouring volunteers who demonstrate dedication and passion, inspiring others to make service a central part of their lives.
- The Board presented a Community Service Award to Brodie Murray on 12 June 2025 for his service with the Christchurch City Council Graffiti Programme.
- As a registered Tag Spotter Brodie plays an essential role in observing, recording, and reporting graffiti vandalism incidents. The presentation was not only a celebration of Brodie's outstanding contributions but for the way he inspires us to protect and care for our community.



### 3.2 Community Funding Summary

3.2.1 For information, a summary is provided on the status of the Board's 2024-25 funding as at June 2025 (refer to **Attachment A**).

#### 3.2.2 Youth Development Fund

Under authority delegated by the Community Governance Manager the following allocations were made in June 2025:

- \$200 to Benjamin Habinshuti towards representing Canterbury in the Foot Locker U16 National Basketball Tournament in Wellington.
- \$200 to Jasmine Fyfe towards participating in the Girls Brigade Awesome Leadership Programme in Auckland.

Under authority delegated by the Community Board the following allocations were made in late May and June 2025:

- \$300 to Florence Paulo towards representing Canterbury at U16 National Basketball Tournament in Wellington.
- \$500 to Manaia Makiri towards representing New Zealand in the Under 23's Major Sox Softball Team at the Canada Cup.
- \$500 to Medha Baadkar towards participating in the 2025 Youth ANZAAS Forum in Melbourne, Australia.

- \$500 to Tahlia Vosaki to represent New Zealand and Oceania at the Teen CrossFit Games 2025 in Columbus, Ohio, United States of America.
- \$500 to Lev Roch towards competing at the World Youth Scrabble Championships in Malaysia from 29 August to 1 September 2025.
- \$400 to Alizae Auvae towards attendance at the Shakespeare Globe Centre New Zealand (SGCNZ) National Shakespeare Schools Production (NSSP) 2025 in Wellington.
- \$500 to Cooper Paulo towards participating in the St Thomas of Canterbury College Japan Rugby Tour 2025.

### 3.2.3 Off the Ground Fund

Under authority delegated to the Community Governance Manager the following allocation was made in June 2025:

- \$400 to Canterbury Fiji Social Services Trust towards the Authentic Fijian Food and Recipes project.

## 3.3 Participation in and Contribution to Decision Making

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

#### Matariki Events – Greater Hornby Residents Association and Oak Development Trust.

- Two local Matariki events were held to celebrate and connect the community through cultural experiences and shared celebration.
- The Greater Hornby Residents' Association hosted a combined Market and Matariki Fun Day at South Hornby School on Saturday 21 June, 11am–2pm. The event featured cultural performances, traditional craft-making, and a range of children's activities, creating a vibrant space for whānau to come together and learn about the significance of Matariki.



Matariki celebration at Harrington Park

- A smaller community celebration was hosted by Oak Development Trust at Harrington Park on Friday 20 June, 12pm–1.30pm, offering a sausage sizzle, flax weaving, and Māori games. This event provided a relaxed and interactive opportunity for locals to connect and celebrate Matariki in a familiar neighbourhood setting.

#### **Halswell Quarry Community Planting Days**

- Two community planting days have recently been held at Halswell Quarry, with the next event being held on Saturday 19 July 2025 in association with Trees for Canterbury.
- The planting days are a great way for the community to have fun volunteering with friends and family while doing something good for the environment and community and connect with the valuable local resource of the Quarry Park.



#### **3.3.2 Council Engagement and Consultation.**

##### **Dog recreation areas in southwest Christchurch**

- The Waipuna Halswell-Hornby-Riccarton Community Board has been advocating for a fenced dog park in the southwest of Christchurch.
- Two projects are being proposed to create fenced spaces for dog recreation in this area.
- The community also had the opportunity to submit feedback on a proposed concept plan for the Halswell Quarry Dog Exercise Area at Halswell Quarry Park and on what they would like to see in a new dog park in the southwest of Christchurch.
- Consultation was open from 4 June to 29 June 2025.



##### **Whakatā Templeton Cemetery**

- The Council owns approximately 116 hectares of land at 173 Maddisons Road in Templeton, situated between a quarry and houses, with approximately 80ha having



been earmarked for the city's main future cemetery. The cemetery will provide an additional park-like barrier between the residential area and the quarry.

- It is proposed the Whakatā (Christchurch) Cemetery will provide for the burial needs of the Christchurch community for up to the next 100 years.
- A community drop-in session was held on Wednesday 2 July.
- Consultation was open from 5 June to 7 July 2025.

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

##### 4.1 Moffett Reserve Play Space Renewal

- The Moffett Reserve Play Space renewal project has been completed, maintaining a similar number of play elements while also incorporating feedback from community consultation.



##### 4.2 Community Service recognition

- At its meeting on 12 June 2025 the Board requested that staff investigate and provide advice on alternative suitable ways for the Board to recognise a Community Service Award nominee.
- In response, staff have advised that the Council's Community Service and Youth Service Awards honour and express appreciation for those who, through their voluntary service, demonstrate commitment and lead by example, inspiring others to engage in volunteer service. The awards are promoted through Council media releases, local newspaper advertisement and the Council's social media networking avenues. The Awards are designed to recognise voluntary efforts of individuals and groups who consciously engage in activities with an intent to serve the community.
- Historically the Community Board has followed a practice of conferring Community Service Awards to people or organisations where the length of service being recognised is approximately five years or more. Where nominees are not considered to satisfy the guidelines and criteria for this award, the Board has in the past decided to recognise them with a local Certificate of Appreciation. Alternatively, a letter of recognition from the Board could be sent or members may choose to individually recognise the service.
- In the case of the specific nominee that the Board declined to confer a Community Service Award 2025 on, a nominator confirmed that that they prefer that the Board does not recognise the nominee in another way.

#### 4.3 Takaro Avenue and Middlepark Road

- At its meeting on 13 March 2025, the Board agreed to refer issues raised in a Public Forum presentation to staff for investigation and to provide advice on the provision of parking restrictions around the bend on Takaro Avenue and at the intersection of Takaro Avenue and Middlepark Road to improve visibility.
- The site has been investigated by Traffic Operations staff on several different occasions and also by Parking Compliance. This has reconfirmed the previous advice that additional no stopping restrictions are not recommended on the bend at Takaro Avenue due to the risk of increasing vehicle speeds and creating an unsafe situation where the street returns to on street parking - in both directions. It was noted that when appropriately sized vehicles park considerably this is an acceptable location to park within the context of the traffic environment. In situations where there are inappropriately sized vehicles parked inconsiderately, these are best dealt with by Parking Compliance.
- In terms of the intersection of Takaro Avenue and Middlepark Road, no additional no stopping restrictions is recommended at this stage due to the existing stop control, bus stop, and traffic environment.

#### 4.4 Church Corner Road Safety Improvements



- Transport staff have advised that the installation of traffic signals at the intersection of Yaldhurst, Riccarton and Main South roads (Church Corner) has been completed.
- This intersection had previously been in the top 3% in Ōtautahi Christchurch for crash risk, with 76 crashes in a 10-year period involving right turns from Main South Road. These traffic signals will help to help reduce the risk of a crash for people turning right.
- In addition to installing the traffic signals the following were installed:
  - A signalised pedestrian and cycle crossing
  - Marked cycle lanes
  - A short section of bus lane on Riccarton Road
  - Speed humps on all approaches to the intersection.





4.5 **Hornby Toy Library location**

- Following a public forum presentation on behalf of the Hornby Toy Library at the Board's 15 May 2025 meeting, the Board agreed to provide a letter supporting the group's request to the Ministry of Education for a more secure tenure of its current site on Springs Road. A letter signed by the Chairperson has been provided.

4.6 **Cashmere Road and Sutherlands Road Speed limits**

- The Safe Speed Neighbourhoods Interim Speed Management Plan adopted in July 2023, included provision for the reduction of the maximum vehicle speed on Cashmere Road to 50 kilometres per hour (Sutherlands Road to Happy Home Road) and Hoon Hay Valley Road (Full length), however, the new Land Transport Rule: Setting of Speed Limits 2024 precludes implementation of this change to the speed limits. Under the new rule, a 40 kilometres per hour speed limit can, however, be set for Urban Roads with no footpaths.
- Staff have advised that in response to concerns around safety these roads that either have no footpaths, or only sections of footpath, that do not provide for a continuous journey it is proposed to undertake public consultation to reduce speed limits on these roads in accordance with the new rule (See Attachment B).

4.7 **Halswell Quarry**

At its meeting on 13 March 2025 the Board received a public forum presentation on Halswell Quarry Park. Following the presentation the matters raised were referred to staff for advice on:



1. Whether there has been any placement of old farm machinery etc at Halswell Quarry Park to act as play equipment as provided for in 9.5 of the Halswell Quarry Park Management Plan.
2. Whether any review on the Halswell Quarry Park Management Plan is proposed in the near future.

Staff have now responded advising that they are not looking to add any farm machinery into The Quarry as play equipment as The Quarry already has opportunity for nature play and when the Park Management Plan was developed, the park was quite different to what it is now. If any play equipment is added (the current Management Plan does not allow this), it would be more consistent with the look and feel of the Quarry e.g. natural or in relation to the operation of the Quarry.

Staff also advise that they are looking to complete a review of the Halswell Quarry Management Plan starting next financial year (July 2025) and will provide the Board with an update around timeframes and process in due course, which will be after the election.

#### 4.8 **Community Patrols**

- Community Patrols of New Zealand is dedicated to helping build safer communities in partnership with NZ Police and other organisations. Patrols in the Board area include the Halswell, Hornby and Riccarton Community Patrols. Their Monthly Patrol Statistics can be found on the Community Patrols of New Zealand website:

[Halswell Community Patrol Inc statistical information](#)

[Hornby Community Patrol Inc statistical information](#)

[Riccarton Community Patrol Inc statistical information](#)

#### 4.9 **Graffiti Snapshot**









- For the Board's information, attached is a Graffiti Snapshot update for May 2025 (refer **Attachment C**).

#### 4.10 **Customer Service Requests/Hybris Report**

- For the Board's information, attached is a copy of the May 2025 Hybris Report (refer **Attachment D**).
- The report provides 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.



Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Waipuna Halswell-Hornby-Riccarton Community Board Funding Update - June 2025	25/1249000	210
B  	Cashmere Road and Sutherlands Road Speed Limits	25/1218847	214
C  	Graffiti Snapshot - May 2025	25/1202094	216
D  	Community Board Hybris Ticket Report - Halswell-Hornby-Riccarton - May 2025	25/1202095	218

Signatories Ngā Kaiwaitohu

<b>Authors</b>	Noela Letufuga - Support Officer Marie Byrne - Community Development Advisor Faye Collins - Community Board Advisor Helen Miles - Community Recreation Advisor Bailey Peterson - Manager Community Governance, Halswell-Hornby-Riccarton Eileen Yee - Community Development Advisor
<b>Approved By</b>	Bailey Peterson - Manager Community Governance, Halswell-Hornby-Riccarton Matthew McLintock - Manager Community Governance Team Matt Boulton - Acting Head of Community Support & Partnerships

	Waipuna Halswell-Hornby-Riccarton Community Board Funding 2024-25		
2024-25	Discretionary Response Fund	Allocated	Funds Remaining
25/07/2024	2024-25 SCF Allocation	\$123,555	
13/09/2024	2023-24 DRF and other fund carry over	\$29,311	
	<b>Total DRF Fund</b>	<b>\$152,866</b>	
25/07/2024	Allocation to 2024-25 Off The Ground Fund	\$3,000	
25/07/2024	Allocation to 2024-25 Youth Development Fund	\$10,000	
25/07/2024	Board Project - 2024 Anzac Day Expenses	\$1,500	
25/07/2024	Board Project - Community Pride Garden Awards	\$3,500	
25/07/2024	Board Project - Community Service & Youth Service Awards	\$4,000	
25/07/2024	Board Project - Community Leadership Opportunities	\$2,000	
25/07/2024	Board Project - Culture Galore 2024	\$12,000	
25/07/2024	Board Project - Engaging with the Community	\$3,000	
25/07/2024	Board Project - Summer with your Neighbours	\$4,000	
15/08/2024	Awatea Athletics Incorporated towards its Volunteer and Coach Support project.	\$2,000	
15/08/2024	Bangaliana Christchurch towards venue hire and entertainment costs for the Durga Festival, Eastern Indian Cultural Community Day in October 2024.	\$800	
15/08/2024	Hornby Good Companions Club towards the Bus Trips project.	\$1,500	
12/09/2024	South Hornby School towards Shade and Privacy Umbrellas.	\$7,000	
10/10/2024	Canterbury Tamil Society Inc towards the running costs, excluding food costs, of the Canterbury Tamil Academy.	\$5,000	
14/11/2024	Halswell Community Church towards the running costs of the Family Fun Day project, excluding food costs.	\$2,000	
14/11/2024	Halswell Tennis Club towards the establishment of the Halswell Charitable Tennis Trust and development of a scope and concept plan for the court facility renewal and development.	\$7,000	
14/11/2024	South West Ministries Trust trading as Living Waters Christian Centre towards the running costs of the Halswell Twilight Market, excluding food costs.	\$2,000	
14/11/2024	St Christopher's Anglican Church - Avonhead towards the Community Christmas Carols event.	\$1,250	
14/11/2024	The Middleton Matipo Charitable Trust towards We Heart Harrington voluntary community upkeep of parks in Riccarton.	\$951	
12/12/2024	Hornby Day Care Trust towards the flooring component of the laundry and kitchen upgrade.	\$4,250	
12/12/2024	Hornby Presbyterian Community Church towards venue hire costs for the Templeton Tots programme.	\$2,310	
12/12/2024	Jox Blue Blades Rowing Society Incorporated towards the costs of purchasing two Coxboxes for the St Thomas Rowing squad.	\$2,590	
12/12/2024	BetterMan Charitable Trust towards administration and the development and action of their social media plan.	\$4,000	
12/12/2024	Allocation to 2024-25 Youth Development Fund.	\$5,000	
12/12/2024	Awatea Athletics Incorporated towards the Awatea Athletics - Community Development & Administration project.	\$7,000	
13/02/2025	Hornby Community Patrols Inc towards its anniversary commemorations.	\$1,428	
10/04/2025	Afghan Womans Group towards the Eid Celebration for Afghan Families.	\$1,200	



15/05/2025	Oak Development Trust towards Riccarton Tool Shed equipment costs and co-ordinator wages.	\$5,000	
15/05/2025	Hornby Hockey Club Incorporated towards floodlight pole replacement, installation, associated wiring work and inspection sign off.	\$5,000	
15/05/2025	Korean Painting Group towards venue hire costs.	\$1,140	
15/05/2025	Allocation to 2024-25 Youth Development Fund	\$4,000	
12/06/2025	Canterbury Horticultural Society Incorporated towards gazebos and tear drop banners for the Halswell Run Group.	\$2,000	
		<b>\$117,419</b>	<b>\$35,447</b>
<b>2024-25</b>	<b>Youth Development Fund</b>	<b>Allocated</b>	<b>Funds Remaining</b>
25/07/2024	Discretionary Response Fund Allocation	\$10,000	
12/12/2024	Discretionary Response Fund Allocation	\$5,000	
15/05/2025	Discretionary Response Fund Allocation	\$4,000	
	<b>Total YDF Fund</b>	<b>\$19,000</b>	
26/07/2024	St Thomas of Canterbury College towards Micha Sula, Xavier Reweti, Zeke Faga-leti, Luke Waikawau, Isshin Nakao, Jackson Stewart, Xavier Lynch, Meihana Pauling, Ashton Clark, Caleb Foleni and Ramsay Sula to participate in the New Zealand Secondary Schools Rugby League Tournament 2024 to be held in Auckland.	\$550	
29/07/2024	Zion-Tūkaha Journey-Reign Roberts towards participating in the Aotearoa National Māori Rugby League Tamariki Tournament in Rotorua.	\$200	
29/07/2024	Adele Dunning towards participating in the New Zealand Irish Dancing National Championships in Wellington.	\$200	
29/07/2024	Micah Pomare towards participating in the Hillary Challenge National Final at the Hillary Outdoors Tongariro Centre.	\$200	
30/07/2024	Halswell United Association Football Club Incorporated towards Charlize Forde, Lio Gunther, Malia Forde and Jade O'Connor to participate in the Premier Football Invitational Tournament to be held in Gold Coast Australia from 20th to 22nd September 2024.	\$1,000	
2/08/2024	Wen-Qi Toh towards participating in the Taekwon-Do National Championships 2024 in Palmerston North.	\$150	
2/08/2024	Misha Worboys towards participating in the Taekwon-Do National Championships 2024 in Palmerston North.	\$150	
2/08/2024	Shahin Ahmadi towards participating in the Taekwon-Do National Championships 2024 in Palmerston North.	\$150	
8/08/2024	Villa Maria College towards Rubi-Lee Holmes and Lola O'Connor participating in the New Zealand Secondary Schools Football Gary Sowden Tournament in Blenheim.	\$200	
12/08/2024	South Island Pasifika and Sports Association Incorporated towards Raymo Ma'anaima, Cooper Paulo, Thomas Christensen, Nu'u'uli Failauga Latu participating in the Queensland League Carnival in Brisbane, Australia.	\$400	
12/08/2024	Oscar Calder towards participating in the New South Wales Under 16 State Club Championships in Sydney, Australia.	\$250	
12/08/2024	Caleb Paton towards participating in the Premier Football Invitational Tournament on the Gold Coast, Australia.	\$250	
12/08/2024	Tanisha Sandri towards participating in the Australasian Majors Cheerleading Competition 2024 in Brisbane, Australia.	\$250	

19/08/2024	Bethany Crossan towards participating in Hui-ā-Tau 2024 in Whakātane.	\$300	
20/08/2024	Josiah Taula-Lesatele towards competing in the Deaf International Basketball Federation 3v3 World Cup 2024 in Washington DC, United States of America.	\$500	
29/08/2024	Kate Littlejohn towards participating in the Netball New Zealand Open Championships in Auckland.	\$250	
29/08/2024	Lucas Bennetts towards participating in the National Young Performer Awards in Palmerston North.	\$250	
10/09/2024	Avonhead Primary School towards Jayden Stevens participating in the New Zealand Chess Federation National Interschool Tournament in Wellington.	\$100	
25/09/2024	Ysabella Ebuén towards participating in the 2024 World Taekwondo Poomsae Championships in Hong Kong.	\$500	
26/09/2024	Farron Raasch towards participating in the XP New Zealand Gymnastics Championships in Palmerston North.	\$250	
1/10/2024	Ariyah Downes towards representing New Zealand in the Hong Kong 2024 World Taekwondo Poomsae Championships.	\$500	
17/10/2024	Hazel Topp towards participating in the Moana Oceania Soil Judging competition to be held in Rotorua.	\$300	
17/10/2024	Hope Anderson-Gardner towards participating in the Hikoi ki Waitangi to be held in Waitangi.	\$300	
21/11/2024	Lucinda Pearse towards representing New Zealand at the World Olympic Gymnastics Academy (WOGA) Classic in Texas, USA.	\$500	
21/11/2024	Halswell United Association Football Club Incorporated toward costs for Brooke Yates, Alexis Barrett, and Amelia Bunn participating in the U17 Western Springs Football Tournament in Auckland.	\$450	
22/11/2024	Lucy Mason towards attending the Youth Futsal Championships 2024 in Wellington.	\$300	
28/01/2025	Ocean Simard towards participating in the Under 24 Ultimate Frisbee World Championships 2025 in Logroño, Spain.	\$500	
21/02/2025	St Thomas of Canterbury College towards Cairo Horgan, Andre Simpson, Harry Gallagher, Sam McGuigan, and Luca Damiani participating in the Maadi Regatta at Lake Karapiro.	\$750	
25/02/2025	Hillmorton High School for students Hunter Hooson, Lucca Taiulu, Madison McKenzie, Maia Hodgman, Luke McIntosh, Keisha Byrne, Riley Annan, Yasin van Staden, Logan Hargrove, and Patrick Sitar to participate in a Japanese cultural exchange.	\$1,500	
25/02/2025	Ilaisa Veaila towards participating in the Secondary Schools Volleyball Nationals in Palmerston North.	\$350	
24/03/2025	Canterbury Pasifika Volleyball Association Incorporated for Luisa Senetenari towards participating in the Polynesian Volleyball USA Tour in Las Vegas, USA.	\$500	
24/03/2025	Stella Crossan towards participating in the Asia Pacific Canoe Sprint Cup 2025 in Japan.	\$500	
24/03/2025	Badminton Canterbury Inc for Katrina Huang, Marco Sun, Elaine Liu, Iris Gu, Dinuli Withanaarachchi, Roslynn Roby George, Zooni Butterfly Ahuja, Aidan Hu, Eben Anil, Ray Gao, Theodore Ling, Janie Wang, Georgia Barrett-Dobson, Kate Duffield, Kelly Shen and Alvin Zeng Wei towards participating in the New Zealand Junior Team Badminton Championships, in Palmerston North.	\$1,000	
29/04/2025	Flynn Gunther towards representing New Zealand at the Australian Gymnastic Championships on the Gold Coast, Australia	\$500	
5/05/2025	Finley Smith towards representing New Zealand at the Australian Gymnastic Championships on the Gold Coast, Australia.	\$500	
23/05/2025	Cooper Stewart towards participating in the NZ Māori Rugby League National Rangatahi Tama Tournament in Rotorua.	\$300	
27/05/2025	Florence Paulo towards representing Canterbury at U16 National Basketball Tournament in Wellington.	\$300	

4/06/2025	Manaia Makiri towards representing New Zealand in the Under 23's Major Sox Softball Team at the Canada Cup.	\$500	
4/06/2025	Benjamin Habinshuti towards representing Canterbury in the Foot Locker U16 National Basketball Tournament in Wellington.	\$200	
4/06/2025	Jasmine Fyfe towards participating in the Girls Brigade Awesome Leadership Programme in Auckland.	\$200	
5/06/2025	Medha Baadkar towards participating in the 2025 Youth ANZAAS Forum in Melbourne, Australia.	\$500	
10/06/2025	Tahlia Vosaki to represent New Zealand and Oceania at the Teen CrossFit Games 2025 in Columbus, Ohio, United States of America.	\$500	
17/06/2025	Lev Roch towards competing at the World Youth Scrabble Championships in Kuala Lumpur, Malaysia.	\$500	
25/06/2025	Alizae Auvae towards attendance at the Shakespeare Globe Centre New Zealand National Shakespeare Schools Production 2025 in Wellington.	\$400	
27/06/2025	Cooper Paulo towards participating in the St Thomas of Canterbury College Japan Rugby Tour 2025.	\$500	
		<b>\$18,450</b>	<b>\$550</b>
<b>2024-25</b>	<b>Off the Ground Fund</b>	<b>Allocated</b>	<b>Funds Remaining</b>
25/07/2024	Discretionary Response Fund Allocation	\$3,000	
	<b>Total OTG Fund</b>	<b>\$3,000</b>	
19/08/2024	Rachel Smith towards the Pride Skate Event.	\$400	
5/09/2024	Vivienne Bearpark towards the Halswell Community Garden Open Day.	\$400	
5/03/2025	Vy Quoc Tran towards a Vietnamese Beef Noodle (Pho Bo) workshop.	\$392	
2/05/2025	Oak Development Trust towards the advertising costs for the Share Kai and Korero events.	\$400	
6/06/2025	Canterbury Fiji Social Services Trust towards the Authentic Fijian Food & Recipes project.	\$400	
		<b>\$1,992</b>	<b>\$1,008</b>



Memos



# Memo

Date: 5 June 2025  
From: David McCormick – Senior Traffic Engineer  
To: Waipuna Halswell-Hornby-Riccarton Community Board  
Waihoru Spreydon-Cashmere-Heathcote Community Board  
Cc:   
Reference: 25/1082515

## Cashmere Road and Sutherlands Road Speed Limits

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

- 1.1 The purpose of this memo is to inform the two Community Boards of upcoming consultation on reducing the speed limit along Sutherland Road (Waipuna Community Board area), sections of Cashmere Road and Hoon Hay Valley Road (Waipuna and Waihoru Community Board area).
- 1.2 The information in this memo is not confidential and can be made public.

### 2. Update He Pānui

- 2.1 In July 2023 ([Minutes, Item 17](#)) Council resolved the Safe Speed Neighbourhoods interim speed management plan, which included the reduction of Cashmere Road to 50 km/h (Sutherlands Road to Happy Home Road) and Hoon Hay Valley Road (Full length). The new Setting of Speed limit Rule as of October 2024, no longer allows for implementation of these previously approved changes to the speed limits.
- 2.2 The objective of this work is to lower the speed limit in accordance with the new Land Transport Rule: Setting of Speed Limits 2024 (the Rule) in response concerns around safety and to address the increasing amount of customer service requests for footpaths to allow residents to walk safely along these roads. These roads either have no footpaths, or sections of footpath, which do not provide for a continuous journey on foot.
- 2.3 This area of Halswell and Cashmere has seen a large increase in the amount of people living here and more subdivisions along Sutherlands Road are to be constructed in the future, which will include footpaths when developed.
- 2.4 In addition:
  - 2.4.1 Halswell Quarry is a well-used local greenspace for families, with limited footpath access from the east to the Cashmere Road entrance.
  - 2.4.2 Te Kuru Wetland is a major new greenspace for southwest Christchurch, and the car parks and pedestrian entrances on Sutherlands and Cashmere Road have increased turning volumes.
  - 2.4.3 A new Kindergarten has recently opened at the intersection of Sparks Road and Sutherlands Road which has increased the activity on Sutherlands Road. Families who live further south on Sutherlands Road at Quarry View have no continuous footpath to access the facility.

Memos

- 2.5 The proposed speed limit changes can be seen in Figure 1 below.
- 2.6 Under the new rule, there is the ability to set a 40 km/h speed limit for Urban Roads with no footpaths. The blue corridors in Figure 1 below, are proposed to be set at 40 km/h to allow for the safe movement of people walking, cycling, scooting and horse riding.

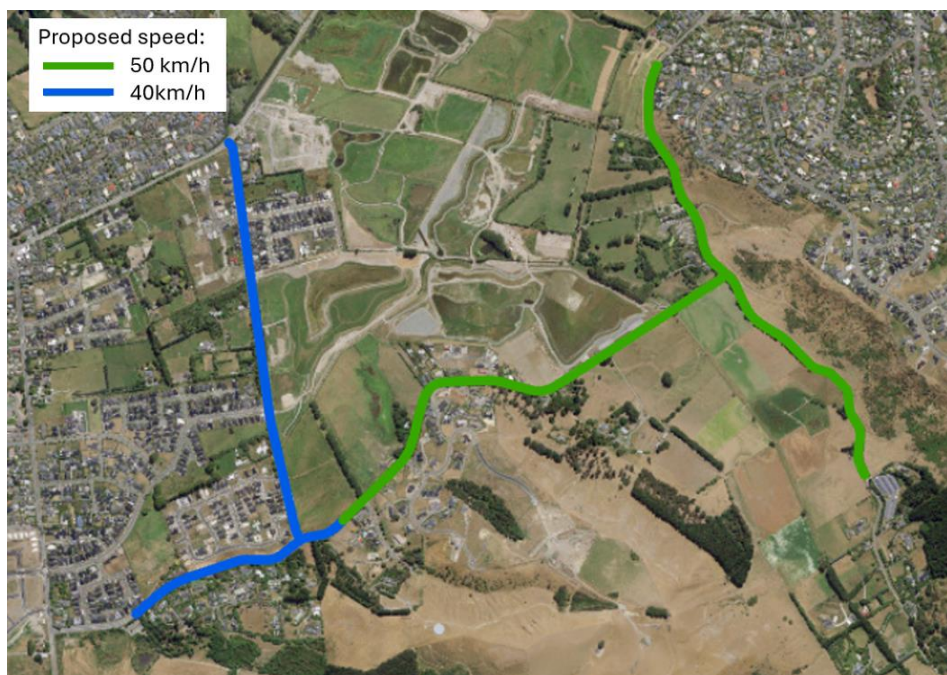


Figure 1: Aerial of proposed speed limit changes

- 2.7 Under the Rule, the consultation process for changing speed limits is prescribed. Staff will follow the process as per Section 3.8 of the Rule, which includes but not limited to a consultation period of at least 6 weeks, notifying the community on an Internet site, and allow interested parties to make written submissions.

### 3. Conclusion Whakakapinga

- 3.1 Staff are planning to commence public consultation mid-June for the proposed speed limit changes following the requirement of the new Rule.
- 3.2 Staff will report back to Council with a staff recommendation.

### Attachments Ngā Tāpirihanga

There are no attachments to this memo.

### Signatories Ngā Kaiwaitohu

Author	David McCormick - Senior Traffic Engineer
Approved By	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Stephen Wright - Manager Operations (Transport)

# GRAFFITI SNAPSHOT

May 2025

## Ward and Suburb Insights



### Ward Reporting

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

% of Reports made by  
Volunteers



### Ward Removal

Graffiti removed

Ward	May 2025	April 2025	% Monthly Change
Central	896	675	33%
Heathcote	191	180	6%
Coastal	135	144	-6%
Spreydon	100	65	54%
Burwood	81	22	268%
Linwood	79	71	11%
Innes	69	57	21%
Papanui	59	28	111%
Riccarton	55	54	2%
Hornby	44	24	83%
Cashmere	38	26	46%
Banks Peninsula	31	12	158%
Fendalton	24	56	-57%
Halswell	22	50	-56%
Harewood	18	25	-28%
Waimairi	10	19	-47%
Unknown	2	3	-33%
<b>Total</b>	<b>1854</b>	<b>1511</b>	<b>0.23</b>

### Reporting Hot Spots

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

Suburb	Reports made - May 2025	Reports made - April 2025
Central City	706	484
Sydenham	105	105
Addington	95	40
New Brighton	92	91
Linwood	80	83
St Albans	57	52
Waltham	47	59
Richmond	46	22
Papanui	45	18
Phillipstown	45	54
Woolston	40	30
Riccarton	33	27
Lyttelton	30	12
Shirley	30	6
Burwood	26	10
Hornby	24	21
South New Brighton	18	20
North Linwood	17	7
Spreydon	17	9
Avonside	16	10
Travis	16	5

Ward	Graffiti cleaned mtrs2 May 2025	Graffiti cleaned mtrs2 April 2025
Central	1755	1235
Heathcote	735	445
Coastal	409	396
Spreydon	253	56
Burwood	244	60
Innes	242	102
Papanui	180	21
Linwood	134	146
Riccarton	126	71
Hornby	151	25
Harewood	83	196
Cashmere	49	21
Banks Peninsula	46	28
Halswell	221	26
Fendalton	17	54
Waimairi	7	16
Unknown	4	0
<b>Total</b>	<b>4454</b>	<b>2895</b>

### Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned graffiti m2
Washington Way Reserve	220
Validation Park	173
Pilgrim Place	138
Sabina Street, Hope to Hercules	110
Worcester Street	81
Waltham Road, Wordsworth to Mowbray	77
South New Brighton Park	63
Brighton Mall	62
Gloucester Street, Avonside to Locksley	60
Gloucester Street	59
Thomson Park	59
Tuam Street, Mata to Manchester	57
Hereford Street, Huanui to Latimer	55
Main North Road	55
Tramway Lane \ Worcester Street, Central City	54
Paddington Street, Camden to Ealing	54
Bath Street, Durham to Colombo	50
Cathedral Square, Worcester to Colombo	49
St Asaph Street	44
Tuam Street	42
Travis Wetland	42
Allen Street \ Madras Street, Central City	41
Pages Road	37
Blenheim Road \ Pope Street, Addington	36
Allen Street, Manchester to Madras	36
Colombo Street	36



# GRAFFITI SNAPSHOT

May 2025

## Further Insights

### Snap Send Solve Insights

	May	April	% Change
Orion	378	354	7%
Chorus	122	56	118%
Enable	70	56	25%
One NZ	27	33	-18%
Spark	16	13	23%
NZ Post	5	1	400%
Rockgas	4	5	-20%
2 Degrees	2	8	-75%
Kiwi Rail	6	8	-25%
NZTA	11	11	0%

These are the reports that have been sent directly to the utility owner from Graffiti Programme volunteers and members of the public

### Monthly Draw Winner:



A huge thank you to you all for jumping on board and using the correct categories for logging utility/pole tickets – *You are all amazing*

### Latest artwork



'Connected Environment'  
One NZ cabinet painted by Hillmorton High School students  
1 McCarthy St, Hoon Hay

Ticket Report

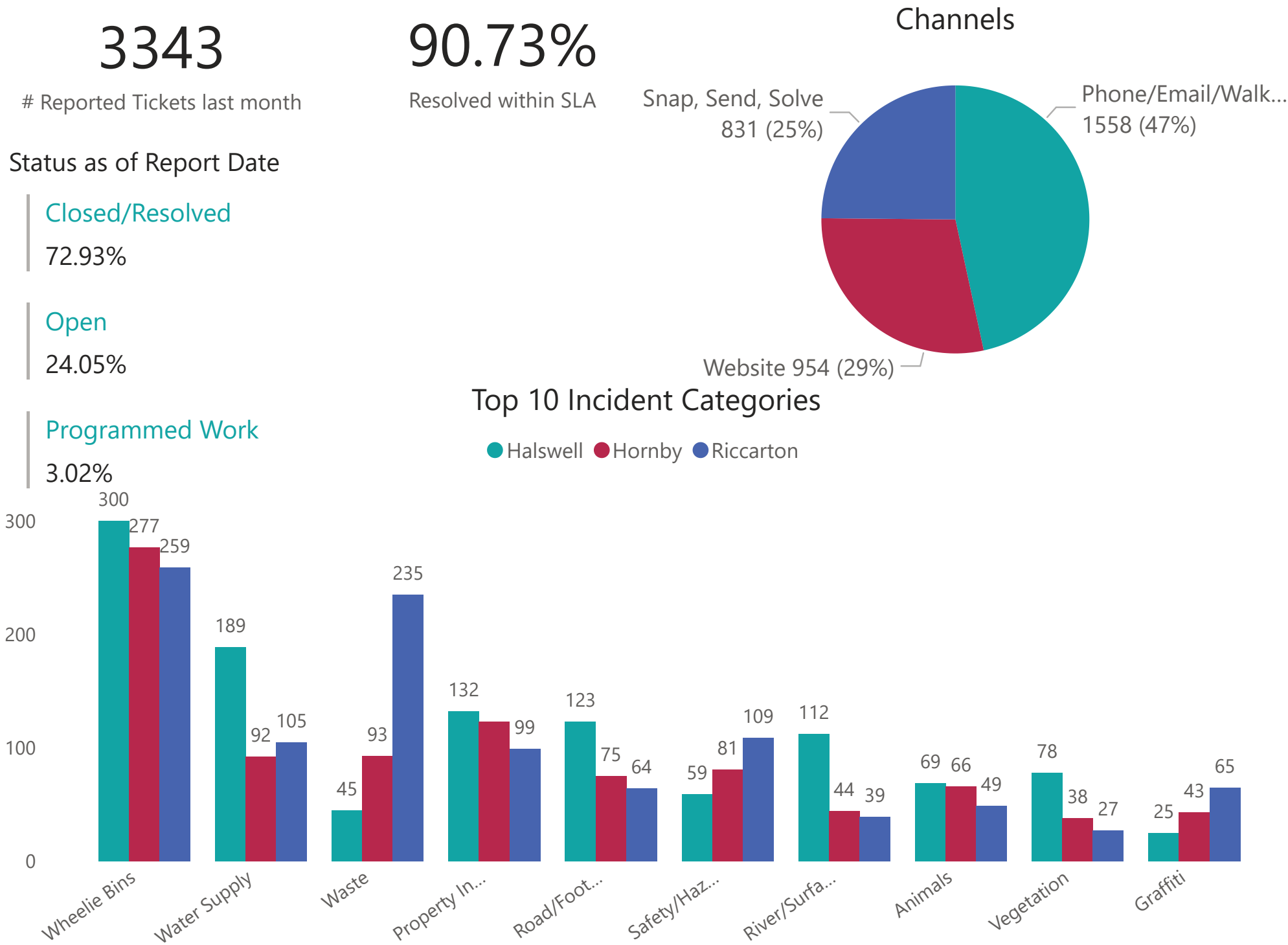
01 05 2025 - 31 05 2025

Filter by Ward

Halswell-Hornby-Riccarton

Filter by month

2025 (Year) + May (Month)



# Tickets	ObjectCategory	+/- Previous Month
329	Damaged Bin	106
328	Litter	94
266	Bin Not Collected	95
142	Residential LIM	25
128	Water Leak	-22
123	Missing Bin	55
116	Flooding	88
90	New Residential Water Connection	28
88	Residential Property Files	1
81	Trees	13

Report date:  
 02 Jun 2025

## 23. 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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## 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
Travel around the Riccarton Ward	14 November 2024	25 July 2025	Transport & Waste	Real Time Services
Dunbars Road pedestrian safety improvements	12 December 2024	1 August 2025	Transport & Waste	Traffic Operations
Public Forum - Harvard Avenue Traffic Plan and Branston Street traffic movements	13 March 2025	1 August 2025	Transport & Waste	Traffic Operations
Kennedys Bush Road upgrade	15 May 2025	14 August 2025	Transport & Waste	Asset Planning
Proposed Safety Improvements on Suva St, Owens Tce and Hillary Cres (north)	15 May 2025	14 August 2025	Transport & Waste	Traffic Operations
Quaifes Road Corridor	15 May 2025	14 August 2025	Transport & Waste	Asset Planning
William Brittan / Milns / Kearns intersection	15 May 2025	14 August 2025	Transport & Waste	Asset Planning
William Brittan / Milns / Kearns intersection	15 May 2025	14 August 2025	Transport & Waste	City Streets Maintenance
Public Forum - Halswell Quarry Park Management Plan and Board processes	13 March 2025	30 August 2025	Parks	Parks & Recreation Planning
Trees on Gilberthorpes Reserve	10 April 2025	30 August 2025	Parks	Botanic and Garden Parks
Visibility of traffic island - Sparks Road, Halswell	10 August 2023	30 August 2025	Transport & Waste	Asset Planning
Public Forum - Matipo and Maxwell Streets - Safety concerns	10 April 2025	5 September 2025	Transport & Waste	Traffic Operations
Standing Orders Amendment - Notices of Motion	12 June 2025	11 September 2025	Community Support & Partnerships	Governance (Hal-Hor-Ric)
Tree Planting Plans for Ridder and Waterloo Reserve	12 June 2025	11 September 2025	Parks	Botanic and Garden Parks
Wigram Road artificial turf sports field consultation and development	13 March 2025	3 October 2025	Parks	Metropolitan Parks
Public Forum - Hornby Menzshed	10 April 2025	31 October 2025	Strategic Policy & Resilience	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
Waipuna Halswell-Hornby-Riccarton - Better-Off Fund Applications for Consideration	9 May 2024	7 July 2025	1 July 2025	Community Support & Partnerships	Governance (Hal-Hor-Ric)
Public Forum - Takaro Avenue	13 March 2025	12 June 2025	9 June 2025	Transport & Waste	Traffic Operations
Trees on Gilberthorpes Reserve	10 April 2025	30 September 2025	27 June 2025	Parks	Botanic and Garden Parks
100 Hayton Road - Proposed P10 Parking Restrictions	15 May 2025	14 August 2025	16 June 2025	Transport & Waste	Traffic Operations
Matatiki Play Space	15 May 2025	14 August 2025	10 June 2025	Recreation, Sports & Events	Operations
Waipuna Halswell-Hornby-Riccarton Community Board - Community Service and Youth Service Awards 2025	15 May 2025	14 August 2025	1 July 2025	Community Support & Partnerships	Governance (Hal-Hor-Ric)
Notice of Motion - Revocation of Community Service Award	12 June 2025	11 September 2025	1 July 2025	Community Support & Partnerships	Governance (Hal-Hor-Ric)
Pedestrian crossing near Yaldhurst Road / Brake Street	12 June 2025	11 September 2025	16 June 2025	Transport & Waste	Traffic Operations
Proposed Lane Names - 70 McTeigue Road	12 June 2025	11 September 2025	18 June 2025	Planning & Consents	Resource Consents
Waipuna Halswell-Hornby-Riccarton Community Board 2024-25 Discretionary Response Fund Application - Canterbury Horticultural Society Incorporated and Christchurch Envirohub Trust	12 June 2025	11 September 2025	24 June 2025	Community Support & Partnerships	Governance (Hal-Hor-Ric)