Christchurch City Council
AGENDA

Notice of Meeting Te Pānui o te Hui:

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

Date: **Wednesday 6 August 2025**
Time: **9.30 am**
Venue: **Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads, Fendalton**

Membership

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

30 July 2025

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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.

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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.

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.

Adopted by the Council on 5 April 2023

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.

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.

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

Our intergenerational vision

A place of opportunity for all.

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

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

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Karakia Tīmatanga

Whakataka te hau ki te uru

Whakataka te hau ki te tonga

Kia mākinakina ki uta

Kia mātaratara ki tai

E hī ake ana te atakura

He tio, he huka, he hau hū

Tihei mauri ora

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

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

3. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

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

3.1.1 Drucilla Kingi-Patterson

Drucilla Kingi-Patterson will speak regarding a community and Council working party for rail, as well as one for a flood protection management centre, and the Bus Exchange toilets.

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

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

3.2.1 The Arts Centre

Daniel Stirland and Philip Aldridge will speak on behalf of the Arts Centre regarding Item 16 – *Developments Contributions Remission Application – The Arts Centre*.

4. Presentation of Petitions Ngā Pākikitanga

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

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

Christchurch City Council

5. Council Minutes - 2 July 2025

Reference Te Tohutoro: 25/1321761

Responsible Officer(s) Te Pou Matua: Katie Matheis - Senior Democratic Services Advisor

Accountable ELT Member Pouwhakarae: Mary Richardson, Chief Executive

1. Purpose of Report Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 2 July 2025.

2. Recommendation Te Tūtohu Council

That the Council confirms the Minutes from the Council meeting held 2 July 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Minutes Council - 2 July 2025	25/1296115	8

Signatories Ngā Kaiwaitohu

Author	Katie Matheis - Senior Democratic Services Advisor

Christchurch City Council
MINUTES

Date:	**Wednesday 2 July 2025**
Time:	**9.30 am**
Venue:	**Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads, Fendalton**

Present

Chairperson	Mayor Phil Mauger
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan – via audio/visual link
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

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Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Council Resolved CNCL/2025/00251

That the apologies from Councillor Moore for absence and from Councillors Barber and Fields for lateness be accepted.

Mayor/Councillor Peters **Carried**

2. Declarations of Interest Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

Councillor Baber joined the meeting at 9.34 am during consideration of Item 3.
Councillor Donovan joined the meeting via audio/visual link at 9.35 am during consideration of Item 3.
Councillor Fields joined the meeting at 9.37 am during consideration of Item 3.
Councillor MacDonald left the meeting at 9.34 am and returned at 9.44 am during consideration of Item 3.

3. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

3.1.1 Joe Davies

Joe Davies spoke regarding Christchurch heavy rail transit and Environment Canterbury's upcoming meetings with KiwiRail and others.

Attachments

A Joe Davies - Presentation to Council

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

There were no deputations by appointment.

4. Presentation of Petitions Ngā Pākikitanga

There was no presentation of petitions.

5. Council Minutes - 4 June 2025

Council Comment

1. The meeting block resolved Minutes Items 5 through 9 and 16 and 17.

Council Resolved CNCL/2025/00252

That the Council confirms the Minutes from the Council meeting held 4 June 2025.

Mayor/Councillor Peters **Carried**

6. Council Minutes - 18 June 2025

Council Resolved CNCL/2025/00253

That the Council confirms the Minutes from the Council meeting held 18 June 2025.

Mayor/Councillor Peters **Carried**

7. Central City Parking Restrictions Committee Minutes - 12 June 2025

Council Resolved CNCL/2025/00254

That the Council receives the Minutes from the Central City Parking Restrictions Committee meeting held 12 June 2025.

Mayor/Councillor Peters **Carried**

8. Audit and Risk Management Committee Minutes - 4 April 2025

Council Resolved CNCL/2025/00255

That the Council receives the Minutes from the Audit and Risk Management Committee meeting held 4 April 2025.

Mayor/Councillor Peters **Carried**

9. Audit and Risk Management Committee Minutes - 13 June 2025

Council Resolved CNCL/2025/00256

That the Council receives the Minutes from the Audit and Risk Management Committee meeting held 13 June 2025.

Mayor/Councillor Peters **Carried**

16. Public Excluded Audit and Risk Management Committee Minutes - 4 April 2025

Council Resolved CNCL/2025/00257

That the Council receives the Public Excluded Minutes from the Audit and Risk Management Committee meeting held 4 April 2025.

Mayor/Councillor Peters **Carried**

17. Public Excluded Audit and Risk Management Committee Minutes - 13 June 2025

Council Resolved CNCL/2025/00258

That the Council receives the Public Excluded Minutes from the Audit and Risk Management Committee meeting held 13 June 2025.

Mayor/Councillor Peters **Carried**

Councillor McLellan left the meeting at 10.12 am and returned at 10.19 am during consideration of Item 10.
Councillor Barber left the meeting at 10.24 am and returned at 10.26 am during consideration of Item 10.

10. Monthly Report from the Community Boards - May and June 2025

Callum Ward, Chairperson, and Keir Leslie, Deputy Chair, joined the meeting for presentation of the **Waihoro Spreydon-Cashmere-Heathcote Community Board** area report.

Jason Middlemiss, Chairperson, and Bridget Williams, Deputy Chair, joined the meeting for presentation of the **Waimāero Fendalton-Waimairi-Harewood Community Board** area report.

Simom Britten, Deputy Chair, and Stacey Holbrough, Community Development Advisor, joined the meeting for presentation of the **Waipapa Papanui-Innes-Central Community Board** area report.

Marie Pollisco, Chairperson, and Bailey Peterson, Community Governance Manager, joined the meeting for presentation of the **Waipuna Halswell-Hornby-Riccarton Community Board** area report.

Paul McMahon, Chairperson, and Chris Turner-Bullock, Community Governance Manager, joined the meeting for presentation of the **Waitai Coastal-Burwood-Linwood Community Board** area report.

Lyn Leslie, Chairperson, and Penelope Goldstone, Community Governance Manager, joined the meeting for presentation of the **Te Pātaka o Rākaihautū Banks Peninsula Community Board** area report.

Council Resolved CNCL/2025/00259

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Monthly Report from the Community Boards - May and June 2025 Report.

Mayor/Deputy Mayor **Carried**

Attachments

A Waihoro Spreydon-Cashmere-Heathcote Community Board - Presentation to Council
B Waimāero Fendalton-Waimairi-Harewood Community Board - Presentation to Council
C Waipapa Papanui-Innes-Central Community Board - Presentation to Council
D Waipuna Halswell-Hornby-Riccarton Community Board - Presentation to Council
E Waitai Coastal-Burwood-Linwood Community Board - Presentation to Council

F Te Pātaka o Rākaihautū Banks Peninsula Community Board - Presentation to Council

Report from Waitai Coastal-Burwood-Linwood Community Board - 9 June 2025

11. New Brighton CRAF - Marine Parade (Hawke to Bowhill) Street Renewal - Scheme Adjustments and Detailed Traffic Resolutions

Council Resolved CNCL/2025/00260

Officer Recommendations accepted without change

That the Council:

Cycle Path

1. Approves, in accordance with Section 1.6 of the Land Transport (Road User) Rule 2004, that a cycle path be established as detailed on the plan provided as Agenda **Attachment A** (Drawing TP363103, sheet 1 and 2, dated 13/05/2025):
    a. On the eastern side of Marine Parade, commencing approximately 7 metres south of the prolongation of the southern kerb of Lonsdale Street and extending in a southerly direction for a distance of 271 metres. This cycle path is for the use of bi-directional road users as defined in Section 11.1A of the Land Transport (Road User) Rule 2004 only, but excepting pedestrians and riders of mobility devices from this group of road users.
    b. On the eastern side of Marine Parade, commencing approximately 278 metres south of the prolongation of the southern kerb of Lonsdale Street and extending in a southerly direction for a distance of 48 metres. This cycle path is for the use of southbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule 2004 only, but excepting pedestrians and riders of mobility devices from this group of road users.
2. Receives the information in the New Brighton CRAF - Marine Parade (Hawke to Bowhill) Street Renewal - Scheme Adjustments and Detailed Traffic Resolutions Report.
3. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy

Councillor Barber/Councillor Templeton **Carried**

The meeting adjourned at 10.37 am and reconvened at 10.51 am.

12. Plan A Metropolitan Delegations

Council Comment

1. In accordance with Standing Order 6.8, this Item was withdrawn from the agenda.

13. Procurement Policy 2025

Council Comment

1. Council Officers Luke Stevens and Bede Carran joined the table to present Item 13 and answer questions from elected members.
2. The Officer Recommendations were Moved by Councillor Harrison-Hunt and Seconded by Councillor Scandrett.
3. With the agreement of the Mover and Seconder, a further recommendation was incorporated into the Motion (refer Resolution 4).
4. At the conclusion of debate, the Motion was voted on and declared carried.

Officer Recommendations

That the Council:

1. Receives the information in the Procurement Policy 2025 Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Adopts the Procurement Policy 2025 (refer **Attachment A** to this report).

Council Resolved CNCL/2025/00261

That the Council:

1. Receives the information in the Procurement Policy 2025 Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Adopts the Procurement Policy 2025 (refer **Attachment A** to this report).
4. Agrees to add wording reflecting the Council's Living Wage resolution to the Procurement Policy 2025.

Councillor Harrison-Hunt/Councillor Scandrett **Carried**

Councillor Keown requested his vote against the resolutions be recorded.

14. Christchurch and Dunedin City Councils - Three Waters Shared Services Update

Council Resolved CNCL/2025/00262

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Christchurch and Dunedin City Councils - Three Waters Shared Services Update Report.

Councillor MacDonald/Mayor **Carried**

Karakia Whakamutunga

Meeting concluded at 11.29 am.

CONFIRMED THIS 6TH DAY OF AUGUST

MAYOR PHIL MAUGER
CHAIRPERSON

Item 6

6. Council Minutes - 11 June 2025

Reference Te Tohutoro:	25/1365381
Responsible Officer(s) Te Pou Matua:	Natasha McDonnell, Democratic Services Advisor
Accountable ELT Member Pouwhakarae:	Helen White, General Counsel / Director of Legal & Democratic Services

1. Purpose of Report Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 11 June 2025.

2. Recommendation Te Tūtohu Council

That the Council confirms the Minutes from the Council meeting held 11 June 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Minutes Council - 11 June 2025	25/1116371	16

Signatories Ngā Kaiwaitohu

Author	Natasha McDonnell - Democratic Services Advisor

Christchurch City Council
MINUTES

Date:	**Wednesday 11 June 2025**
Time:	**10.31am**
Venue:	**Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads, Fendalton**

Present

Chairperson	Mayor Phil Mauger
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields – partially via Audio/Visual link
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Sam MacDonald – partially via Audio/Visual link
	Councillor Jake McLellan – partially via Audio/Visual link
	Councillor Andrei Moore – partially via Audio/Visual link
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

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Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Secretarial Note:

The Mayor was absent on 11 June 2025 only. Councillors Gough and Keown declared a conflict of interest in the Draft Local Alcohol Policy and did not partake in the meeting.

Council Resolved CNCL/2025/00243

That the apologies from the Mayor and Councillor Gough for absence be accepted.

Deputy Mayor/Councillor Scandrett **Carried**

2. Declarations of Interest Ngā Whakapuaki Aronga

Councillors Gough and Keown declared an interest in Item 3 - Draft Local Alcohol Policy.

4. Volumes of Submissions - Draft Local Alcohol Policy

Submitter Name	Submitter Number
Waitai Coastal-Burwood-Linwood Community Board (Paul McMahon, Chairperson)	205
Waihoro Spreydon-Cashmere-Heathcote Community Board (Callum Ward, Chairperson)	376
Waipapa Papanui-Innes-Central Community Board (Emma Norrish, Chairperson)	364
Wayne Hawker	48
The Halswell Residents Association Incorporated (David Hawke & John Bennet)	333
Alcohol Healthwatch (Jennifer Lamm & Andrew Galloway)	355
Hospitality NZ (Nikki Rodgers & Genaea Calvert)	359
Bruce Tulloch	126

Marco Duff	35
Foodstuffs South Island (Kent Mahon & Summer Pringle)	375
Lisa Cowe	391
Liz Gordon	209
Aviva (Jo Bader)	408
Salvation Army (ana Ika)	414
Frank's Liquor, Miusceo Café Bar & Restaurant (Frank Davidson)	371
Ruth Spearing	388
Marilyn Chong	204
University of Canterbury (Adela Kardos)	374
Belinda & John Symon	242
Carolyn Moffat	369
Superliquor Holdings (Greg Hoar)	378
Te Whatu Ora (Dr. Cheryl Brunton, Dr. Ruth Spearing, Prof. Joe Boden & Dr. Laura Joyce)	411
Christchurch Youth Council (Vicky, Tom, Aaliyah, Beth & Ruby-Grace)	395
Waipuna Halswell-Hornby Riccarton Community Board (Marie Pollisco, Chairperson)	363
Helen Broughton	NA
New Zealand Police (Sergeant Dave Robertson & Superintendent Lane Todd)	416

Attachments

A LAP - Staff Presentation - 11 June 2025
B LAP - Dr. Ruth Spearing - 11 June 2025
C LAP - New Zealand Police - 11 June 2025
D LAP - National Public Health Service - 11 June 2025
E LAP - Super Liquor Holdings - 11 June 2025

Adjournment of Meeting

Council Resolved CNCL/2025/00244

That the Council:
1. Adjourn the meeting until 1pm, 19 June 2025, in the Fendalton Boardroom.

Deputy Mayor/Councillor MacDonald **Carried**

Meeting Reconvened

The meeting reconvened at 1.06pm, on 19 June 2025 in the Fendalton Boardroom.
Mayor Mauger resumed the Chair.
Councillor McDonald was not present at this time. Councillor Fields attended via Audio/Visual Link.

Staff joined the table to present the Thematic Analysis on the Draft Local Alcohol Policy Hearings.

Attachments

A LAP - presentation for 19 June 2025 Council

Councillor MacDonald joined the meeting at 1.10pm.

Resolution to Exclude the Public

Council Resolved CNCL/2025/00245

That at 1.32pm the public were excluded.

Mayor/Councillor Coker **Carried**

The meeting adjourned at 2.38pm and reconvened at 2.50pm. Deputy Mayor Cotter and Councillor Templeton were not present at this time.
Deputy Mayor Cotter returned to the meeting at 2.51pm.

Adjournment of Meeting

Council Resolved CNCL/2025/00246

That the Council:
1. Adjourn the meeting until 11am, 30 June 2025, in the Fendalton Boardroom.

Councillor Scandrett/Deputy Mayor **Carried**

Meeting Reconvened

The meeting reconvened at 11.03am, on 30 June 2025 in the Fendalton Boardroom. Councillors Moore and Fields were not present at this time. Councillor McDonald attended via Audio/Visual Link.

Staff returned to the table to answer Councillor questions regarding potential amendments.

Councillor Fields joined the meeting at 11.05am.
Councillor Barber joined the meeting at 11.30am.

The meeting adjourned at 11.55am and reconvened at 12.29pm.

Councillor Moore joined the meeting via Audio/Visual Link at 12.30pm.

3.3 Draft Local Alcohol Policy Amendment – Deprivation Level

Council Comment

1. At the conclusion of questions, Councillor Coker withdrew Amendment 2.
2. When put to the vote, Amendment 1 was declared lost.

Council Decision

That the Council:

1. Amend Appendix 1 relating to "6. Freeze on the issue of new off-licences" from 'Deprivation 8-10' to 'Deprivation 7 -10'.
2. ~~Amend clause 6.3 in the Draft Alcohol Policy from 'An applicant can apply for an exemption to this policy provision if they can show in their application that the primary purpose of their business is not the sale and supply of alcohol' to 'An applicant (excluding supermarkets and grocery stores) can apply for an exemption to this policy provision if they can show in their application that the primary purpose of their business is not the sale and supply of alcohol'.~~

*The division was declared **lost** by 3 votes to 12 votes the voting being as follows:*

For: *Councillor Coker, Councillor Peters and Councillor Scandrett*

Against: *Mayor Mauger, Deputy Mayor Cotter, Councillor Barber, Councillor Donovan, Councillor Fields, Councillor Harrison-Hunt, Councillor Henstock, Councillor Johanson, Councillor MacDonald, Councillor McLellan, Councillor Moore and Councillor Templeton*

Councillor Coker/Deputy Mayor **Lost**

3 Draft Local Alcohol Policy Amendment – Sensitive Sites

Secretarial note:

1. At the conclusion of questions, this proposed Amendment was withdrawn by Councillor Harrison-Hunt.
2. With agreement from the Mover, reference to the *Christchurch Bus Interchange* from the withdrawn Amendment was combined and became 3c.
3. The combined Amendments (refer below) when put to the vote were declared carried.

Withdrawn Amendment

That the Council:

1. Include the Bus Interchange, Riccarton Bus Lounge, City Mission and Christchurch Youth Hub as a sensitive site in the Local Alcohol Policy.

3 Draft Local Alcohol Policy Amendment – Central City Zone, Sensitive Sites

Secretarial note:

1. Amendments 3a – 3c were voted on separately and when put to the vote were all declared carried.

Council Resolved CNCL/2025/00247

That the Council:

3a. Remove, in relation to "7. Restriction on the location of new bottles stores" the clause '7.3 The policy provision stated in 7.2 of the Policy shall not apply to applications made in respect of sites located within the City Centre Zone as shown in Appendix 2', remove Appendix 2, and remove in "9. Definitions" the definition of 'Central City Zone'.

Councillor Coker/Councillor Harrison-Hunt **Carried**

Councillor MacDonald requested his vote against be recorded.

Council Resolved CNCL/2025/00248

That the Council:

3b. Amend in "9. Definitions" the definition of 'Sensitive sites' to include further bullet point– The University of Canterbury.

Councillor Coker/Councillor Harrison-Hunt **Carried**

Council Resolved CNCL/2025/00249

That the Council:

3c. Amend in "9. Definitions" the definition of 'Sensitive sites' to include further bullet points – the Christchurch Bus Interchange.

Councillor Coker/Councillor Harrison-Hunt **Carried**

Councillor MacDonald requested his vote against be recorded.

The meeting adjourned at 12.51pm and reconvened at 1.01pm.

3. Draft Local Alcohol Policy

Secretarial Note:

The below Resolution includes the Amendments voted on above and became the substantive motion.

Council Comment

1. Following questions, the meeting requested advice on how the Council may address its concerns pertaining to remote alcohol sales.
2. The staff advice was to address the Minister of Justice and request a review of the current legislation which allows for the present remote sale circumstances.

Officer Recommendations

That the Council:

1. Receives the information in the Draft Local Alcohol Policy report.

Council Resolved CNCL/2025/00250

That the Council:

1. Receives the information in the Draft Local Alcohol Policy report.

2. Write to the Minister of Justice outlining its concerns around the lack of restrictions regarding location, timing and delivery of remote sales, seeking a review of the legislation that allows for this activity.

3. Adopts the draft Local Alcohol Policy as it went for consultation with the following amendments:
   a. Remove, in relation to "7. Restriction on the location of new bottles stores" the clause '7.3 The policy provision stated in 7.2 of the Policy shall not apply to applications made in respect of sites located within the City Centre Zone as shown in Appendix 2', remove Appendix 2, and remove in "9. Definitions" the definition of 'Central City Zone'.,
   b. Amend in "9. Definitions" the definition of 'Sensitive sites' to include further bullet points – The University of Canterbury.
   c. Amend in "9. Definitions" the definition of 'Sensitive sites' to include further bullet points – the Christchurch Bus Interchange.

4. Delegates to the GM Strategy, Planning & Regulatory to make minor corrections and administrative changes to the policy.

Mayor/Deputy Mayor **Carried**
Councillor MacDonald requested his vote against resolutions 3a and 3c be recorded.

Karakia Whakamutunga

Meeting concluded on 30 June 2025, at 1.28pm.

CONFIRMED THIS 6th DAY OF AUGUST 2025.

MAYOR PHIL MAUGER
CHAIRPERSON

Item 7

7. Council Minutes - 16 July 2025

Reference Te Tohutoro:	25/1428640
Responsible Officer(s) Te Pou Matua:	Samantha Kelly, Team Leader Democratic Services Support
Accountable ELT Member Pouwhakarae:	Mary Richardson, Chief Executive

1. Purpose of Report Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 16 July 2025.

2. Recommendation Te Tūtohu Council

That the Council confirms the Minutes from the Council meeting held 16 July 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Minutes Council - 16 July 2025	25/1396489	26

Signatories Ngā Kaiwaitohu

Author	Samantha Kelly - Team Leader Democratic Services Support

Christchurch City Council
MINUTES

Date:	**Wednesday 16 July 2025**
Time:	**9.30 am**
Venue:	**Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads, Fendalton**

Present

Chairperson	Mayor Phil Mauger
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt – via audio/visual link
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan – via audio/visual link
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett

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Meeting Advisor
Samantha Kelly
Team Leader Democratic Services Support
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Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Council Resolved CNCL/2025/00263

That the apologies from Councillor Donovan for lateness, the Mayor for partial absence/potential early departure, and Councillor Templeton for absence be accepted.

Deputy Mayor/Mayor **Carried**

15. Ōtautahi Christchurch Organics Processing Facility Operating Cost

In accordance with Standing Order 6.8, Public Excluded Item 15 - *Ōtautahi Christchurch Organics Processing Facility Funding Requirements* was withdrawn from the agenda.

2. Declarations of Interest Ngā Whakapuaki Aronga

Councillor Gough declared an interest in Item 7 – *Decision in-part on Plan Change 14 – Only 265 Riccarton Road and 9 Daresbury Lane*.
Councillors Gough and Keown declared an interest in Item 8 – *Confirmation of Dates for Adoption of the Local Alcohol Policy (LAP).*

3. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

Councillor Donovan joined the meeting at 9.32 am during consideration of Item 3.1.1.
Councillor Harrison-Hunt joined the meeting via audio/visual link at 9.33 am during consideration of Item 3.1.1.
Councillor Fields joined the meeting at 9.34 am during consideration of Item 3.1.1.
Councillor McLellan joined the meeting via audio/visual link at 9.34 am during consideration of Item 3.1.1.

3.1.1 Environment Canterbury (ECan) Councillor Peter Scott

ECan Councillor Peter Scott spoke regarding an ECan Notice of Motion relating to public transport operations and infrastructure in Christchurch.

3.1.2 Flare Street Art Festival

and Selina Faimalo and Dr Reuben Woods spoke on behalf of Watch This Space and Flare

3.1.3 regarding the street art programme and Flare Street art festival funding received from the Council through the Long Term Plan.

Attachments

A Watch This Space x Flare - Presentation to Council

3.1.4 RDU 98.5FM

James Meharry spoke on behalf of RDU 98.5FM regarding their 50-year milestone.

Attachments

A RDU 98.5 FM - Presentation to Council

Councillor Barber left the meeting at 10.02 am and returned at 10.04 am during consideration of Item 3.1.5.

3.1.5 Spokes Canterbury

Fox Bennetts (Spokes Chair) and Anne Scott (Spokes Coordinator) spoke on behalf of Spokes Canterbury regarding the top cycling priorities in the Christchurch Central area that were identified in a public consultation session that Spokes Canterbury ran earlier this year.

Attachments

A Spokes Canterbury - Presentation to Council

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

Councillor Donovan left the meeting at 10.12 am during consideration of Item 3.2.1.

3.2.1 Stefan Huy and Bruni Gebauer-Huy

Stefan Huy and Bruni Gebauer-Huy (via audio/visual link) and Andrew Schulte spoke regarding Item 10 - *Unsolicited Proposal for sale of 1 Kinsey Terrace.*

4. Presentation of Petitions Ngā Pākikitanga

There was no presentation of petitions.

5. Council - Annual Plan Minutes - 24 June 2025

Council Resolved CNCL/2025/00264

That the Council confirms the Minutes from the Council - Annual Plan meeting held 24 June 2025.

Mayor/Deputy Mayor **Carried**

Councillor Gough left the meeting at 10.22 am and returned at 10.29 am during consideration of Item 6.
Councillor MacDonald left the meeting at 10.22 am during consideration of Item 6.
Councillor Donovan returned to the meeting at 10.44 am during consideration of Item 6.

Report from Te Pātaka o Rākaihautū Banks Peninsula Community Board - 7 July 2025

6. Te Pātaka o Rākaihautū - Banks Peninsula Settlements Stormwater Management Plan

Council Resolved CNCL/2025/00265

Te Pātaka o Rākaihautū Banks Peninsula Community Board Recommendations accepted without change

That the Council:

1. Receives the information in the Te Pātaka o Rākaihautū - Banks Peninsula Settlements Stormwater Management Plan Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Adopts the Te Pātaka o Rākaihautū - Banks Peninsula Settlements Stormwater Management Plan as **Attachment C** to the report on the meeting agenda.

Councillor Fields/Deputy Mayor **Carried**

Deputy Mayor Cotter left the meeting at 10.38 am and returned at 10.41 am during consideration of Item 11.
Councillor MacDonald returned to the meeting at 10.40 am during consideration of Item 11.

11. Notice of Motion - Feasibility of free overnight parking at Parakiore Recreation and Sport Centre

Council Resolved CNCL/2025/00266

Notice of Motion Recommendation accepted without change

That the Council:

1. In response to concerns raised by hospital staff working nights shifts, requests staff to investigate and engage with Christchurch Hospital management regarding the feasibility of:
    a. providing free overnight car parking at Parakiore Recreation and Sport Centre for Christchurch Hospital staff working night shifts; and
    b. the Christchurch Hospital providing free transport options for hospital staff night shifts to and from Parakiore.

Mayor/Councillor Keown **Carried**

12. Mayor's Monthly Report

Council Resolved CNCL/2025/00267

Mayor's Recommendation accepted without change

That the Council:

1. Receives the information in the Mayor's Monthly report.

Mayor/Councillor MacDonald **Carried**

10. Unsolicited Proposal for sale of 1 Kinsey Terrace

Council Comment

1. Council Officers Angus Smith and Nigel Collings joined the table to present the report.
2. The Original Officer Recommendations, with an addition to Recommendation 6 requesting staff to immediately action the sale process, was Moved by Councillor Coker and Seconded by Deputy Mayor Cotter (Original Motion).
3. During debate, Councillor Johanson Moved a Foreshadowed Motion, Seconded by Councillor Keown, for option three of the Officer report, to accept the unsolicited proposal to sell an accessway over part of 1 Kinsey Terrace (shown in Attachment C as "Sec 1" and "Lot 2 DP 43517"), leaving the Council with the balance of the site to sell.
4. When put to the vote the Original Motion was declared carried by way of division.

Council Resolved CNCL/2025/00268

That the Council:

1. Receive the information in the Unsolicited Proposal for sale of 1 Kinsey Terrace 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. Notes that 1 Kinsey Terrace has been declared surplus through the 2024-34 Long Term Plan.
4. Notes that the Council's consideration of the unsolicited proposals would require a departure from its *Disposal of Property Policy 2000*, specifically the requirement that surplus property be sold by way of public tender. As there is no clear and reasonable justification to support a departure, staff do not recommend this option.
5. Declines both unsolicited proposals submitted by Mr Stefan Huy and Ms Bruni Gebauer-Huy, the adjoining owners of 54 Clifton Terrace to seek purchase either a portion of, or the entire Council-owned site at 1 Kinsey Terrace.
6. Resolves to sell the land at 1 Kinsey Terrace in accordance with the relevant Council policies as previously planned, i.e. on the open market in a fair and transparent manner, and request that staff action this immediately.
7. Authorises the Manager Property Consultancy, to undertake all actions, negotiate and conclude all the agreements necessary to facilitate the recommendations above made in general accordance with this report on terms and conditions acceptable to him at his sole discretion, and in doing so make any decisions necessary to give effect to this.
8. Notes that public excluded attachments can be reviewed for public release after a sale concludes.

*The division was declared **carried** by 12 votes to 4 votes the voting being as follows:*

For: *Mayor Mauger, Deputy Mayor Cotter, Councillor Barber, Councillor Coker, Councillor Donovan, Councillor Fields, Councillor Gough, Councillor Harrison-Hunt, Councillor Henstock, Councillor MacDonald, Councillor McLellan and Councillor Moore*

Against: *Councillor Johanson, Councillor Keown, Councillor Peters and Councillor Scandrett*

Councillor Coker/Deputy Mayor **Carried**

7. Decision in-part on Plan Change 14 - Only 265 Riccarton Road and 9 Daresbury Lane

Council Comment

1. The Original Officer Recommendations were Moved by Councillor MacDonald and Seconded by Councillor Harrison-Hunt.
2. As requested by the meeting, Recommendation 5 was split to allow 9 Daresbury Lane to be decided on separately.
3. When put to the vote, the Motion was accepted without change.

Council Resolved CNCL/2025/00269

That the Council:

1. Receives the information in the Decision in-part on Plan Change 14 - Only 265 Riccarton Road and 9 Daresbury Lane – as detailed in the Independent Hearings Panel Recommendations.
2. Receives the Independent Hearings Panel – Plan Change 14 Housing and Business Choice recommendation reports, including recommendations on submissions, further report addendums to the recommendations report, and further minutes that modify the recommendations report, as provided on the PC14 Webpage: https://chch2023.ihp.govt.nz/recommendations-report
3. Notes that the decision in this report is assessed as moderate significance based on the Christchurch City Council's Significance and Engagement Policy.

Decision on only 265 Riccarton Road and 9 Daresbury Lane

4. Limits decision making on recommendations of the Independent Hearing Panel (IHP) on Plan Change 14 (PC14) to only the following sites:
    a. 265 Riccarton Road, Upper Riccarton (legally described as Pt Lot 1 DP 52478); and
    b. 9 Daresbury Lane, Fendalton (legally described as Lots 2, 3 DP 49363).
5. Having limited the decision making on recommendations of the Independent Hearing Panel on Plan Change 14 to **only 265 Riccarton Road,** where relevant:
    a. Accepts the Panel's recommendations for Medium Density Residential Zoning.
    b. Accepts the Panel's recommendations on Significant and Other Trees qualifying matter.
    c. Accepts the Panel's recommendation on Waterbody setbacks qualifying matter.
    d. Accepts the Panel's recommendation on Sunlight Access qualifying matter.
6. Having limited the decision making on recommendations of the Independent Hearing Panel on Plan Change 14 to **only 9 Daresbury Lane,** where relevant:
    a. Accepts the Panel's recommendations for Medium Density Residential Zoning.
    b. Accepts the Panel's recommendations on Significant and Other Trees qualifying matter.
    c. Accepts the Panel's recommendation on Waterbody setbacks qualifying matter.
    d. Accepts the Panel's recommendation on Sunlight Access qualifying matter.

Clerical delegations and approvals:

7. Delegates authority to the Head of Planning and Consents to make changes of minor effect or to correct minor errors in the accepted Panel's recommendations before publicly notifying its decisions on these recommendations.
8. Delegates authority to the Head of Planning and Consents to contact the Minister regarding the referred recommendations for 265 Riccarton Road and 9 Daresbury Lane and any associated administration needed for the Minister to complete decision making.
9. Resolves to publicly notify its decisions on resolutions 4 to 8 NO LATER THAN **1 August 2025** and to serve that public notice on every person who made a submission on Plan Change 14.

Councillor MacDonald/Councillor Harrison-Hunt **Carried**

Councillors Coker, Donovan, Johanson, and McLellan requested their votes against Resolution 6 be recorded.

Councillor Gough declared an interest in this Item, sat back from the table, and did not take part in the debate or vote.

9. 66E Hills Rd - Sale of Land

Council Resolved CNCL/2025/00270

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the 66E Hills Rd - Sale of Land 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. Resolves to sell the land located at 66E Hills Rd, Edgeware, being an area of 3m2 and defined as Pt Lot 26 DP 2740, currently held in gazette, to Morgan & Partners Developments Limited for a sum of $2,160 plus GST.
4. Resolves to surrender the existing easement, held in favour of the Council, being a Right of Way over record of title CB29K/587, originally registered via gazette notice A27267.1.
5. Authorises the Manager Property Consultancy to conclude any negotiations and sign documents required to implement the resolutions contained above.

Mayor/Councillor Henstock **Carried**

13. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Council Resolved CNCL/2025/00271

That Matt Slater of Christchurch City Holdings Limited remain after the public have been excluded for Item 14 of the public excluded agenda as he has knowledge that is relevant to that Item and will assist the Council.

AND

That at 11.25 am the resolution to exclude the public set out on pages 116 to 118 of the agenda be adopted.

Mayor/Councillor Coker **Carried**

The public were re-admitted to the meeting at 12.22 pm.

8. Confirmation of Dates for Adoption of the Local Alcohol Policy (LAP)

Secretarial Note: *The Original Officer Recommendations were accepted without change. The alterations (refer to the agenda item) outlined in the Original Officer Recommendations have been incorporated into the Council Resolution which included:*

- *Replacing the word "Adopts" with "Finalises" in Resolution 3.*
- *The inclusion of additional Resolutions 4 and 5.*

Council Resolved CNCL/2025/00274

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Confirmation of Dates for Adoption of the Local Alcohol Policy (LAP) report.
2. Alters the Council resolution made at its meeting of 11 June 2025 to read as follows:
   Secretarial Note: *Alterations outlined in the Original Officer Recommendations accepted.*

   3. Finalises the draft Local Alcohol Policy as it went for consultation with the following amendments:

   a. *Remove, in relation to "7. Restriction on the location of new bottles stores" the clause '7.3 The policy provision stated in 7.2 of the Policy shall not apply to applications made in respect of sites located within the City Centre Zone as shown in Appendix 2', remove Appendix 2, and remove in "9. Definitions" the definition of 'Central City Zone'.,*

   b. *Amend in "9. Definitions" the definition of 'Sensitive sites' to include further bullet points – The University of Canterbury.*

c. *Amend in "9. Definitions" the definition of 'Sensitive sites' to include further bullet points – the Christchurch Bus Interchange.*

4. Confirms that the Local Alcohol Policy is "adopted" under section 81(a) of the Sale and Supply of Alcohol Act 2012 30 days after it is publicly notified (in The Press newspaper and on the Council website).

5. Resolves that the Local Alcohol Policy will come into effect on 25 August 2025, except for the elements in Clause 5, which relates to maximum trading hours for off-licences, which will come into force on 25 October 2025 (3 months after public notification of the policy is given in The Press newspaper).

Mayor/Councillor MacDonald **Carried**

Councillors Gough and Keown declared an interest in this Item, sat back from the table, and did not take part in the debate or vote.

Councillor Moore requested that his vote against Resolution 5 be recorded.

Karakia Whakamutunga

Meeting concluded at 12.24 pm.

CONFIRMED THIS 6TH DAY OF AUGUST 2025

MAYOR PHIL MAUGER
CHAIRPERSON

Christchurch City Council

8. Health, Safety and Wellbeing Committee Minutes - 27 June 2025

Reference Te Tohutoro:	25/1292572
Responsible Officer(s) Te Pou Matua:	Simone Gordon, Democratic Services Advisor
Accountable ELT Member Pouwhakarae:	Helen White, General Counsel / Director of Legal & Democratic Services

1. Purpose of Report Te Pūtake Pūrongo

The Health, Safety and Wellbeing Committee held a meeting on 27 June 2025 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation Te Tūtohu Council

That the Council receives the Minutes from the Health, Safety and Wellbeing Committee meeting held 27 June 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Minutes Health, Safety and Wellbeing Committee - 27 June 2025	25/1263212	38

Signatories Ngā Kaiwaitohu

Author	Simone Gordon - Democratic Services Advisor

Health, Safety and Wellbeing Committee
OPEN MINUTES

Date:	**Friday 27 June 2025**
Time:	**9.30 am**
Venue:	**Meeting Room 2.05, Level 2, Civic Offices, 53 Hereford Street, Christchurch**

Present

Chairperson	Councillor Tim Scandrett
Deputy Chairperson	Councillor Kelly Barber
Members	Councillor Melanie Coker
	Councillor Mark Peters
	Mr Chris Jones
	Ms Helen Sadgrove – by audio/visual link

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Health, Safety and Wellbeing Committee
27 June 2025

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

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C
Committee Decision

There were no apologies received.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B
There were no declarations of interest recorded.

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

Part C
Committee Resolved HSCM/2025/00004

That the minutes of the Health, Safety and Wellbeing Committee meeting held on Friday, 7 March 2025 be confirmed.

Councillor Scandrett/Councillor Barber **Carried**

4. Public Forum Te Huinga Whānui

Part B
There were no public forum presentations.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B
There were no deputations by appointment.

6. Presentation of Petitions Ngā Pākikitanga

Part B
There was no presentation of petitions.

7. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Committee Resolved HSCM/2025/00005

Part C

That at 9.33am the resolution to exclude the public set out on pages 12 to 13 of the agenda be adopted.

Councillor Scandrett/Councillor Peters **Carried**

The public were re-admitted to the meeting at 11.31am.

Meeting concluded at 11.31am.

CONFIRMED THIS 29TH DAY OF AUGUST 2025.

COUNCILLOR TIM SCANDRETT
CHAIRPERSON

Item 9

9. Civic Awards Committee Minutes - 14 July 2025

Reference Te Tohutoro:	25/1409790
Responsible Officer(s) Te Pou Matua:	Natasha McDonnell, Democratic Services Advisor
Accountable ELT Member Pouwhakarae:	Helen White, General Counsel / Director of Legal & Democratic Services

1. Purpose of Report Te Pūtake Pūrongo

The Civic Awards Committee held a meeting on 14 July 2025 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation Te Tūtohu Council

That the Council receives the Minutes from the Civic Awards Committee meeting held 14 July 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Minutes Civic Awards Committee - 14 July 2025	25/1355121	42

Signatories Ngā Kaiwaitohu

Author	Natasha McDonnell - Democratic Services Advisor

Civic Awards Committee
OPEN MINUTES

Date:	**Monday 14 July 2025**
Time:	**9:34 am**
Venue:	**Elected Members' Lounge, Sixth Floor, Christchurch City Council Civic Offices**

Present

Chairperson	Councillor Yani Johanson
Deputy Chairperson	Councillor Celeste Donovan
Members	Councillor Tyrone Fields
	Councillor Mark Peters

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Part A **Matters Requiring a Council Decision**

Part B **Reports for Information**

Part C **Decisions Under Delegation**

1. Apologies Ngā Whakapāha

Committee Resolved CCAS/2025/00001

That the apology from Councillor Moore for absence be accepted.

Councillor Johanson/Councillor Peters **Carried**

2. Declarations of Interest Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

3. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Committee Resolved CCAS/2025/00002

Part C

That at 9.35am the resolution to exclude the public set out on pages 6 to 7 of the open agenda be adopted.

Councillor Johanson/Councillor Peters Carried

The public were re-admitted to the meeting at 10.35am.

Meeting concluded at 10.36am.

TO BE CONFIRMED

COUNCILLOR YANI JOHANSON
CHAIRPERSON

Item 10

10. Monthly Report from the Community Boards - July 2025

Reference Te Tohutoro: 25/1384891

Report of Te Pou Matua: The Chairpersons of all Community Boards

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to provide the Council with an overview of initiatives and issues recently considered by the Community Boards. This report attaches the most recent Community Board Area Report included in each Board's public meeting. Please see the individual agendas for the attachments to each report.

1.2 Each Board will present important matters from their respective areas during the consideration of this report and these presentations will be published with the Council minutes after the meeting.

2. Community Board Recommendations Ngā Tūtohu a te Poari Hapori

That the Council:

1. Receives the information in the Monthly Report from the Community Boards - July 2025 Report.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Waimāero Fendalton-Waimairi-Harewood Community Board Area Report July 2025	25/1386606	46
B	Waipapa Papanui-Innes-Central Community Board Area Report July 2025	25/1386608	53
C	Waipuna Halswell-Hornby-Riccarton Community Board Area Report July 2025	25/1386609	71
D	Waitai Coastal-Burwood-Linwood Community Board Area Report July 2025	25/1386610	80
E	Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report July 2025	25/1386612	95
F	Waihoro Spreydon-Cashmere-Heathcote Community Board Area Report July 2025	25/1386613	101

11. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - July 2025

Reference Te Tohutoro:	25/1208070
Responsible Officer(s) Te Pou Matua:	Maryanne Lomax, 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 Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - July 2025.

3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

3.1.1 **2025 Waimāero Fendalton-Waimairi-Harewood Community Service Awards**

The Waimāero Fendalton-Waimairi-Harewood Community Service awards were held on Tuesday 17th June at the Commodore Hotel.

The Community Board had the pleasure of presenting 13 awards to members of the Waimāero Fendalton-Waimairi-Harewood Community for their outstanding volunteer service.

These awards are a way of thanking and honouring volunteers who demonstrate dedication and passion, greatly benefitting the community.

The 2025 awards were presented to:

- Mark Barnes, for services to Bishopdale Menzshed.
- Chris Bond and Erin Bond for services to Burnside West Christchurch University Cricket Club, Gordon Scouts and Southern Hockey.
- Burnside High School Environment Group for their services to the local environment.
- Karen Carson for services to Citizens Advice Bureau (North Branch).
- Ronnie Davey for services to Citizens Advice Bureau (North Branch).
- Leo Fietje for services to Styx Living Laboratory Trust.
- Rose Imms for services to Nomads United AFC.
- Jeanette Christensen for services to Friends of the Christchurch Botanic Gardens Inc.
- Carna Mytton for services to Nomads United AFC.
- Robyn Pay for services to Northwood Residents Association.
- Tim Stevenson for services to Rangatahi Bryndwr Trust.

- Kay Stewart for services to Belfast Community Network Inc
- Jo Verdellen for service to Citizens Advice Bureau (North Branch)

3.1.2 **Belfast Revisited**

The Belfast Area Residents Association, Belfast Community Network and the Waimāero Fendalton-Waimairi-Harewood Community Board, through Community Development Advisor Natalie Dally, have formed a steering group that will be engaging a social researcher to update Belfast information.

Previous research and projects have not kept up with developments in the area and the ever increasing and changing population. The steering group are talking with a researcher who will compile all of the previous research and Council planning into one source document.

There will be a community survey undertaken and focus groups held so the community can let us know what the projects and priorities are for them now. This document can be used to highlight what the Council could be doing for and with the community and it will help the Residents Association to identify community priorities and where their energy should go.

With the Community Board recently granting funding to the Belfast Emergency Response Planning project for a water tank and also a pathway connecting Spring Grove to the Northern Corridor, Belfast is getting some good projects moving. The Belfast community pool will also be getting a new look as Council staff work with Belfast School and the Belfast Community Network to give the pool a fresh look inside and out and undertake some maintenance, to be ready for the new season.

3.1.3 **Fendalton-Waimairi-Harewood Community Liaison Meeting**

The Fendalton-Waimairi-Harewood Community Liaison Meeting was held on Thursday 19 June, bringing together over 20 representatives from a diverse range of community organisations.

Strengthening Emergency Preparedness - A key focus of the meeting was on building community resilience. Staff shared feedback from a recent Emergency Response Hui, where community groups reflected on their readiness and identify areas for improvement. The hui served as a practical introduction to emergency planning, and follow-up support from the Council's Community Development Advisors is available to help groups continue developing their plans.

Justine Balcar from the Belfast Community Network shared the impressive work being done through BERP, the Belfast Emergency Response Plan, a community-led initiative developed in partnership with local organisations including Belfast School, Belfast Rugby Club, the Bowling Club, Rotary, and residents' associations.

Since its launch in 2014, BERP has grown to involve 12 partner groups and has become a model for community collaboration in emergency preparedness.

They've delivered printed pamphlets to local households, supported by online access, and are working to translate materials into other languages. Allan from Asian Community Transformation Trust mentioned they have an intern who may assist with translating documents into Mandarin.

The initiative continues to evolve, with strong links to other agencies such as Neighbourhood Support and the Salvation Army.

Volunteer Shout-Out - As it was National Volunteer Week, local staff led a fun, interactive "Big Shout Out" to celebrate the efforts of everyone in the room. Attendees were invited to remain standing if certain statements applied to them, such as having ever offered their time or energy to help their community. Unsurprisingly, everyone was still standing by the end. Chocolate was handed out as a small token of appreciation for the groups and their volunteers, in recognition of the important work they do across the Fendalton Waimairi Harewood.

3.1.4 **Waimairi Toy Library**

Please see comments below from the Waimairi Toy Library:

We'd like to extend a heartfelt thank you to the Christchurch City Council and especially Karen for your generous support in funding a new gymnastics bar and safety mat and a brand new scooter, and for covering the moving costs for our donated Portacom where we can store our larger toys.

These additions will make a big difference to our Toy Library - giving tamariki more fun and safe play options, and helping us welcome new families into our community.

With our smaller location after the move from Burnside Primary School, we had to downsize our range but with the Portacom, we will be able to get new, bigger toys which will help us increase our membership. Ngā mihi nui for helping us grow!

3.1.5 **Youth Development Fund Report Back**

Piper Nuku

Over Easter weekend Piper travelled to Wellington with the Te Waipaunamu U19 team to play in the AMNOL tournament with other roopu form other parts of NZ. They travelled by van and up to Blenheim for a pretournament training camp. Then travelled over to Wellington on the ferry.

They had a great time learning Kaupapa Māori and playing to sport they all love. The U19 team were a young side in the U19 grade and did well and learnt a lot though were not able to win against the stronger and older teams. Piper thanks the Community Board for their support.

South Island Pasifika and Sports Association

The South Island Pasifika and Sports Association Incorporated were granted $400 towards the costs of the South Island U14's Malie Rugby League team's journey to the Queensland Legal Carnival to Brisbane, Australia which took place in September 2024. Please see their comments below:

On behalf of the team, I would like to express our sincere gratitude for the sponsorship from the Community Board, which helped fund a playing strip for each of the boys participating in the Queensland Rugby League Carnival. The t-shirt featured a Samoan design, playing a key role in fostering a sense of cultural pride and identity among the players. (please see images below)

The funding had a significant impact in the following ways:

- Cultural Connection: The Samoan design helped the boys feel a deeper connection to their heritage, reinforcing the importance of culture in sport.
- Community & Team Spirit: Wearing a unified team t-shirt created a sense of belonging and pride among the players, strengthening camaraderie and teamwork.
- Representation & Visibility: The design showcased the cultural identity of the team, allowing them to represent both their heritage and community on a larger stage.
- Encouragement & Confidence: Having a team shirt contributed to the boys' confidence and motivation, helping them feel supported as they competed in the carnival.

We sincerely appreciate the Community Board's support in making this opportunity possible. Your contribution has positively impacted the boys' growth, connection, and success in sport, culture, and community.

Emily Prebble

Emily was granted $500 under delegation of the Community Governance Manager on 4/02/2025 towards the costs of attending the Singapore Open for Rhythmic Gymnastics which took place in May of this year. Please see comments from Emily below:

I wanted to share my recent incredible time in Singapore for the Singapore Open Rhythmic Gymastics competition.This was held in Bishan just out of central Singapore in May.

I had the privilege of being able to attend this international competition to represent my club, Delta rhythmic gymnastics. This experience away, was absolutely amazing - something I will never forget. Especially adjusting to the humidity and 33 degree temperature days!

Rhythmic gymnastics has been a passion of mine for quite a few years, and currently I am placed 2nd in NZ for my level. To get the opportunity to compete internationally is so good for my overall understanding of the sport round the world, and meeting and interacting with many others who are developing in gymnastics. It is incredible to see how other Clubs work and appreciate the differences in routines, training and coaching and the overall performance by others, not just New Zealand clubs.

I finished overall in 16th which I was very happy with as the competition was next level, and to even perform against some of these athletes was a joy to be part of.

For this I am extremely grateful for Christchurch City Council's input to help me develop. I look forward to my NZ National competition at the end of the year, feeling refreshed and motivated - by reflecting on my amazing international experience.

3.2 **Community Funding Summary**

3.2.1 A status report on the Board's 2024-25 Discretionary Response Fund and Youth Development Fund as at 18 June 2025 is attached (refer to **Attachment A**).

3.2.2 Applications to the 2025/26 Strengthening Communities Fund closed on 30 May 2025 and are currently being assessed. The decision report will be presented to the Board at its August meeting.

3.3 **Participation in and Contribution to Decision Making**

3.3.1 **Report back on other Activities contributing to Community Board Plan**

- The final progress report for the 2023-25 Community Board Plan is attached (refer to **Attachment C**).

3.3.2 **Council Engagement and Consultation**

- **Halifax Reserve tree planting plan and play space renewal**

  The Council sought early feedback on the play space at Halifax Reserve in late 2024. Based on that feedback, the Council has developed a concept plan for the play space at Halifax Reserve, along with a proposal for additional tree planting. Consultation opened on 17 June and closes on 7 July 2025.

- A full list of open consultations city-wide is available at https://letstalk.ccc.govt.nz/

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

4.1 Customer Service Request Report - Hybris monthly report for May 2025 attached, providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported (refer to **Attachment B**).

4.2 SWN Pound Road - Investigation Work *(circulated 12 June 2025)*

4.3 SWN Cross Stream (Elmwood Park) - Bank Renewal *(circulated 3 June 2025)*

4.4 SWN Aorangi Road South – between Wairakei Road and Bateman Avenue – Stage 1 Phase 3 Update *(circulated 19 June 2025)*

4.5 Road maintenance notifications for work on Gleneagles Tce, Harewood Road and McLeans Island Road. Work on Gleneagles Tce and McLeans Island Road was subsequently postponed due to inclement weather *(circulated 5 June 2025)*

4.6 Road maintenance notifications for work on Memorial Ave and Coutts Island Road *(circulated 16 June 2025)*

4.7 Memo - Subdivision Road Changes Approvals (refer to **Attachment D**)

4.8 Memo - Waimakariri Road and Whitchurch Place Speed Limit (refer to **Attachment E**)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Fendalton-Waimairi-Harewood Board Funding Update - June 2025	25/1213021	
B	Fendalton-Waimairi-Harewood Hybris Ticket Report - May 2025	25/1208071	
C	Fendalton-Waimairi-Harewood 2022-25 Community Board Plan Monitoring Report - July 2025	23/1693478	
D	Memo - Subdivision Road Changes Approvals	25/1208585	
E	Memo - Waimakairiri Road and Whichurch Place Speed Limit	25/1208586	

Signatories Ngā Kaiwaitohu

Authors	Aidan Kimberley - Community Board Advisor Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood
Approved By	Matthew McLintock - Manager Community Governance Team Matt Boult - Acting Head of Community Support & Partnerships

11. Waipapa Papanui-Innes-Central Community Board Area Report - July 2025

Reference Te Tohutoro: 25/1039255

Responsible Officer(s) Te Pou Matua: Emma Pavey, Community Governance Manager Papanui-Innes-Central

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central Community Board Area Report - July 2025.

3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

Activity	Detail	Timeline	Strategic Alignment
Youth Recreation	Staff are working in collaboration with youth-focused organisations to discuss potential opportunities in the Papanui, Innes and Central ward areas.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Youth Safety	A youth space has opened in Northlands Mall with the support of the Board's Better Off Fund, in collaboration with Papanui Youth Development Trust and Te Ora Hou. Participation numbers have been steady with young people using the space after school hours, often before catching buses from the bus exchange. It is anticipated that Wi-Fi in the youth space will be connected in the coming weeks.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Shirley Community Reserve	The Board resolved for staff to initiate the process to design an on-budget community building on the Reserve that will enable mixed use. The Working Group held its second meeting on 28 May. It was a productive gathering, with meaningful conversations and collaborative decision-making among all members.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy

	The group continues to take a collective approach, ensuring that various perspectives are heard and valued. Several important questions were raised during the meeting, and these have been passed on to the appropriate individuals or organisations for response and follow-up. This ongoing engagement highlights the community's commitment to shaping the future of the Shirley Community Reserve together.		
Revitalisation of Petrie Park	The Board approved the Petrie Park tree planting plan at its June 2025 meeting, and We Are Richmond's concept plan is subject to funding being acquired and all consenting requirements being met.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Safety Initiatives - CPTED	The CPTED report the Board funded with its Better Off Fund for MacFarlane Park, has been completed and presented back to the Board. Further discussions are underway about the future planning for the MacFarlane Park area.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
MacFarlane Park	Some logs have been placed onsite for the Nature Play Space; however, due to recent wet weather, the delivery of the remaining logs and completion of the project have been delayed. Staff will finish the project when the park dries out and a Hiab truck can be driven onto the grass.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Civil Defence Emergency Management (CDEM) Community Resilience Plans - Richmond Civil Defence Plan - SHEAP - Shirley Emergency Action Plan	Local staff, with the assistance of the CDEM team, are working with community organisations within the Papanui, Innes and Central wards on their Emergency Response/Community Resilience Plans that will support their communities during adverse events. The Richmond Civil Defence Plan has been developed and issued to the community. Shirley Community Trust has been working closely with CDEM to review and update the Shirley Emergency Action Plan (SHEAP). This collaborative effort helps ensure that the emergency plan reflects the most up-to-date information relevant to the Shirley community, including local hazards, key contacts, and available resources. By working together, both the Trust and CDEM are strengthening community preparedness and making sure that accurate, community-specific information is recorded in Civil	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy

	Defence systems. This partnership also supports better communication and coordination in the event of an emergency, ensuring that residents have access to timely information and support when they need it most. Through these updates, Shirley Community Trust is helping to build a more resilient and connected neighbourhood. Staff are also working with Te Ora Hou, and St Albans Residents Association on the development of their Emergency Plans.		

3.2 **Community Funding Summary**

The balance of the Board's funding pools at the time of writing is currently as follows subject to subtraction of the grants proposed through the reports to this meeting as shown:

2024/25 Waipapa Papanui-Innes-Central Discretionary Response Fund (DRF)	
Approved Board Projects: • Summer with your neighbours; Youth Recreation; Community Liaison; Youth Development Fund; Community Pride Garden Awards	
AVAILABLE BALANCE *(at time of writing):*	**$16,222**

2024/25 Waipapa Papanui-Innes-Central Youth Development Fund (YDF)	
YDF grants approved over the last financial year:	
• Grant to Disharn Noda towards travelling to Tahiti for a cultural exchange	$300
• Grants to Katia and Elena Ashmore towards the costs of attending the National Secondary Schools' Brass Band Course 2024	$300 & $300
• Grant to Laura Powley towards participating in the Avonside Girls' High School French Trip to Angers	$500
• Grant to Olivia Zeng towards the costs of attending the Aspire (Dance) Programme at Convergence Dance Studio	$100
• Grant to Natalia Kay towards competing in the Deaf World 3v3 Basketball Championships at Gallaudet University, Washington DC	$500
• Grant to Ollie Dysart towards representing the South Island at the ITKD Taekwondo National Championships 2024 in Palmerston North	$350
• Grant to Villa Maria College for Oriana Puhiatau towards playing in the 1st XI Football Team, attending the New Zealand Secondary Schools Tournament in Blenheim	$100
• Grant to Tiana Olney towards attending the Outward-Bound Classic Course	$300
• Grant to Jorja Ashley McCaughan towards competing at the NZCAF Aerobics Nationals in Queenstown	$200

• Grant to Lauren Dyet towards travelling with the Mixx U19 Korfball Team to the National Championships in Taiwan	$500
• Grant to Badminton Canterbury Inc. applicants towards attending the NZ Junior Team Badminton Championships in Palmerston North	$260
• Elsha Brocherie towards travelling with her team to the Korfball Club Championships in Adelaide, Australia	$400
• Rhys Lewis towards competing at The World VEX Robotics Championships in Dallas, USA	$500
• Alisa Wada towards the costs of representing New Zealand at the FISU Summer World University Games 2025 for Artistic Gymnastics in Germany	$500
• Jean Taylor towards the competing as U18 representative for the Canterbury Netball Team at the Netball Tournament in Wellington	$350
AVAILABLE BALANCE *(at time of writing):*	**$2,540**

3.3 **Summary of Recent YDF Applications**

Each year, the Council's community boards set aside an amount of money to fund young people in their local community through their Youth Development Fund (YDF). For more information, see here. Above is a list of YDF grants over the last financial year, and below is a summary of the background to the YDF recipients over the last month.

- **Jean Taylor** is a 17-year-old student at Marian College. She plays senior netball for the Marian College school team and also umpires when required.

  Her school netball team trains three to four days per week after school and at weekends. In addition, Jean has also qualified for the Canterbury Under 18 netball team, which is competing in the national tournament being held in Wellington on Sunday, 22nd June 2025.

  There has been minimal time between notification and the actual tournament to fundraise, so Jean and her family are grateful for help with the costs of travel and uniforms.

3.4 **Strengthening Communities Fund**

This fund supports community-focused organisations whose projects contribute to the strengthening of community wellbeing in the Christchurch City and Banks Peninsula area. 22 applications to the Board's Strengthening Communities Fund (SCF) were received this year, and are being processed for consideration next month.

Outside of the yearly SCF cycle, community groups with emergency or unforeseen situations can apply to the Board's Discretionary Response Fund (DRF). The DRF supports community-focused projects that contribute to the strengthening of community wellbeing in the Christchurch city area.

3.5 **The Mayor's Welfare Fund**

The Mayor's Welfare Fund provides financial support to families and individuals in the community who are in extreme financial distress. It is a last resource for when people have exhausted other appropriate sources such as Work and Income New Zealand (WINZ). The criteria and instructions on how to apply can be found here: Mayors Welfare Fund - all you need to know.

3.6 **Upcoming Community Events and Activities**

Volunteer Events

- National Volunteer Week 2025 was held 15–22 June, celebrating our local legends – Ngā mihi nui
  Thank you for making a difference.
- Visit this link for a variety of volunteer events held around the city, and this link to volunteer at a Council-produced event. There is also information at this link on becoming a Graffiti Programme volunteer, or register at this link to join the Parks Volunteers Team.
- Some planting events are eligible for Children's University (CU) credits, and are family-friendly. Schools can be supported by the 'connect and grow' planting programme: Manaaki Taiao – Nurture Nature.
- Or find other opportunities to volunteer in your community at this link, whether it be sharing your passion for art at the Art Gallery, helping the Friends of the Library, joining the Friends of the Botanic Gardens, volunteering to help run the Peace Train, or any of the number of volunteer opportunities listed on the site for Volunteering Canterbury.

FRESH Events 2025

- Information on events from Youth & Cultural Development (YCD) is available at this link.

Other upcoming community events and festivals in the city

- Visit this link for a variety of community events and festivals held around the city. You can also visit the What's On site for one-off and regular events like:
  - Winter Wonderland trail at the Gardens – 28 June to 13 July at Christchurch Botanic Gardens - Explore Alice in Wonderland inspired activities and games at the Christchurch Botanic Gardens these school holidays. Pick up your free trail map from the Botanic Gardens Visitor Centre or the Kiosk. Can you find Alice along the trail? Tell us her message and enter a prize draw!
  - Imagination Station Holiday Brick School – 7-11 July, 9.30 am to 3.30 pm at Tūranga - Drop off your children for a whole day of LEGO fun with our experienced team! There will be a variety of activities, play, and LEGO challenges to enjoy! This is a day programme for primary school-aged children (recommended age 6 to 10). Visit link for pricing and to book.

- Tuia atu, tuia mai | tukutuku – 10 July, 10-11.30am and 1-2.30pm at Tūranga - Join Māori Library Services to learn about design. Take some time to learn, and then make to take home Māori decorative panels using contemporary materials. Recommended for 7+ years. Under 7 years must be accompanied by an adult.
- CSO and Rova Present: Matariki – 10 July, 10-11am and 11.30am to 12.30pm at Christchurch Town Hall - Celebrate Matariki with Christchurch Symphony Orchestra in this magical concert designed especially for tamariki.
- Heritage stargazing at the Observatory Tower – 10 & 17 July, 7-9pm at The Arts Centre Te Matatiki Toi Ora - View the Southern Sky through the Victorian-era Townsend Teece Telescope, under the guidance of Townsend astronomers from the University of Canterbury.

- Insect Inspectors: Bugs of Aotearoa – 12 July, 10am to 1pm at The Kiosk, Botanic Gardens - Explore the amazing colours of NZ insects! Join the Canterbury branch of the National Entomology Society for a vibrant, bug-filled adventure celebrating Aotearoa's incredible insect life! Discover dazzling patterns and camouflage secrets of native bugs.
- Tamariki Book Festival – 13 July, 11am to 4pm at Tūranga - This year's Tamariki Book Festival theme is Books Take Flight. Join for a great day of book and flight-related activities. Meet local authors and illustrators in a fun festival atmosphere. Find your next favourite author. Buy books for ages 3 to 17, direct from the creators.

- Christchurch Conversations: Steps to a walkable Ōtautahi – 15 July, 6-7.30pm at TSB Space, Tūranga - This Christchurch Conversation considers how a truly walkable city could make for a vibrant, sustainable and liveable Christchurch. First, there'll be some quick-fire presentations, then moving to a panel discussion and Q&A before closing the event with some walking-inspired words from a poet.

- Careers in Heritage 2025 – 4 August, 3.30-5.30pm at Tūranga - This event for senior high school and university students will introduce you to some of the many possible careers in arts and heritage.
- Go Green Expo – 9-10 August, 10am to 4pm at Wolfbrook Arena - New Zealand's largest sustainable lifestyle show. This is your one-stop shop for everything you need to live a sustainable life.

KidsFest

- From 28 June to 13 July 2025 entertain and educate our tamariki. With hundreds of events on offer, don't miss it. Information on hosting a KidsFest event can be found here.

Christchurch City Council Libraries Events

- Christchurch City Libraries run a wide range of classes and programmes both in libraries and through its learning centres for everyone from babies to seniors, with information at this link.

- The Libraries' technology programmes are designed to help people become more comfortable with technology and to make better use of available computer tools. Better Digital Futures Computer Programmes for ages 65+ is a free programme (though it does require bookings). There is also technology help drop-in sessions, and a GenConnect Drop-in to help with questions about your iPad, Smart Phone or Tablet, and how to use Skype, Facebook, or share your photos with family or friends.
- JP Clinics - Justices of the Peace are available at set times at a number of Christchurch City libraries. JPs can witness signatures, verify copies of documents, hear oaths, declarations and more. There is no charge for JP services.
- The Libraries' Events Calendar can be found here, and there are dedicated pages for significant events and related topics like:
    - Wikin te Taetae ni Kiribati - Kiribati Language Week

      Kam na bane ni mauri. Wikin te Taetae ni Kiribati - Kiribati Language Week is on from Sunday 6 to Saturday 12 July 2025.
    - Cook Islands Māori Language Week

      Kia orana! 'Epetoma o te reo Māori Kūki 'Āirani - Cook Islands Māori Language week is on from Sunday 3 to Saturday 9 August 2025.

3.7 **Participation in and Contribution to Decision Making**

3.7.1 **Report back on other Activities contributing to Community Board Plan**

Papanui Bush Community Planting Day

The postponement of the community planting day at Papanui Bush to 14 June, resulted in securing some great planting weather for the volunteers who turned out in force to help with the continuing transformation of the reserve into a burgeoning bush, with the support Denis McMurtie, the Rotary Club of Papanui, and members of the Council's community parks and governance teams.

- ***Matariki in the Zone***

  Staff attended the Matariki in the Zone event on Saturday 21 June.

  Hosted by Richmond Community Garden, Avebury House, and Avon-Ōtākaro Network the event celebrated Matariki with food, music, activities, and a week-long trail lighting display.

  Live performances included the CCC Roopu Waiata Group, Pareawa Banks Ave Choir, Shirley Community All Ages Kapa Haka, Te Roopu Tuhono / White Room, Lisa Tui, and a Fire spinning finale.

  The event had over 2,000 people in attendance with free events and kai available for all which included a boil-up, soup and fried bread by Richmond Community Garden; mulled wine and hot chocolate by Avebury House and Richmond Club; and Riverlution Café treats. Over 500 people enjoyed the hangi, with queues all the way down Vogel Street.

Activities included storytelling and planting with Christchurch City Libraries and Red Zone teams plus seed bomb throwing, weaving, carving, marshmallow pit, treasure hunts, and more – all showcasing local creativity and care for the whenua. The event was completed with the raising of the hangi cooked by Tuahiwi Marae.

- ***Te Oraka Community Pools***

  A working bee to demolish the old fence to make room for a new modern pool fence was held on 15 June. It was reported to be a chilly start but a beautiful day with the pools emerging from behind the old, corrugated iron, thanks to the volunteers on the day.

- ***Mairehau Library's volunteer thank you morning tea***

Staff attended the Mairehau Library's volunteer thank you morning tea, a special occasion celebrating 64 years of volunteer service to the community.

A highlight of the event was recognising the incredible dedication of one volunteer who has been serving at the library since 1974—a remarkable milestone and testament to the spirit of community contribution.

- ***Shirley Community Trust Thankfulness Lunch***

Shirley Community Trust noted what a great occasion their Thankfulness Lunch for their volunteers was, sharing kai and korero about all the good things happening in Shirley.

- ***Volunteering Canterbury – Volunteer Recognition Awards 2025***

  Volunteers at Packe Street Park and Community Garden, Delta Trust, Imagination Station, We Are Richmond, and Shirley Community Trust were among those deservingly celebrated at the Volunteer Recognition Awards held at the Salvation Army Centre on Colombo Street during National Volunteer Week.

- ***Gear Up Otautahi***

  Gear Up Ōtautahi continues to support Canterbury communities by providing quality second-hand sports gear to local organisations. Most recently, Hoa Motuhake Sports Trust received a generous donation of gear that will be incredibly beneficial for tamariki participating in their programmes.

This support not only helps reduce financial barriers but also encourages greater participation in physical activity and team sports. It's another great example of how sharing resources can strengthen community connections and opportunities for our young people.

In collaboration with Eastern Community Sport and Recreation Inc, Gear Up Ōtautahi was able to provide enough equipment to introduce Shirley Intermediate students to badminton at the Avon Hub gym!

This exciting opportunity gave tamariki the chance to try out a new sport in a fun and supportive environment, promoting physical activity and skill development. We're grateful to our partners for helping make this possible and look forward to seeing more young people enjoying badminton in the community.

- ***Phillipstown Hub Matariki event***

  Staff attended the Matariki event held at Phillipstown Hub on Friday 20 June.

  The event was highlighted by a number of organisations joining together to support the local community celebrate Matariki.

  Activities such as braiding, face painting, children's activities, Mirimiri and Romiromi massage, plus stalls and activities provided the opportunity for the community to be involved.

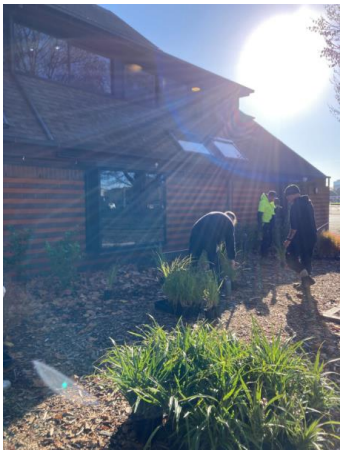
Entertainment included Tradition Arabic and Persian music, the Maea Ukulele group and Kapa Haka.

A large crowd attended and enjoyed the event and the free sausage sizzle and Hangi.

Parks Update

The Community Partnership Rangers continue their collaborative work with the community around the greenspaces in the Board area:

Essex Reserve – A working bee with Salisbury House and community member, Gerard Murnane, went ahead on 30 May. Two members from Phillipstown Hub came along too and brought some gear to help with a great maintenance and weeding session. Unfortunately a further working bee with Step Ahead Trust the following week didn't go ahead due to the weather, but the Community Partnership Ranger and Gerard met up and planted the plants in the spaces they'd made for them the previous week.



Packe Reserve Community Garden – The Community Partnership Ranger got some concrete bags to help contribute to the project to repair the mosaic path in the park.

Multicultural Recreation and Community Centre – The Ranger dropped plants off to the MRCC on 6 June and they were planted that day by Gerard Murnane and volunteers. The Ranger subsequently also dropped off a few trays of bedding flowering plants, which have been planted these around the carpark. Gerard does a lot of volunteer work here and arranged this planting.

Edgar Macintosh Park – On 26 June there was a Parks Unit staff planting in the park. The Community Partnership Ranger noting that it was nice to all get together and add some more plants into the park, which is part of the Asset Renewal Process.

Oliviers Reserve – The working bee in Oliviers Reserve on 27 June was cancelled due to the rain but the Community Partnerships Ranger will be dropping bedding plants off to Gerard Murnane which will get planted in Welcome Rest and Oliviers Reserve at another time.

3.7.2 **Council Engagement and Consultation**

Development contributions rebate schemes *(closes 14 July 2025)*

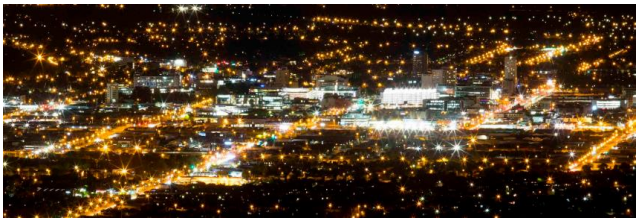
The Council is proposing two rebate schemes to waive development contributions in specific circumstances, where there is a clear benefit to the wider community. These are:

- Scheme 1: Existing demand credits in the central city
- Scheme 2: Six-story residential development in the central city

These schemes would sit alongside Council's Development Contributions Policy, which is used to help recover some of the costs of providing infrastructure to new developments. They are guided by the Development Contributions Rebate Policy.

- Plan Change 21 - Central City Noise *(closes 27 July 2025)*

The Council is proposing to change the District Plan's rules about noise in the central city, particularly when it comes to live music and entertainment activities. They're seeking early feedback on the proposal so the potential environmental, economic, social and cultural impacts can be weighed up before notifying the plan change for submissions later this year.



- Speed limits surrounding One New Zealand Stadium at Te Kaha *(closes 9 July 2025)*

Due to a change in government legislation, the Council need to re-consult on previously approved speed reductions around Ōtautahi's new stadium.

- Tree Planting Plans

Help the shape the tree planting plans for parks across Ōtautahi Christchurch.

- Play Space Projects

The Council is constantly replacing, upgrading, and creating new play spaces for people of all ages. Find out more here.

- Momorangi Reserve Play Space Renewal *(closes 6 July 2025)*

The playground gear has had an awesome run, but it's time for something fresh! To keep the fun going safely, modern play equipment is being brought in that's just as exciting—so you can keep climbing, exploring, and laughing for years to come.

- Consultations in other parts of the district:
  - Whakatā Templeton Cemetery *(closes 7 July 2025)*
  - Wyon and Hulbert Street renewal *(closes 21 July 2025)*

3.8 **Governance Advice**

3.8.1 **Customer Service Request (CSR) Report for the Papanui-Innes-Central Wards**

- Refer to **Attachment A** for the 1 to 30 June 2025 statistics, providing an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.
- Snap Send Solve is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to report issues online, by calling Council on 03 941 8999 or visiting one of the Council's Service centres.

3.8.2 **Community Profiles**

- Each year, the Council's Community Support and Partnerships Unit produces community profiles of each of the 16 wards across the city.

- These profiles are a snapshot of the ward regarding the community infrastructure and include the updated Census statistics and Deprivation Index information.
- The profiles are now aligned with the Council's Strengthening Communities Together Strategy and provide information regarding activities/groups/facilities in each ward that help meet the goals of each Pillar in the Strategy.
- To view the profiles for the Papanui-Innes-Central Wards, please use the links below.

Papanui **Innes** **Central**

3.8.1 Climate action

- The Board's vision statement reflects its commitment to supporting the Ōtautahi Christchurch Climate Resilience Strategy's climate goals and the Ōtautahi-Christchurch Urban Forest Plan.
- A key resource for understanding the Council's targets, what it's doing, how emissions are tracking, and finding relevant community events and activities, is the Council's Climate Action webpage.
- We've got greenhouse gas emission reduction targets to aim for. Find out here where our emissions come from and how we're tracking them within the Council and across the Christchurch district.
- We need everyone to play their part to reach our targets. These online tools can help you measure and reduce your household or business greenhouse gas emissions:
- Future Fit household emissions calculator
- Sustainable Business Network Climate Action Toolbox

Whether you are going to work or school, choose ways that are better for you and our environment. For more information, visit getting to work or getting to school.

- We also recognise that our tamariki and rangatahi are the leaders of tomorrow. The Learning Through Action programme encourages students to get creative and find innovative ideas for meaningful climate action.

Prepare for the impacts of climate change

- We're already feeling the effects of a changing climate in the form of wetter winters, and hotter, drier and longer summers. Find out more here, and browse the Christchurch District Risk Screening Report (2022), which identifies how climate change will affect our natural and built environments. The document is based on the latest scientific information and input from key agencies in the region.

Get updates on climate action

- Sign up for the Council's newsletter and get the latest news and information delivered to your inbox.

3.8.2 **Community Patrols**

The Community Patrols of New Zealand website hosts a wealth of information relevant to what they do in helping to build safer communities, becoming a patroller, and setting up a patrol. Patrols in the Board area include the Christchurch North and City Park community patrols. Their statistical information can be found on the website.

3.8.3 **Planned road works and closures**

Planned road works and closures are indicated on the map at the Traffic Updates page at this link. Additionally, a Smartview of nearby road works and closures is available at the following link: https://smartview.ccc.govt.nz/travel/roads.

There is also a project page for the work in Bishopdale and Papanui at this site.

3.8.4 ***Public Notices***

3.8.5 **School travel**

- The Council offers a wealth of resources at this link relevant to how together we can make it way safer and easier for more children to walk, bike and scooter to school.
- Good-to-go ways to get to school is an exciting programme designed to support schools in encouraging safe, active, fun, affordable, low-emission ways to travel to and from school.

3.8.6 **Travel Planning**

The Council also offers free city travel planning to help organisations, businesses and staff get to know their travel options, with personalised journey planning sessions, advice, practical resources, and services such as Metro incentives for taking the bus, and onsite bike workshops. Information is available at this link, which notes that over 50 workplaces have been supported since 2016, assisting thousands of staff across the city.

3.8.7 **SmartView**

The Council's SmartView page gives users access to a range of real-time information about the city, including data on how to find local mountain bike tracks and also check that they are open, the number of spaces available in car park buildings, the nearest bus stop and the time of the next arrival, air quality, how to get to places, events, where to see street art, weather updates and the latest airport arrivals and departures. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori.

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

4.1 **Start Work Notices (SWN)**

SWN relating to the Board area are separately circulated to the Board. SWN are for works being carried out by the Council can be found at this link. The traffic updates page is a more comprehensive map of planned road works and closures as other agencies also carry out work on the roads. Recent SWN relating to the Board area are:

- Oxley Avenue – water submain renewal *(circulated 30 June 2025)*
- Grassmere Street - water supply mains renewals *(circulated 25 June 2025)*
- Grassmere Street – watermain renewals *(circulated 23 June 2025)*
- Antigua Street cycle connection and watermain works - road and lane closures (Nightworks) *(circulated 16 June 2025)*
- Madras Street - brick barrel emergency repairs *(circulated 13 June 2025)*
- Carrick Street – wastewater renewal *(update circulated 9 June 2025)*

4.2 **Graffiti Snapshot**

The Graffiti Snapshot for May 2025 can be found as **Attachment B** to this report. The Council also provides information on graffiti, including tips to prevent it, and about becoming a Graffiti Programme volunteer, at this link.

4.3 **Memoranda**

Memoranda related to matters of relevance to the Board have been separately circulated for the Board's information and are listed below.

- CCC: Means of supporting Edgeware Village's identity *(circulated 25 June 2025)*
- CCC: Delegations Register - Plan A Map Boundary *(circulated 16 June 2025)*
- CCC: PC21 Central City Noise Plan Change - Further information on options and clarifications following Information Session to Council *(circulated 16 June 2025)*
- CCC: Memo - Regency Reserve, Norrie Park and Momorangi Reserve play space renewals - project update *(circulated 11 June 2025)*

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Customer Service Request Report - June 2025	25/1301118	
B	Graffiti Snapshot - May 2025	25/1209272	

Signatories Ngā Kaiwaitohu

Authors	Mark Saunders - Community Board Advisor Lyssa Aves - Support Officer Trevor Cattermole - Community Development Advisor Stacey Holbrough - Community Development Advisor Jason Chee - Community Recreation Advisor Hannah Martin - Community Support & Events Coordinator Emma Pavey - Manager Community Governance, Papanui-Innes-Central
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central Matthew McLintock - Manager Community Governance Team Matt Boult - Acting Head of Community Support & Partnerships

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

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.

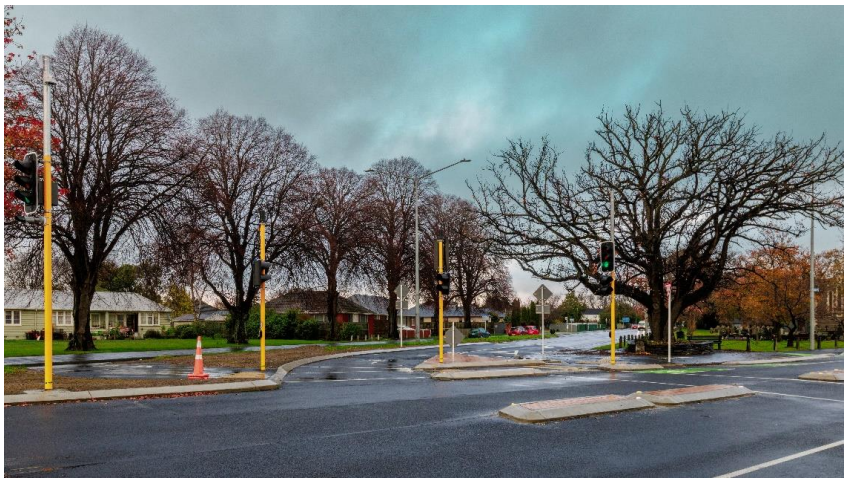
4.2 Community Service recognition

- 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 considerately 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	
B	Cashmere Road and Sutherlands Road Speed Limits	25/1218847	
C	Graffiti Snapshot - May 2025	25/1202094	
D	Community Board Hybris Ticket Report - Halswell-Hornby-Riccarton - May 2025	25/1202095	

Signatories Ngā Kaiwaitohu

Authors	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
Approved By	Bailey Peterson - Manager Community Governance, Halswell-Hornby-Riccarton Matthew McLintock - Manager Community Governance Team Matt Boult - Acting Head of Community Support & Partnerships

11. Waitai Coastal-Burwood-Linwood Community Board Area Report - July 2025

Reference Te Tohutoro: 24/2271060

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

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.

1.2 This report is staff-generated monthly.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - July 2025.

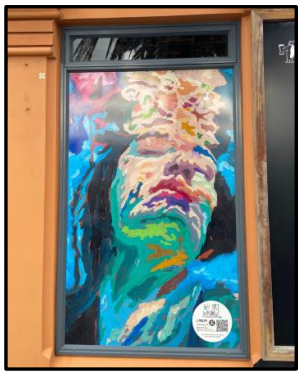
3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

Activity	Detail	Timeline	Strategic Alignment
LiVS Art Windows – Penguin Arms Project	Phase two of the *LiVS Art Windows* project has now been completed, transforming the Brighton Mall-facing windows of the Penguin Arms into vibrant galleries of youth art. Phase one, completed in March 2025, revitalised the Marine Parade side. By simply installing large-scale vinyl prints of artworks onto empty windows, this project brings colour, creativity, and life to spaces that are currently unused or awaiting longer-term revitalisation. It's a simple, effective, and quick solution that brightens underutilised sites, which is important in areas like New Brighton, which is undergoing a long-term regeneration. The featured works are by young artists from *ArtStart* — a springboard for talented secondary school students to explore careers in the creative industries. QR codes on each artwork link directly to purchase options, providing a platform for emerging	Ongoing	New Brighton Mall

	artists and an easy entry point for new collectors.		
Mugford Reserve Working Bee	Forest & Bird Youth Christchurch held a working bee at Mugford Reserve on 24 May 2025. This was part of the ongoing restoration programme at Bexley Park. Volunteers helped to remove weeds, add new plants and do a general tidy up of the area.	Ongoing	Enhancing Environmental Wellbeing:
Linwood Drain Enhancement Project 2025	A few local groups and residents are getting together to enhance the look of this drain. Not just to beautify this walking track for all to enjoy, but also to improve the water quality for our special eel (tuna) and whitebait found here. A flyer drop will be delivered to residents inviting them to a bi-monthly working bee with the first one being held on Saturday, 21 June 2025, from 10 am to 12 pm. The second one is scheduled for Saturday, 16 August 2025, from 10 am to 12 pm. The focus of the working bee will be planting, removing weeds, watering, mulching, removing litter and pruning as required. This project has been developed as a follow-up to the Linwood Drain community event held on 6 March 2025 as part of Seaweek.	Ongoing	Enhancing Environmental Wellbeing:
La Vida - QEII Youth Drop-in Centre	Youth Drop-In Centre Team sports have been in full swing with basketball, touch rugby and other group games. With the help of Life Church donations, La Vida was able to sponsor 23 of the youth to go to Easter Camp, which is a gathering of around 3,500 teenagers over Easter weekend!	Ongoing	New Brighton Safety Initiatives
Eastern Eagles Rugby League Club	Eastern Eagles hosted Club Day at Wainoni Park on 24 May 2025, where League clubs from across the city played at the park. The weather, hospitality and atmosphere were amazing. Check out the video here	Ongoing	Aranui / Wainoni Safety Initiatives

- **LiVS Art Windows – Penguin Arms Project**



La Vida QE2 Drop in Centre

QE2 Youth Drop-in Centre			
Volunteers	Volunteer Hours	Average Weekly Attendance	Food Consumed
16	353	52	440 sausages 65 pizzas 68 scoops of chips 20 kgs pancake mix

3.2 **Community Funding Summary**

3.2.1 For the Board's Information, a summary is provided (refer to **Attachment A**) on the status of the Board's 2024-25 funding as of 13 June 2025.

3.2.2 **Youth Development Fund**

Board members with the delegation for the Waitai Coastal-Burwood-Linwood Community Board Youth Development Fund (Jo Zervos, Greg Mitchell and Paul McMahon) made three decisions under delegation:

- A grant of $300 to Tyson Hill to attend the U15 Softball Development Sox team, which is touring Australia in July.
- A grant of $200 to Reko Campbell to represent Te Toka Tu o Waitaha Under 13's for the Tama Māori rugby league team travelling to Rotarua.
- A grant of $400 to Rylin Paterson to represent New Zealand at the world powerlifting championships in Costa Rica in August.

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]***

- **Community Pride Garden Awards and Edible and Sustainable Garden Awards**

  On 30 May 2025, the Waitai Coastal-Burwood-Linwood Community Board gathered at the North New Brighton Community Centre to celebrate the 35th year of the Community Pride Garden Awards. This year's event was especially significant as it featured a joint awards ceremony with the Canterbury Horticultural Society, recognising recipients of the Edible and Sustainable Garden Awards.

  The evening honoured residents who contribute to Christchurch's Garden City identity, as well as those strengthening local food resilience and championing sustainable practices within their communities. Judges from both the Canterbury Beautifying Association and the Canterbury Horticultural Society were present to help acknowledge more than 140 award recipients across all categories.

  The Waitai Coastal-Burwood-Linwood Governance team ensured the evening ran smoothly, with the venue's ocean views at sunset providing a beautiful backdrop for the celebration.

  Board members took turns congratulating award winners and posing for photographs with the evening's photographer, Deb Wilson. Special recognition was given to long-time participants, with awards presented to individuals celebrating 10, 20, and even 30 years of involvement. Edible and Sustainable Garden Awards were then presented, with certificates highlighting achievements in categories such as best sustainability features, innovation, and educational value in garden design.

  Before the formalities concluded, attendees had the opportunity to win one of nine gardening-themed spot prizes drawn from a raffle. Board members congratulated the winners before the evening transitioned into a time of shared kai and conversation.

  The event was a wonderful opportunity to celebrate community spirit and acknowledge the longstanding partnership between Christchurch City Council, the Christchurch Beautifying Association, the Canterbury Horticultural Society, and the dedicated community members who make this event possible.

Waitai

- **Queenspark Community Trust – Supporters Celebration**

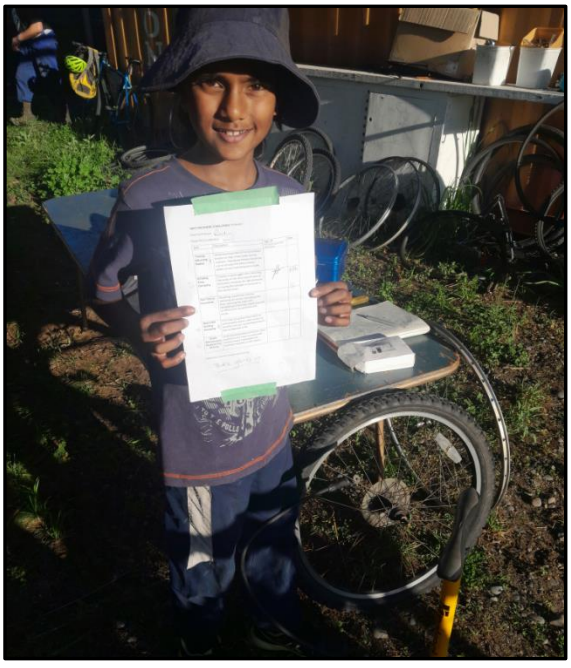
  Queenspark Community Trust hosted its first supporters' celebration to acknowledge and thank the many supporters and volunteers of Queenspark Community Trust. The Trust plays a vital role at the heart of the Parklands and Queenspark community, delivering a wide range of activities—from preschool programmes and youth groups to craft classes, markets, and workshops. The event also highlighted the breadth of their work through a detailed annual report.

- **Aranui Bike Fix Project**

  The Aranui Bike Fix Project located on Shortland Street, runs a drop-in repair service every Thursday from 3-6pm from February to December, including during the school holidays. During these sessions, the volunteers on site have a strong focus on teaching and educating those who bring their bikes for repair. Focusing on bike mechanics, particularly to young people, but also their whanau or any others from the local community who may be interested. The service is free for the community to access. The group source free bicycles, fixing them as necessary and donating them to people who wouldn't otherwise be able to access them. The group also organise bi-weekly bicycle trips to locations within proximity, including Bottle Lake Forest and the Port Hills.

  It's more than a bike workshop, it's a pathway to achievement and recognition, resilience and self-belief and real-world skills that could lead to jobs or training.

  The project co-ordinator has recently developed a new bike skills-based programme as fun, practical way for Tamariki to build confidence and bike repair skills through real hands-on challenges. Each tasks completed earns Pedal Points, giving kids a sense of progress and celebration along the way. The progression pathway is from level 1-5, level 1 is **pedal pro** – learning the basics through to level 5 **master mechanic** - demonstrate leadership skills, mentoring others and sharing their skills.



The above photo was taken during one of the regular Thursday Bike Fixup sessions. The boy had just completed one of the "Bike Mechanic Challenges," learning how to repair a puncture for the first time. He was really proud—and the success gave him the confidence to take on another challenge the following week.

- **The Dallington Landing Rotary Forest of Peace and Remembrance**

  Conservation Volunteers Christchurch were back on site on Saturday, 7 June 2025 for *Planting with Pride* working bee. Despite the stormy weather and cold, the volunteers managed to get another round of rākau in the ground at the Dallington Landing making the total more than 5,000 plants.

- **Pa Whakaoranga**

  The team at Pa Whakaoranga recently completed a new pathway connecting the back of the community hub to their carving studio. The new pathway has been game changing for the carving group, especially those with disabilities who were struggling to access the studio.

  Pa Whakaoranga opened in March on the corner of Pages and Breezes Road. The former Iona Presbyterian Church, which was damaged in the earthquakes, has been renovated to transform the building into a community hub. Officially opening in March of this year, Pa Whakaoranga aims to be a place of healing and a place where its visitors can rediscover hope. The project is a collaboration between Alpine Presbytery and Te Manawa Ora Trust. The group host well-being wānanga, and most recently, the back yard has been transformed into a maara kai by another local volunteer who is passionate about producing kai for the community.

  Pa Whakaoranga is home to a local carver who volunteers each week offering wood carving workshops on Wednesday mornings for anyone who would like to come in and learn skills. They are one of a few carving workshops who can offer and teach both Māori and Pasifika designs through their work. The group are also looking to add pounamu carving in the next few months.

  Through the work of volunteers and generous donations from several organisations, Pa Whakaoranga is gradually building the provision they offer the community and attracting more partners who are keen to work with them.

]

- **Action Learning at Te Waka Unua**

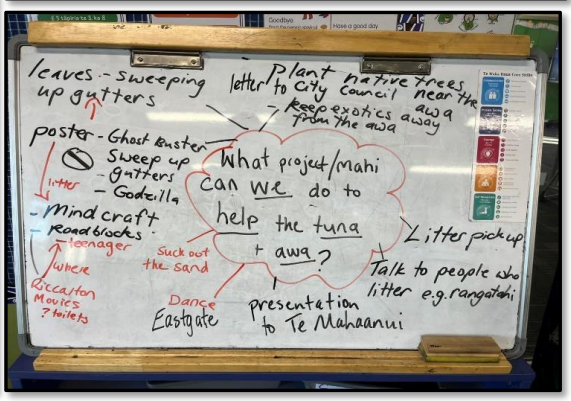
  Te Tuna Tāone ran a series of sessions in Woolston in early June, starting with a trip to Steamwharf Stream Reserve where a group of students from Rāupo Rua Reo, the bilingual class at Te Waka Unua were joined by the Avon-Heathcote Estuary Trust to look for and identify longfin eel.

  The sessions were focused around asking the students what their ideas were for the project that help the tuna and awa and what they liked and disliked about Streamwharf Stream in Woolston.

  Te Tuna Tāone is an action learning programme that works with schools in Waitaha to help educate the next generation about how to protect waterways and the aquatic life that reside within the river and their catchments.

  The students came up with lots of ideas, including designing posters to go up in malls and movie theatres to remind people not to litter, asking Council to plant native plants along the riverbanks and cleaning up leaves so they don't get into the waterways and rot.

  Te Tuna Tāone will continue to work with Te Waka Unua and help them action some of the ideas.



- **Crossroads Youth with a Future**

  A new programme based at Crossroad Youth with a Future named 'The Real Creative' music lessons commenced in March 2025 for the children and young people in the Aranui community. They had 12 to 18 children and young people (between the ages of 5 and 16) who participated in the music lessons on a Thursday and Friday between 3.30pm – 5.30pm.

  Te Papaki Hewet, Project Manager at Crossroad said "It has been amazing to see the progress being made along the way, at times I have had to poke my head out to see if it was the tutor playing the instruments only to realise it had been the children playing. It has also been a joy to see people in the community get onboard and donate instruments.

  The project was funded through Creative Communities and was a partnership with Amplify School of Music based in New Brighton who provided the music tutor.

  Crossroads are looking for alternative funding streams to continue to provide free music lessons to the community youth for 2025 and into 2026.

- **Bromley Outdoor Movie**

  The Bromley Community Centre and Kawai Rangatahi Partnered to bring an outdoor movie event to the Centre on Friday 23 May 2025. Despite the weather being cold, over 30 families turned up to enjoy the showing of the Disney Movie Cars. The community was provided with free snacks and Kai to enjoy as well as a BBQ to help keep people warm throughout the evening.

- **Youth Week in the Park**

  Youth Week in the park returned to Linwood Park for the third year on Thursday 22 May 2025. The ongoing event collaboration between YCD and Kawai Rangatahi again provided an opportunity for local rangatahi in the Linwood Community to enjoy a range of activities on Linwood Park ranging from 3v3 Basketball through to Mechanical Bull Riding. The event was well attended with Rangatahi of all ages coming through to enjoy the activations and the free kai that was on offer during the event

3.3.2 **Council Engagement and Consultation**.

- **Lake Kate Sheppard and Bower Park** – rescheduled from earlier in the month due to heavy rain, a new time for a community meeting to discuss the project occurred on Sunday 22June 2025 from 3.00-4.30pm at Bower Park. The consultation for the project closed on the 25 June.

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

4.1 **Customer Service Request/Hybris Report**

For the Board's information, attached is a copy of the May 2025 Hybris Reports (refer **Attachment B**).

4.2 **Tsunami Warning Sirens – Re-Test**

For the Board's information, attached is a staff memorandum providing details for the re-testing of the tsunami siren network in Christchurch (refer **Attachment C)**.

4.3 **Tsunami Siren Network**

For the Bord's information, attached is a staff memorandum updating the Board on the Council's decision to make tsunami sirens a secondary alerting method (refer **Attachment D**).

4.4 **Heyders Road Gate – Spencerville Residents' Association**

At its meeting on 9 September 2024, the Board received a deputation and correspondence from the Spencerville Residents' Association in relation to a proposal for a gate to be installed on Heyders Road. For the Board's information, attached is a staff memorandum providing a response to the request for a gate on Heyders Road from the Spencerville Residents' Association (refer **Attachment E**).

4.5 **Linwood Neighbourhood Regeneration Framework**

For the Board's information, attached is a staff memorandum in response to a Council query on the proposed regeneration work in Linwood (refer **Attachment F**).

4.6 **Marriotts Road/Rookwood Avenue**

At its meeting on 10 March 2025, the Board received a deputation and correspondence from David Hillier in relation to the yellow lines installed on Marriotts Road and Rookwood Avenue requesting that some of them were removed and that a speed hump be installed at the entrance to 18 Rookwood Avenue. For the Board's information, attached is a staff memorandum providing a response to the requests (refer **Attachment G**).

Attachments Ngā Tāpirihanga

Waitai Coastal-Burwood-Linwood Community Board
07 July 2025

No.	Title	Reference	Page
A	Waitai Coastal-Burwood-Linwood 2024-25 Community Board Funds - Updated as at 13 June 2025	25/1202259	
B	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report - May 2025	25/1093038	
C	Waitai Coastal-Burwood-Linwood Community Board - Staff Memorandum - Tsunami Siren Re-Test	25/1206679	
D	Waitai Coastal-Burwood-Linwood Community Board - Staff Memorandum - Tsunami Siren Network	25/1220722	
E	Waitai Coastal-Burwood-Linwood Community Board - Staff Memorandum - Heyders Road Gate Proposal - Staff Response	25/1253040	
F	Waitai Coastal-Burwood-Linwood Community Board - Staff Memorandum - Linwood Neighbourhood Regeneration Framework	25/1253041	
G	Waitai Coastal-Burwood-Linwood Community Board - Staff Memorandum - Marriotts Road/Rookwood Avenue	25/1273561	

Signatories Ngā Kaiwaitohu

Authors	Cindy Sheppard - Community Board Advisor Emily Toase - Community Development Advisor Sam Savage - Community Development Advisor Rory Crawford - Community Development Advisor Jacqui Miller - Community Development Advisor Tim Samson – Support Officer Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Matthew McLintock - Manager Community Governance Team Matt Boult - Acting Head of Community Support & Partnerships

12. Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report - July 2025

Reference Te Tohutoro: 24/2207287

Responsible Officer(s) Te Pou Matua: Penelope Goldstone, 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 Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Receives the information in the Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report - July 2025.

3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

Activity	Detail	Timeline	Strategic Alignment
Port Levy Community Facility upgrade	Work has started on the upgrade of the kitchen and ablution block at the Port Levy Old School Hall building. Further updates will be provided as the project progresses. This is using Better Off funding allocated by the Community Board.	Ongoing	
Governors Bay Tennis Courts	A local resident has highlighted the need for maintenance of the tennis courts at Cholmondeley Reserve. The courts were assessed by Council in 2023 and rated as being in “Good” condition compared to other public courts across Christchurch and Banks Peninsula. Currently, the courts are scheduled for renewal in 2035, with their condition set to be reassessed in 2027.	Ongoing	Good social and physical connections for our communities
Governors Bay Jetty Planter Boxes	The Jetty Trust approached our team as they were keen to install planter boxes at the entrance to the jetty, aiming both to reduce the risk of falls and to create a welcoming sense of arrival. The Trust had already built the planter boxes and were seeking support for sourcing soil.	Completed	Good social and physical connections for our communities

Te Pātaka o Rākaihautū Banks Peninsula Community Board
07 July 2025

Activity	Detail	Timeline	Strategic Alignment
	They were connected with the Regional Parks Team, who have assisted with this request. The Parks team is also going to install an electronic pedestrian counter at this location.		
Whakaraupō Youth	Building on the Youth Hui held in February, staff have continued to explore the need for a youth worker and the delivery of youth programmes around Whakaraupō. As part of this work, they've engaged with the Principal of Te Kura o Ōhinetahi Governors Bay School, the Diamond Harbour Youth & Community Trust, Lyttelton Library, Te Puna Auaha, and Naval Point Club. The next step will be to convene another hui with key local organisations to gain a deeper understanding of the challenges and to explore potential models for addressing them.	Ongoing	Good social and physical connections for our communities
BP Meats	Our team supported the two community workshops for the BP Meats site in Akaroa on 5th June. Participants were grateful for the opportunity to talk with Council staff and hear from each other. Findings from the workshops will be presented to the Board on 7 July 2025.	Ongoing	Support community-based solutions for currently unused significant Council-owned sites
Allandale Hall	All works to the Hall itself have now been completed, including replacing the sewer pump which also supplies the public toilet and water fountain on the domain. The hall cannot open until the water supply is running. Options for improving the drinking water supply have been explored and a preferred option has been selected.	Ongoing	Good social and physical connections for our communities
Bays Boat House	Staff have been collaborating with the Governors Bay Jetty Restoration Trust, who are seeking funding to relocate and restore the historic Canterbury Yacht and Motorboat Club building, originally built in 1923. Installing the Boat House at Governors Bay would not only preserve a significant piece of local heritage but also create a versatile space for community engagement and	Ongoing	Good social and physical connections for our communities

Te Pātaka o Rākaihautū Banks Peninsula Community Board
07 July 2025

Activity	Detail	Timeline	Strategic Alignment
	recreation. Once relocated and refurbished, the building could generate revenue—supporting the long-term financial sustainability of both the Boat House and the jetty.		
Little River Flooding Round Table Group (RTG)	The group will meet on 26 June to discuss the final report from the mapping work completed by DHI in 2024. Discussions will include further use and enhancement of the DHI model, the Lake Wairewa opening process review and communications regarding the above with the Little River community. Members of the Little River Catchment Group have been invited to join the RTG.	Ongoing	Proactive planning for climate change
Accessway behind the Little River township	The transport team are looking at improvements to this accessway to improve safety for vehicles using this accessway when the main road is flooded.	Ongoing	Proactive planning for climate change Improve infrastructure to support community resilience
Coronation Library Little River floor level	Staff are reviewing the proposed floor level of the building based on flood levels during the 1 May flooding. Photographs of the building before and during the flooding will be used to estimate the depth of the flood water. 	Ongoing	Proactive planning for climate change Improve infrastructure to support community resilience
Attentis flood monitoring tower installation Little River	Up to 2 Attentis flood monitoring towers will be installed in Little River. These will provide 360-degree photographic imaging along with river level monitoring to provide real time information to staff and residents during a flooding event. The towers can also be used to detect fires.	Ongoing	Proactive planning for climate change

Te Pātaka o Rākaihautū Banks Peninsula Community Board
07 July 2025

Activity	Detail	Timeline	Strategic Alignment
Okuti Valley WhatsApp emergency channel	The Okuti Valley Emergency Response group have created a WhatsApp channel specifically for use during emergencies. The channel was used successfully during the recent flooding to provide information to residents while the community was cut off due to slips and flooding. Staff will recommend this approach to other peninsula communities.	Ongoing	Proactive planning for climate change
Birdlings Flat Art on the Fence	Funding has been provided to purchase 2 bench seats for people viewing the installation. A small bollard and chain barrier will be installed to stop cars parking alongside the fence obstructing people from viewing the art.	June 2025	Good social and physical connections for our communities
Birdlings Flat Health and Wellbeing Hub	This hub has now been activated, with staff from Akaroa Health holding their first clinic in June. Talks are underway with Waitaha Health to discuss services that can be provided at the Hub.	Ongoing	Good social and physical connections for our communities
Kaituna Hall Committee	The new Kaituna Hall Committee has been established and is currently working on their constitution to gain Charitable Trust status. Discussions with the Facilities and Leasing Teams are also underway with the aim of establishing a lease for the building with the new Trust.	Ongoing	Good social and physical connections for our communities
Lighthouse Road Welfare	Staff have provided information and support to residents impacted by the Lighthouse Road slip risk.	Ongoing	Good social and physical connections for our communities

3.2 **Community Funding Summary**

3.2.1 As at 17 June 2025 the Discretionary Response Fund unallocated balance for 2024/25 is $7,166. The Discretionary Response Fund summary as at 17 June 2025 is attached. **(Attachment A).**

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]***

- Te Pātaka o Rākaihautū Banks Peninsula Community Board 2023-25 Community Board Plan was adopted by the Board at their meeting in 8 May 2023 and can be found online here.
- Progress on the Community Board Plan can be found online here.

3.3.2 **Council Engagement and Consultation**.

- **Have your say** – at the time of writing the report there were no consultation open for feedback in Te Pātaka o Rākaihautū Banks Peninsula

3.4 **Governance Advice**

3.4.1 **Public Participation** – The Board received the following public and open forum presentations in June 2025:

- Little River Wairewa Walkway
- Women's Safety in Lyttelton
- Naval Point Board Safety Group.

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

4.1 **Graffiti Report –** Te Pātaka o Rākaihautū Banks Peninsula Graffiti Snapshot Reports for May and June 2025 and newsletter are attached. (**Attachments B and C**).

4.2 **Customer Services Request Report -** providing an overview of the number of Customer Service Requests that have been received during May and June 2025 are attached. **(Attachments D and E)**

Snap Send Solve is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to report issues online, by calling Council on 03 941 8999 or visiting one of the Council's Service Centres.

4.3 **Planned road works and closures** - are indicated on the map at the Traffic Updates page at this link. Additionally, a Smartview of nearby road works and closures is available at the following link: https://smartview.ccc.govt.nz/travel/roads.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Banks Peninsula Discretionary Response Fund Summary - June 2025	25/1203389	
B	Graffiti Report - May 2025	25/1197327	
C	Graffiti Newsletter - June 2025	25/1197330	
D	Customer Service Requests Report - May 2025	25/1202959	
E	Customer Service Requests Report - June 2025	25/1307125	

Signatories Ngā Kaiwaitohu

Authors	Liz Beaven - Community Board Advisor Steffi Brightwell - Community Development Advisor Linda Burkes - Banks Peninsula Governance Advisor Jane Harrison - Community Development Advisor Dane Moir - Community Development Advisor Heather Spreckley - Support Officer Jo Wells - Community Development Advisor Andrea Wild - Community Development Advisor
Approved By	Penelope Goldstone - Manager Community Governance, Banks Peninsula Matthew McLintock - Manager Community Governance Team Matt Boult - Acting Head of Community Support & Partnerships

14. Waihoro Spreydon-Cashmere-Heathcote Community Board Area Report - July 2025

Reference Te Tohutoro: 25/1041514

Responsible Officer(s) Te Pou Matua: Jess Garrett, 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 Waihoro Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoro Spreydon-Cashmere-Heathcote Community Board Area Report - July 2025.

3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

Activity	Detail	Timeline	Strategic Alignment
2025 Community Service Awards	Nominations opened on 7 March and closed on Sunday, 6 April. The Board considered the nominations at their meeting in June 2025, with an awards ceremony due to take place in September.	30 Sept 2025	Strengthening Communities Together Strategy.
2025/26 Summer with Your Neighbours	Applications to Summer with your neighbours open on 12 July at 9 am and close at 5 pm on Sunday, 10 August 2025. The Board will consider the applications at their final meeting on 11 September 2025.	25 October 2025 – 30 March 2026	Strengthening Communities Together Strategy.

3.2 **Community Funding Summary**

3.2.1 **Community Board Discretionary Response Fund 2024/25** – as of 25 June 2025:

- Discretionary Response Fund balance for 2024/25 is $38,656.00
- Youth Achievement and Development Fund balance is $350.00
- The Off the Ground Fund balance is $1,352.00
- The Shape Your Place Toolkit Fund balance is $0.00

The 2024/25 Discretionary Response Fund Spreadsheet as of 25 June 2025 is **attached** for record purposes.

3.2.2 **Strengthening Communities Fund 2025/26** – the team have been processing and assessing 52 applications to the 2025/26 strengthening communities' fund.

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]***

- The Waihoro Spreydon-Cashmere-Heathcote 2023-25 Community Board Plan was adopted by the Board at their meeting in May 2023 and can be found online here.
- Progress on the Community Board Plan can be found online here.

3.3.2 **Council Engagement and Consultation**.

- The Board gave a deputation to the Council on their submission on the Moorhouse Avenue Pedestrian Safety Improvements report on 18 June 2025.
- Following completion of the Heathcote cycleway, Council is looking to finalise the parking restrictions at the South end of Truscotts Road. Feedback opened on 11 June and closed on 30 June 2025, with a decision expected to be made in August.
- The proposed plan to make Lyttelton Street safer and more accessible for children and cyclists was open for consultation from 11 to 29 September 2024. The Board will be deciding in July 2025.
- A proposed plan for safety and accessibility improvements on Selwyn Street was opened for consultation from 16 October to 3 November. The Board will consider the proposal in July 2025.
- A proposal to make it safer for pedestrians on Richmond Hill Road was open for feedback from 2 August to 8 September 2024. At their meeting on 14 November 2024, the Board requested a workshop to explore an alternate option that provides for a defined footpath and defined car parking areas. Staff investigated this and presented options to the Board at their Information Session/Workshop on 29 May 2025. This was followed by a site meeting on Richmond Hill Road with elected members, residents and staff. A decision report is expected later in the year.
- The Sumner community asked for consultation on the operation of the mast lights on Tuawera Cave Rock. The consultation was open from 12 May until 28 May 2025. The Board will consider the feedback and staff recommendation later this year.
- A proposed draft Ōpāwaho Heathcote River Planting Plan identifying 24 planting areas along the river was open for feedback from 29 May through to 19 June 2025. The Board will consider the feedback and staff recommendation at their meeting in July/August 2025.

3.4 **Governance Advice**

3.4.1 **Public Forum** – The Board received the following public forum presentations at its 29 May information session and 12 June meeting:

- A spokesperson for Simeon Park Community Group addressed the Board in relation to raised garden beds and the need for a water tap.
- A local resident spoke of their concerns regarding Norfolk Pines along the Coastal Pathway.

- Members of the Richmond Hill Residents' Group spoke of their concerns about the process for proposals for Richmond Hill Road safety improvements.
- A local resident addressed the Board on their concerns on the process for proposals and access to information in relation to the proposed Richmond Hill Road safety improvements.
- A local resident spoke against the Christchurch Yacht Club proposal.
- Another local resident spoke against the Christchurch Yacht Club proposal.
- A local resident spoke to the Board regarding a large Oak tree in Remuera Reserve that he would like removed.
- A representative from Cumbria Lane residents' group addressed the Board in relation to lighting in the lane.
- A spokesperson from Halswell Residents Association addressed the Board concerning the development of 500 new sections in west Halswell and extended an invitation to the Board to attend the association's next meeting on 30 June, with special guest speaker is Environment Canterbury Councillor Nuk Korako.
- The Home & Family Charitable Trust Chief Executive provided the Board with an introduction to the Trust's work.
- A representative from Spokes Canterbury addressed the Board on the top cycling priorities in the Waihoro board area, identified during the public consultation run by the group earlier this year.

3.4.2 **Deputations** – The Board received the following deputations at its 12 June meeting:

- The Director of L&V Sheppard Limited spoke in support of Item 8 - Lease Assignment and Variation Request - Haddenough Limited - Scarborough Fare.
- A local resident spoke in support of Item 10 - Overdale Drive - Proposed No Stopping Restrictions.
- Another local resident spoke in opposition to Item 10 - Overdale Drive - Proposed No Stopping Restrictions.

3.4.3 **Correspondence** – The Board received the following correspondence at its 12 June meeting:

- Parking and Safe Student Access
- Thanks for No Flooding
- Overdale Drive – proposed no stopping restrictions

3.4.4 **Information Sessions/Workshops** – The Board received the following information sessions/workshops in June 2025:

- Prioritisation of Parks Renewals
- Coastal Hazards Adaptation Planning: Lessons learnt and where to next
- Spreydon, Somerfield, Waltham, Beckenham CRAF – Projects update

3.5 **Community Development**

3.5.1 **Kia Orana Day:** Waihoro Community Governance Team staff supported the delivery of Kia Orana Day on Monday 2nd June at Templeton Community Hall. The day featured Cook Islands dance, language, culture and food with over 600 people in attendance. The event was the first of its kind in Christchurch, with such success it is likely to continue.

3.5.2 **Kia ora Addington:** There has been lots of activity in the Addington area over the last few weeks, which includes a newly introduced bulletin with all the happenings in the local area, skill sharing nights and most recently on Saturday a collaborative Matariki Celebration event.

The Matariki Celebration included a night of reflection, shared kai and beautiful lights set up at Manuka cottage. Attended by a number of local community, fun was had by all.

3.5.3 **What's Up Waltham:** What's Up Waltham has hit the ground running with the new Community Weaver employed, Natalie. Beginning off with building connections within the local community with both organisations and residents, Natalie has the support and experience of the Addington Community Weaver guiding her as she begins to get a feel for the community and how they can grow.

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

4.1 **Customer Service Request Report** – Report on open and completed tickets (requests for service) in May 2025 is **attached**.

4.2 **Graffiti Snapshot Report** – The monthly report for May 2025 is **attached**.

4.3 **Attached Memos include:**

- Subdivision Road Changes Approvals
- Tsunami Warning Siren Re-Test
- Ōpāwaho Heathcote River Planting Plan
- Cashmere Road and Sutherlands Road Speed Limits
- Council approves reduction in tsunami siren network

4.4 On the 12 September 2024 the Board received a public forum presentation from Southwest Baptist Church Environmental Group proposing a community native re-forestation on Westmorland slopes. The Board requested staff investigate the issues raised and report back, staff responded:

This is the first planning of hopefully many with this group, refer to photographs below of planting recently completed within the stormwater basin area. The Parks Unit is working on a landscape plan and engagement for the reserve area.

4.5 On the 15 August 2024 the Board received a public forum presentation on a proposed project involving an 1898 Benz Motor Vehicle. The Board referred the issues raised to staff to investigate and report back to the Board. Sadly, the presenter has recently passed away, *this project will not progress.*

4.6 Following an open forum presentation to the Board on 27 February 2025 from The Yarns Men, the Board requested staff advice on supporting the group with securing a space for its meetings.
Staff responded: *The Yarns Men have been booked into Lansdowne Community Centre for the*

next three months which has all the necessary infrastructure to support their meetings. This was funded by the community board under a DRF application.

4.7 At the Board's information session on an Overview of the Transport Capital Programmes held on 24 October 2024 the Board requested advice from staff advice on the process for the projects and the points of community engagement.
Staff responded: *Council was updated on how we are changing our processes to provide the opportunity for the Boards to exercise their delegated powers in regard to changes to the road network arising from subdivision development. Following that workshop we are presenting to each Board to provide back ground and context to road changes that have occurred and seeking their approval of such changes and any future changes to the road network that relate to subdivision development. The requested update will be provided when the Waihoro Community Board receives their update.*

4.8 At the Board's Information Session/Workshop on 27 March 2025, during their progress update on the Board Plan, the Board requested staff provide an update on progress for the Hoon Hay Sports Pavillion. Staff responded:

The Hoon Hay Sport Pavilion and Toilet project is in the concept and design phase.

The Christchurch City Council Parks unit, with the support of technical services and design team is currently investigating and preparing design and survey documentation to take to the project's stakeholders for feedback and improvement recommendations before approvals and procurement takes place.

Next steps include: Finalise draft design documents; Liaise with and get feedback from project stakeholders (Community and Sporting groups); Incorporate feedback from stakeholder groups into the design; Prepare final documents for procurement; Procure contract; Begin construction.

4.9 At the Board's Information Session/Workshop on 29 May 2025 the Board received a public forum presentation from the Simeon Park Community Group, and referred to staff for a response in regard to raised garden beds and the reconsideration of a water tap. Staff responded:

The Community Partnership Ranger has been working with the Simeon Park Community Group for nearly two years, in addition to the involvement of other Council staff. The Community Group have previously requested a tap, and the protection of a few trees within their dripline to reduce the need to spray (to assist mowing) and to encourage greater biodiversity.

In respect to the provision of a tap, this has been investigated by Parks staff previously but the cost of installation, in isolation, is prohibitive. Enquiries have also been undertaken into the opportunity to install a tap in association with any potential street renewal works. The response from the Planning and Delivery team in respect to the street renewal project proposed for Simeon Street, is that it is only from Coronation Street to Diamond Street and does not include along the Simeon Park frontage. In addition, the timing of this work is reliant on the completion of works on Brougham Street by Waka Kotahi, which is at least two years away. As noted to the Board in October 2024, it is more cost effective for the new trees, including fruit trees, to be included on the Urban Forest Team's watering round for the next few years than the installation of a tap. In other parks and reserves where reticulated water or another water supply is not available for irrigation, volunteer groups have organised their own portable water source (a portable tank) for their use.

Regarding the raised planters, a meeting was held with the Community Group and Parks staff earlier this year. While a few options were discussed, a suggestion was made by Parks maintenance representatives to use raised garden beds as a means of protecting the base of the

trees and incorporating plants that would encourage biodiversity. This option is being considered further but has several disadvantages. These include:

- *Installation cost and the cost of ongoing maintenance*
- *Difficulty in mowing around the planter structures, requiring more time and cost*
- *Plant establishment and longevity of planting within shaded/dry areas under the trees.*

Therefore, it might be preferable to either mulch, plant directly into the ground or agree a no-mow area around the base of the three specimen trees. As noted above further investigation into the requests is underway with hopes of selecting an option that meets the needs of the Parks Maintenance team and the Simeon Park Community Group.

4.10 **Ōmōkihi South Library and Customer Service Hub update**

A community information workshop hosted by Council and Cook Brothers Construction was well attended by the community on Tuesday 3 June in the Heathcote Lounge of the Cashmere Club.

Demolition has been progressing well; the photo below is from mid-June.

Attachments Ngā Tāpirihanga

Waihoro Spreydon-Cashmere-Heathcote Community Board
10 July 2025

No.	Title	Reference	Page
A	2024/25 Discretionary Response Fund Spreadsheet as of 25 June 2025	25/1203966	
B	Waihoro Customer Service Request Report - May 2025	25/1130742	
C	Graffiti Snapshot Report - May 2025	25/1193760	
D	Memo - Subdivision Road Changes Approvals	25/1204721	
E	Memo - Tsunami Warning Siren Re-Test	25/1204725	
F	Memo - Ōpāwaho Heathcote River Planting Plan	25/1204731	
G	Memo - Cashmere Road and Sutherlands Road Speed Limits	25/1082515	
H	Memo - Council approves reduction in tsunami siren network	25/1166188	

Signatories Ngā Kaiwaitohu

Authors	Jane Walders - Support Officer Nime Ah Kam-Sherlock - Community Recreation Advisor Heather Davies - Community Development Advisor Jonathon Jones - Community Board Advisor Shanelle Temaru-Ilalio - Community Development Advisor
Approved By	Jess Garrett - Manager Community Governance, Spreydon-Cashmere-Heathcote Matthew McLintock - Manager Community Governance Team Matt Boult - Acting Head of Community Support & Partnerships

Report from Waipuna Halswell-Hornby-Riccarton Community Board – 10 July 2025

11. Oaklands School Safety Improvements - Dunbars Road Signalised Crossing

Reference Te Tohutoro:	25/1397130
Responsible Officer(s) Te Pou Matua:	Gemma Dioni, Principal Advisor - Transport
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, General Manager Citizens and Community

1. Waipuna Halswell-Hornby-Riccarton Community Board Consideration Te Whaiwhakaarotanga

The Board took into consideration the deputations by Matt Stewart, and Carina Duke on behalf of Living Streets Aotearoa.

2. Waipuna Halswell-Hornby-Riccarton Community Board Recommendation to Council

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.

3. Waipuna Halswell-Hornby-Riccarton Community Board Decisions Under Delegation Ngā Mana kua Tukuna

Officer recommendations accepted without change

Part C

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).

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

Document Name – Location / File Link
Not applicable

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	Oaklands School Safety Improvements - Dunbars Road Signalised Crossing	25/862396	114

No.	Title	Reference	Page
A	Dunbars Road Signalised Crossing	25/1031007	123
B	Memo - Halswell School Package of Improvements	25/1031003	124
C	Dunbars Road - Option 2	25/1270596	136

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 Dunabrs 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 85th 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 sigh 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

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.

Attachment 1 - Original Staff Report Item 11

- 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 - >=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 - <=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

6.6 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

Attachment 1 - Original Staff Report Item 11

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	
B	Memo - Halswell School Package of Improvements	25/1031003	
C	Dunbars Road - Option 2	25/1270596	

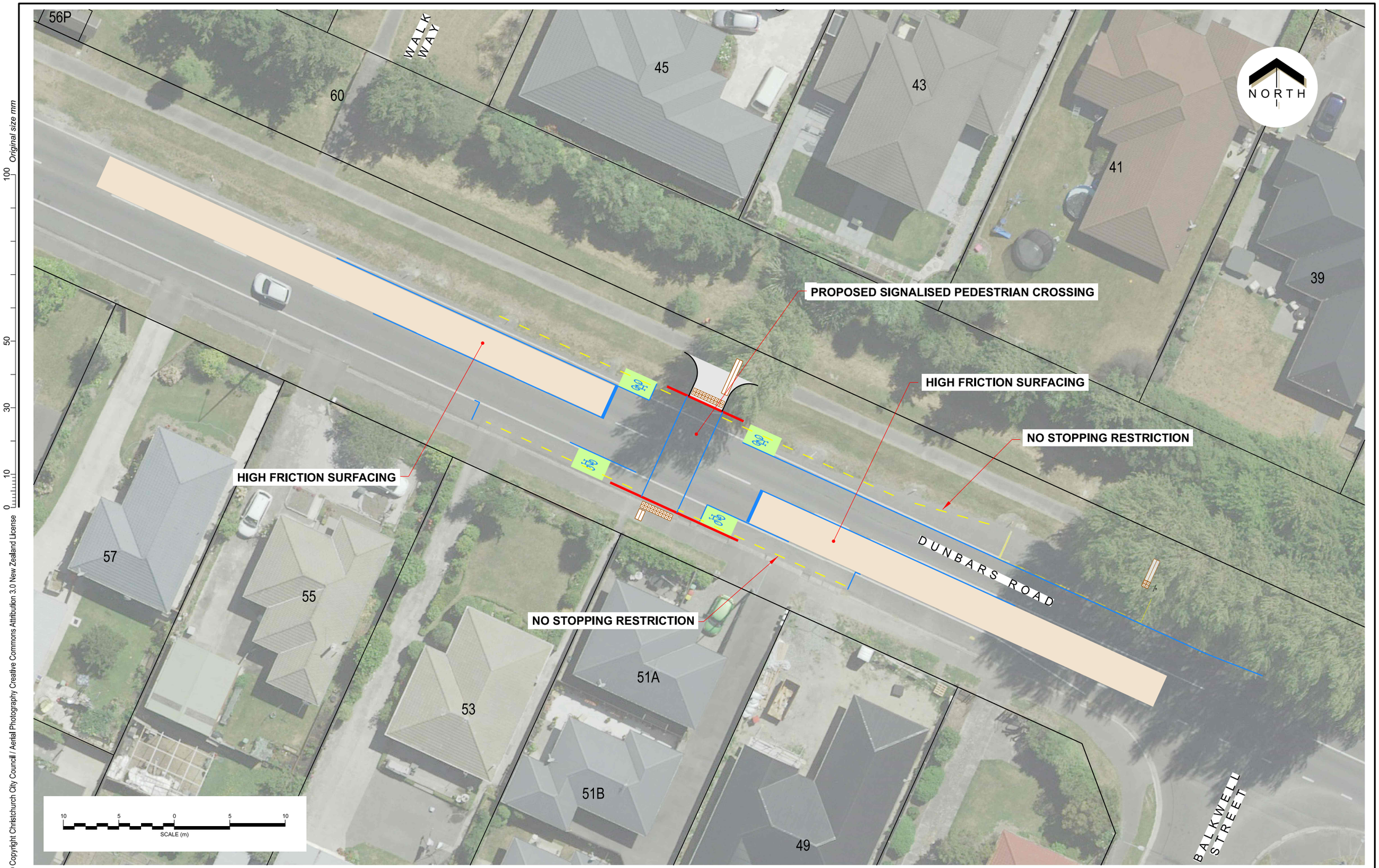
In addition to the attached documents, the following background information is available:

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

Attachment 1 - Original Staff Report Item 11



Christchurch City Council

Dunbars Road at Balkwell Street Crossing

Oaklands School Safety Improvements
For Approval

Original Plan Size: A3

Drawn:	MJR	Issue	1 25/05/2025
Designed:	GD	Drawing:	TG1502s2
Approved:		Project:	CP503352

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.

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 straighlining 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

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.

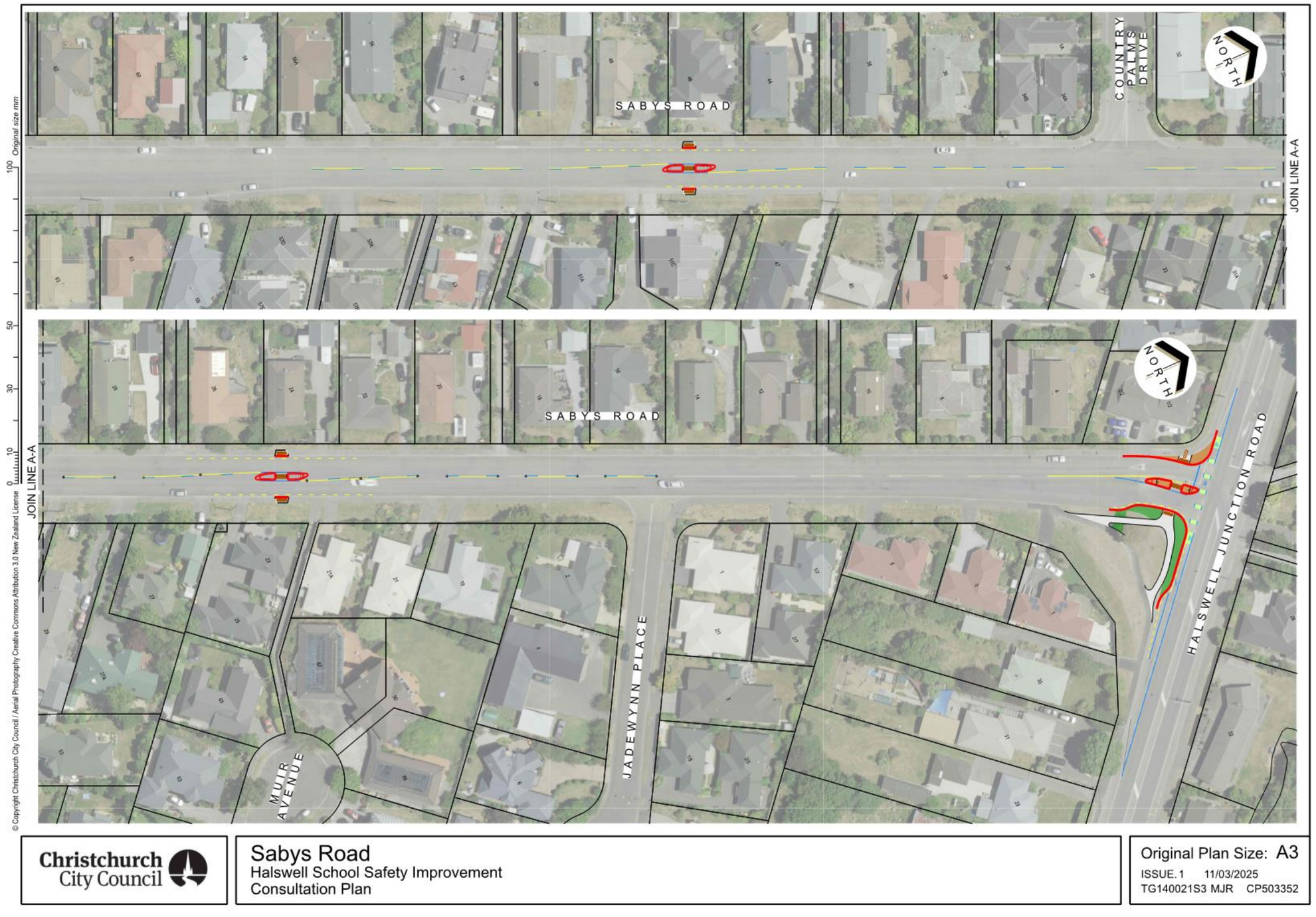
4.2 Staff will commence public consultation of the proposed package and will report back to the Board with a staff recommendation.

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 - Knighs Stream School - Halswell Junction Road	25/475658

Signatories Ngā Kaiwaitohu

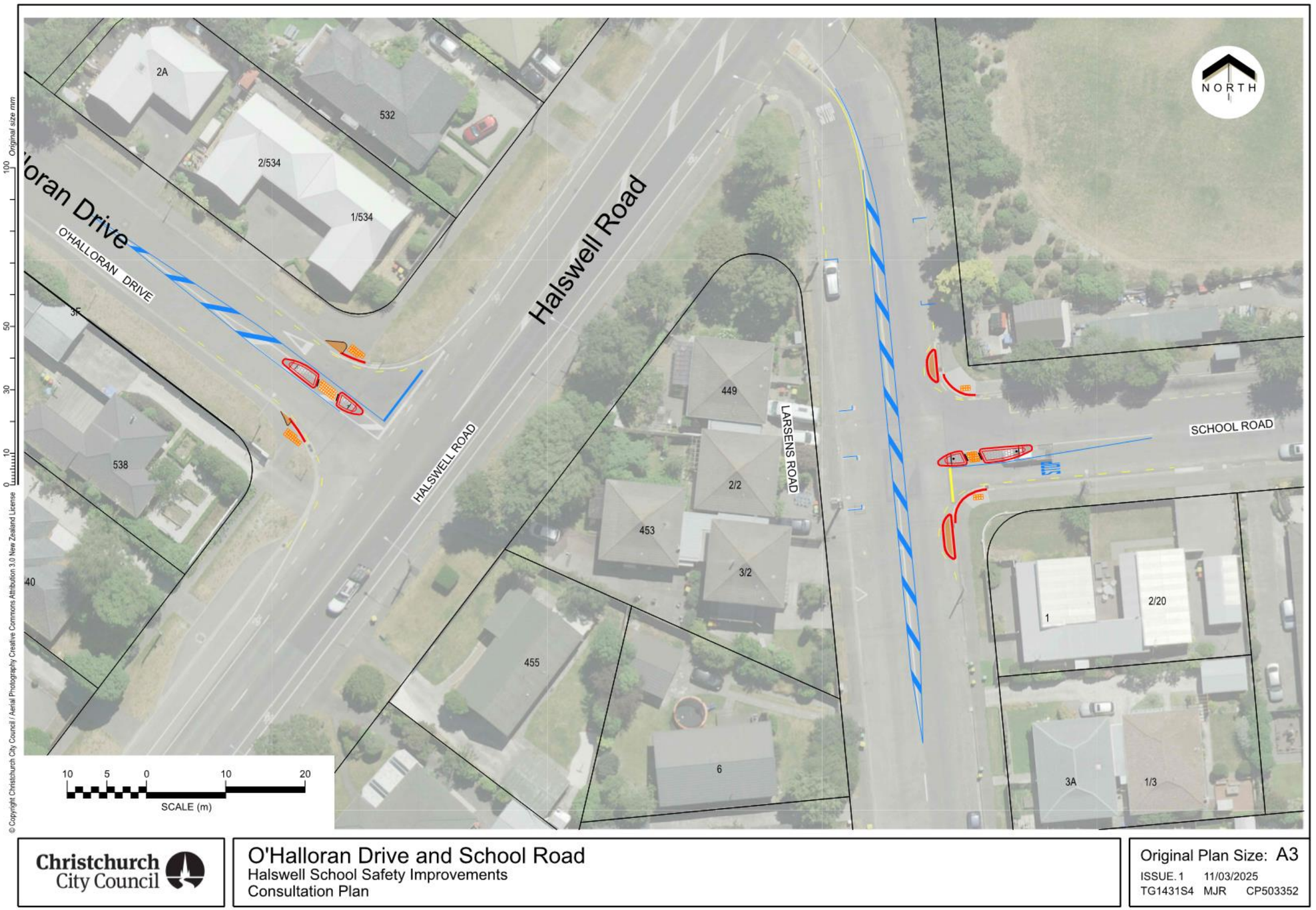
Authors	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Piata Costello - Engagement Advisor
Approved By	Stephen Wright - Manager Operations (Transport)



Christchurch City Council

Sabys Road
Halswell School Safety Improvement
Consultation Plan

Original Plan Size: A3
ISSUE. 1 11/03/2025
TG140021S3 MJR CP503352


NORTH
O'Halloran Drive
O'HALLORAN DRIVE
Halswell Road
HALSWELL ROAD
LARSENS ROAD
SCHOOL ROAD
2A
532
2/534
1/534
538
40
449
2/2
453
3/2
455
6
1
2/20
3A
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10 5 0 10 20
SCALE (m)
Original size mm
100 50 30 10 0
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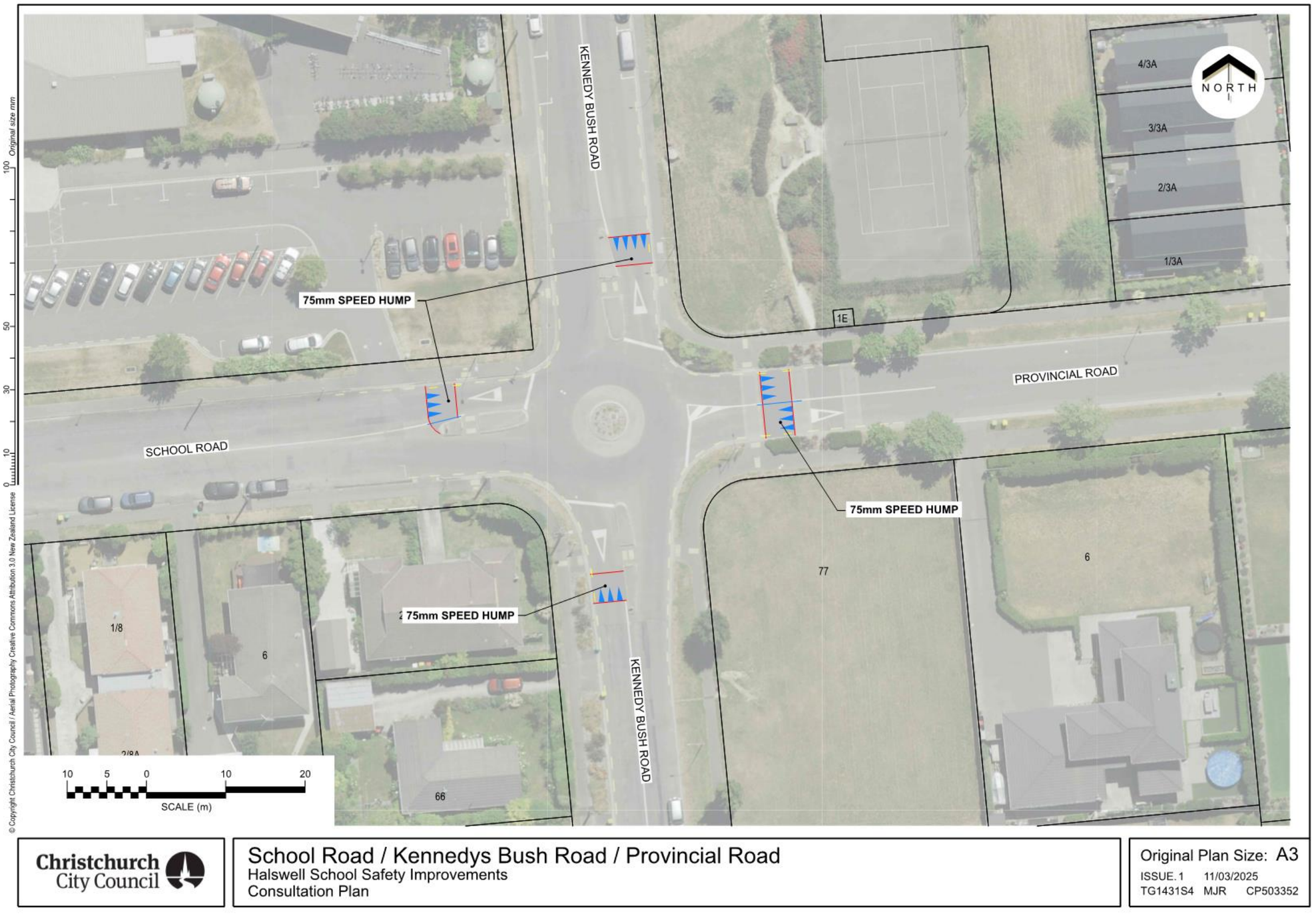
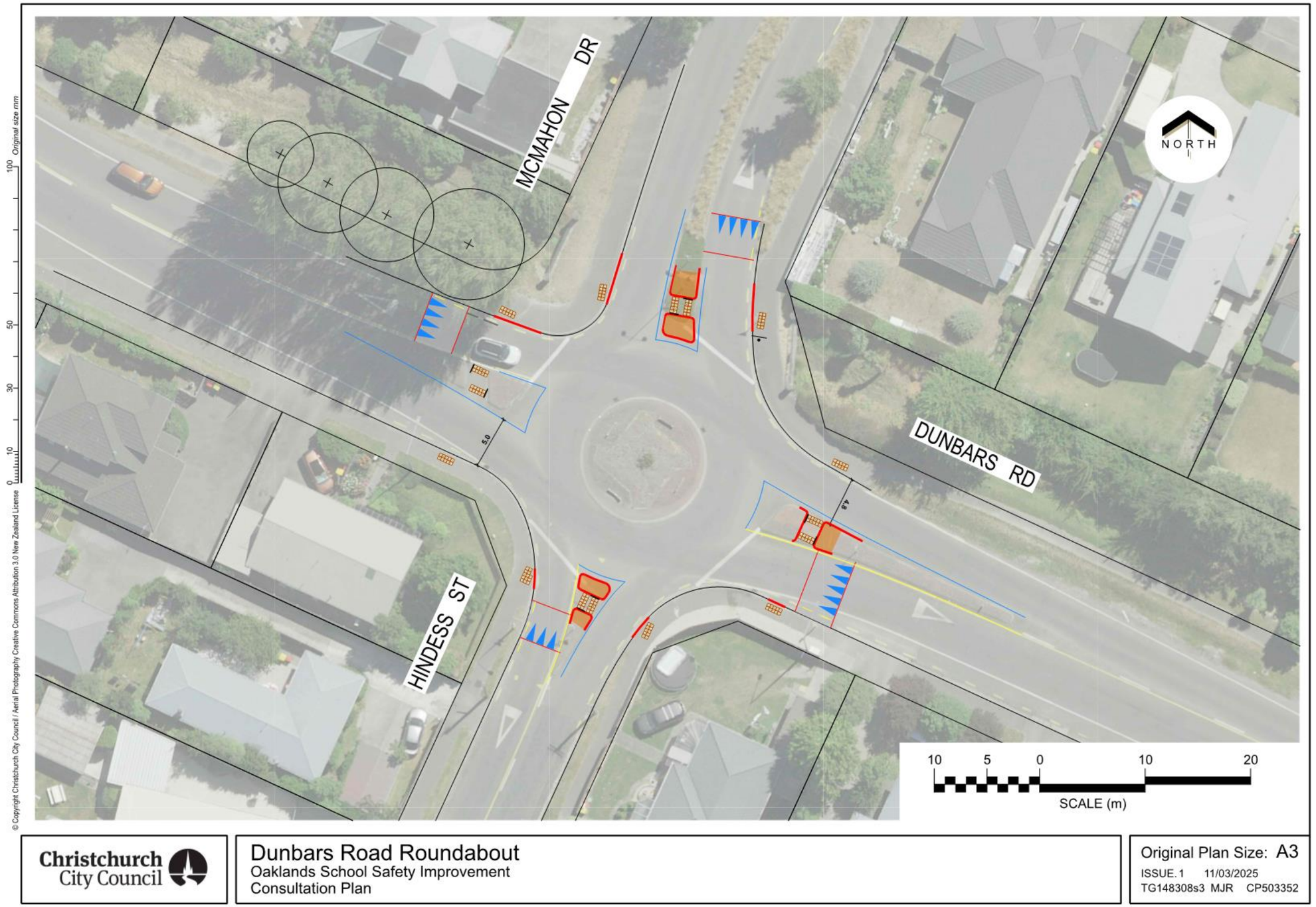
Christchurch City Council
O'Halloran Drive and School Road
Halswell School Safety Improvements
Consultation Plan
Original Plan Size: A3
ISSUE. 1 11/03/2025
TG1431S4 MJR CP503352



Christchurch City Council

School Road / Kennedys Bush Road / Provincial Road
Halswell School Safety Improvements
Consultation Plan

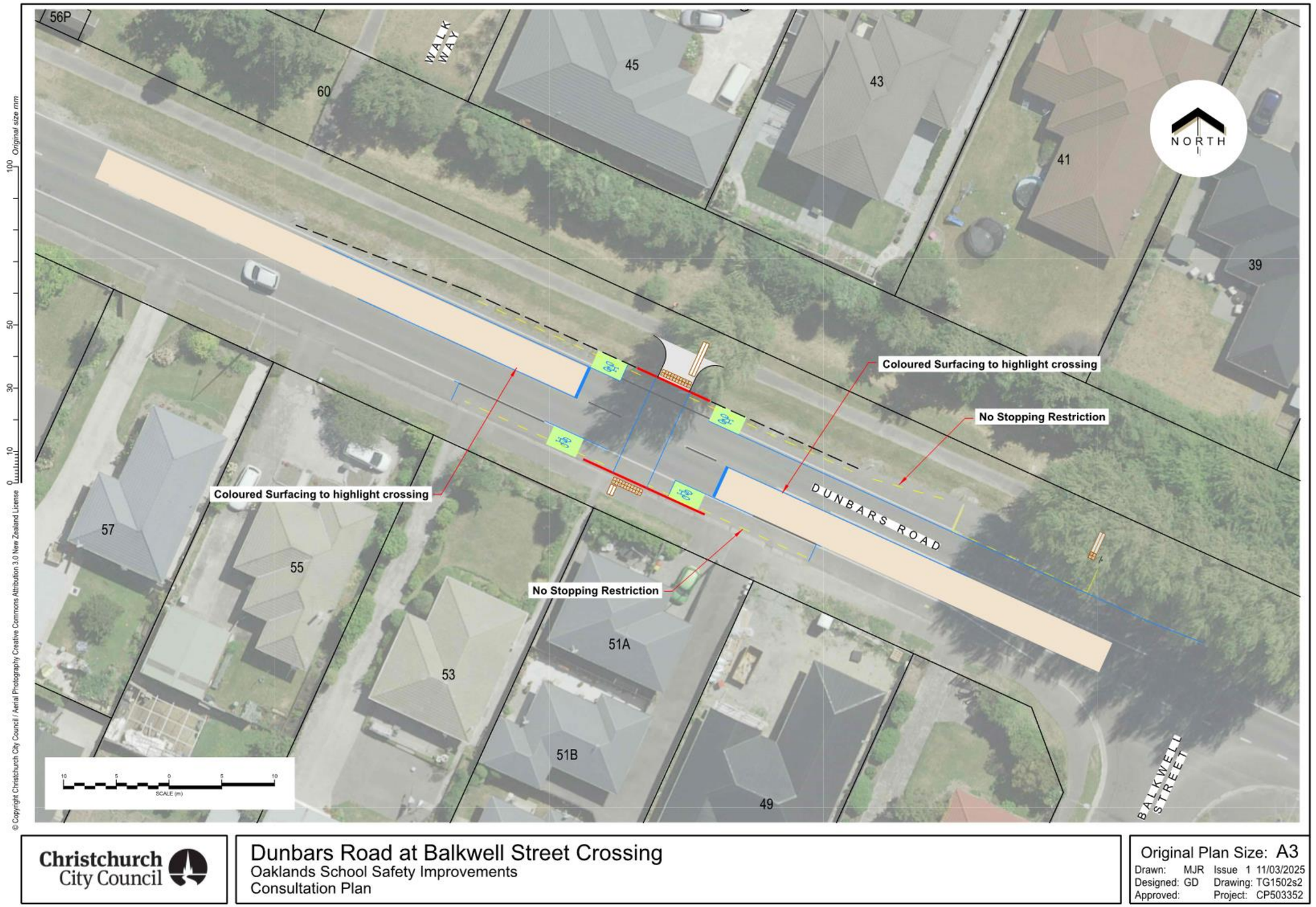
Original Plan Size: A3
ISSUE. 1 11/03/2025
TG1431S4 MJR CP503352



Christchurch City Council

Dunbars Road Roundabout
Oaklands School Safety Improvement
Consultation Plan

Original Plan Size: A3
ISSUE. 1 11/03/2025
TG148308s3 MJR CP503352

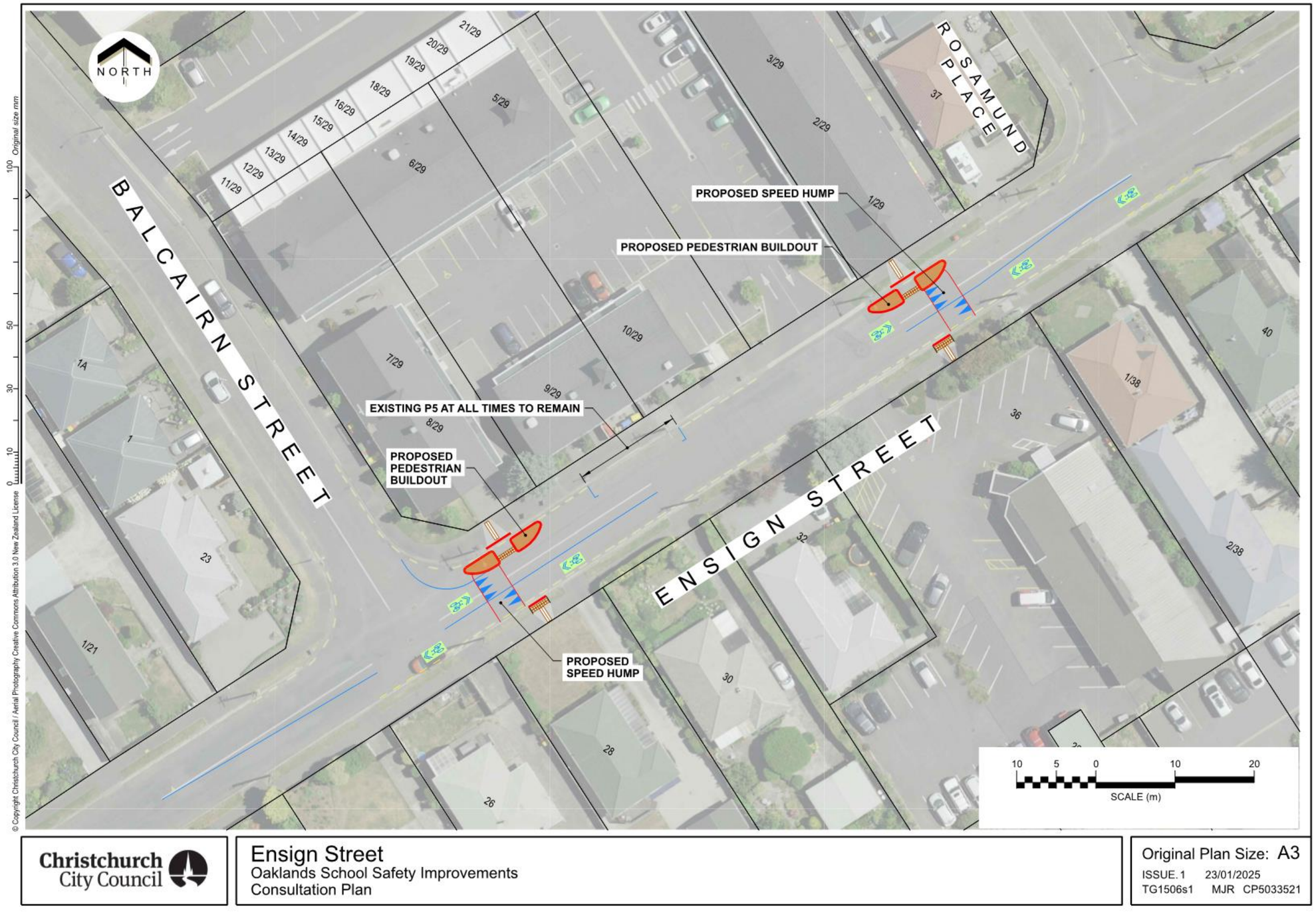


Christchurch City Council

Dunbars Road at Balkwell Street Crossing
Oaklands School Safety Improvements
Consultation Plan

Original Plan Size: A3

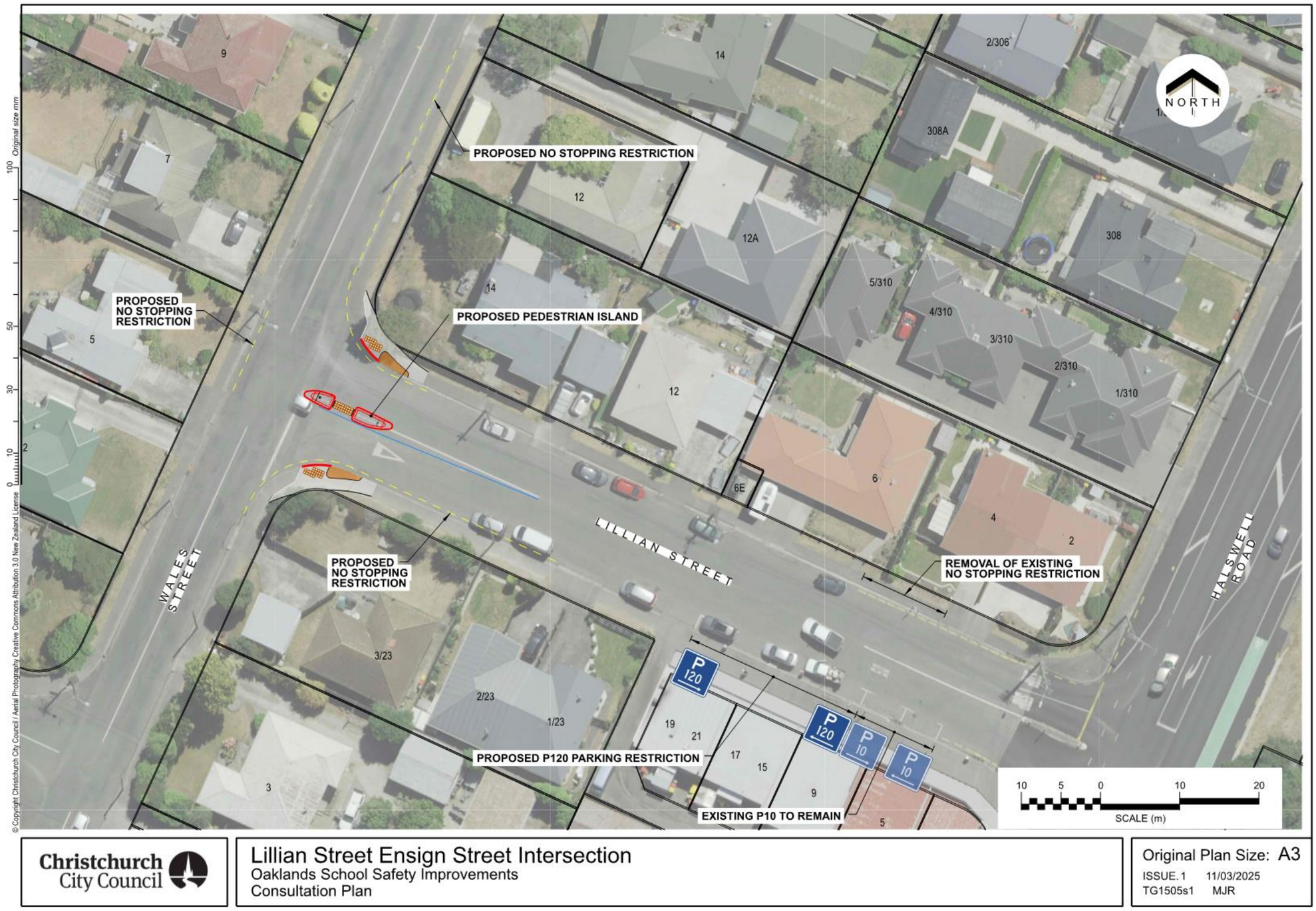
Drawn:	MJR	Issue 1	11/03/2025
Designed:	GD	Drawing:	TG1502s2
Approved:		Project:	CP503352



Christchurch City Council

Ensign Street
Oaklands School Safety Improvements
Consultation Plan

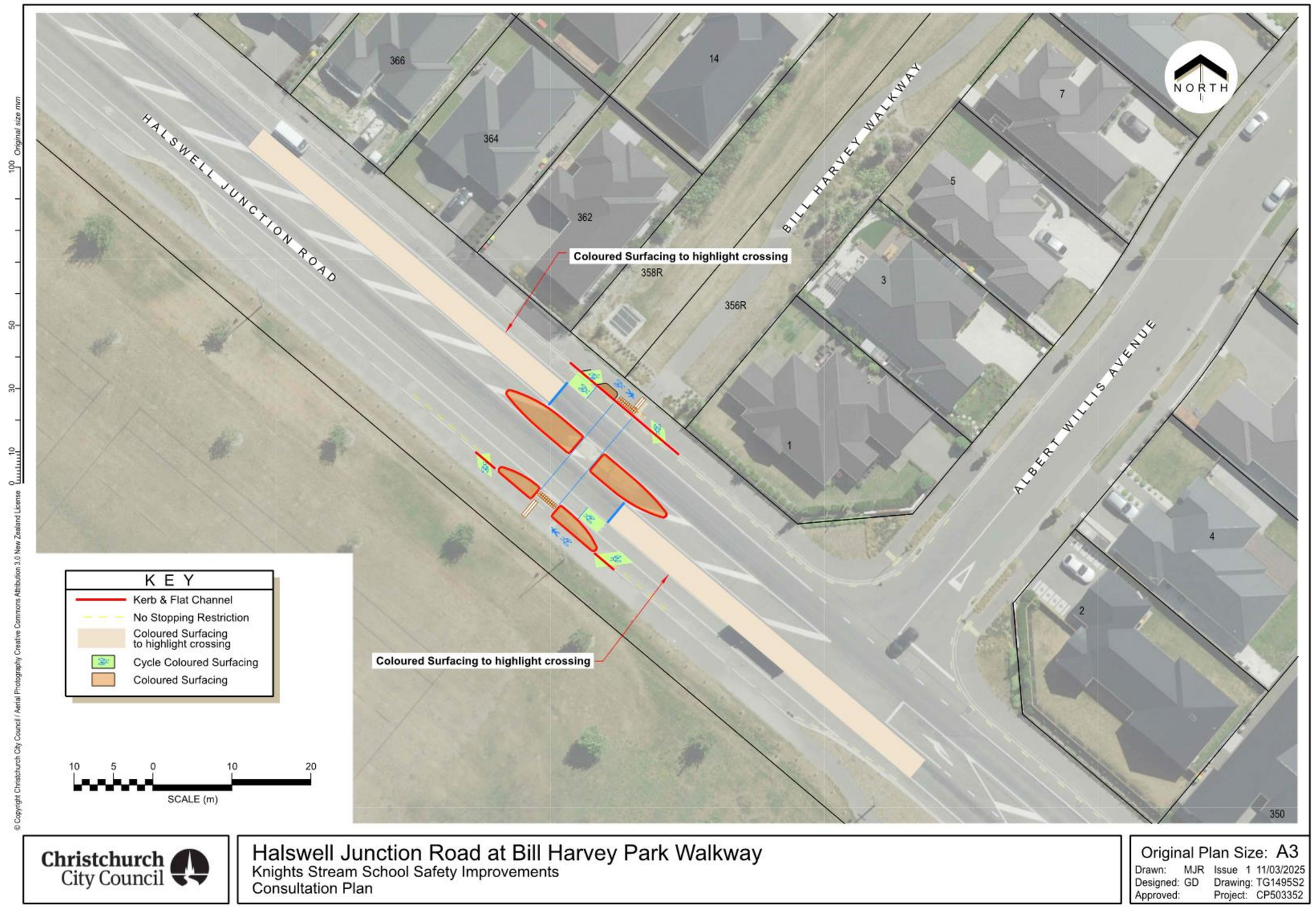
Original Plan Size: A3
ISSUE. 1 23/01/2025
TG1506s1 MJR CP5033521



Christchurch City Council

Lillian Street Ensign Street Intersection
Oaklands School Safety Improvements
Consultation Plan

Original Plan Size: A3
ISSUE. 1 11/03/2025
TG1505s1 MJR


HALSWELL JUNCTION ROAD
BILL HARVEY WALKWAY
ALBERT WILLIS AVENUE
NORTH
366
364
362
14
7
5
3
1
4
2
350
358R
356R
Coloured Surfacing to highlight crossing
Coloured Surfacing to highlight crossing
KEY
Kerb & Flat Channel
No Stopping Restriction
Coloured Surfacing to highlight crossing
Cycle Coloured Surfacing
Coloured Surfacing
10 5 0 10 20
SCALE (m)
Original size mm
100 50 30 10 0
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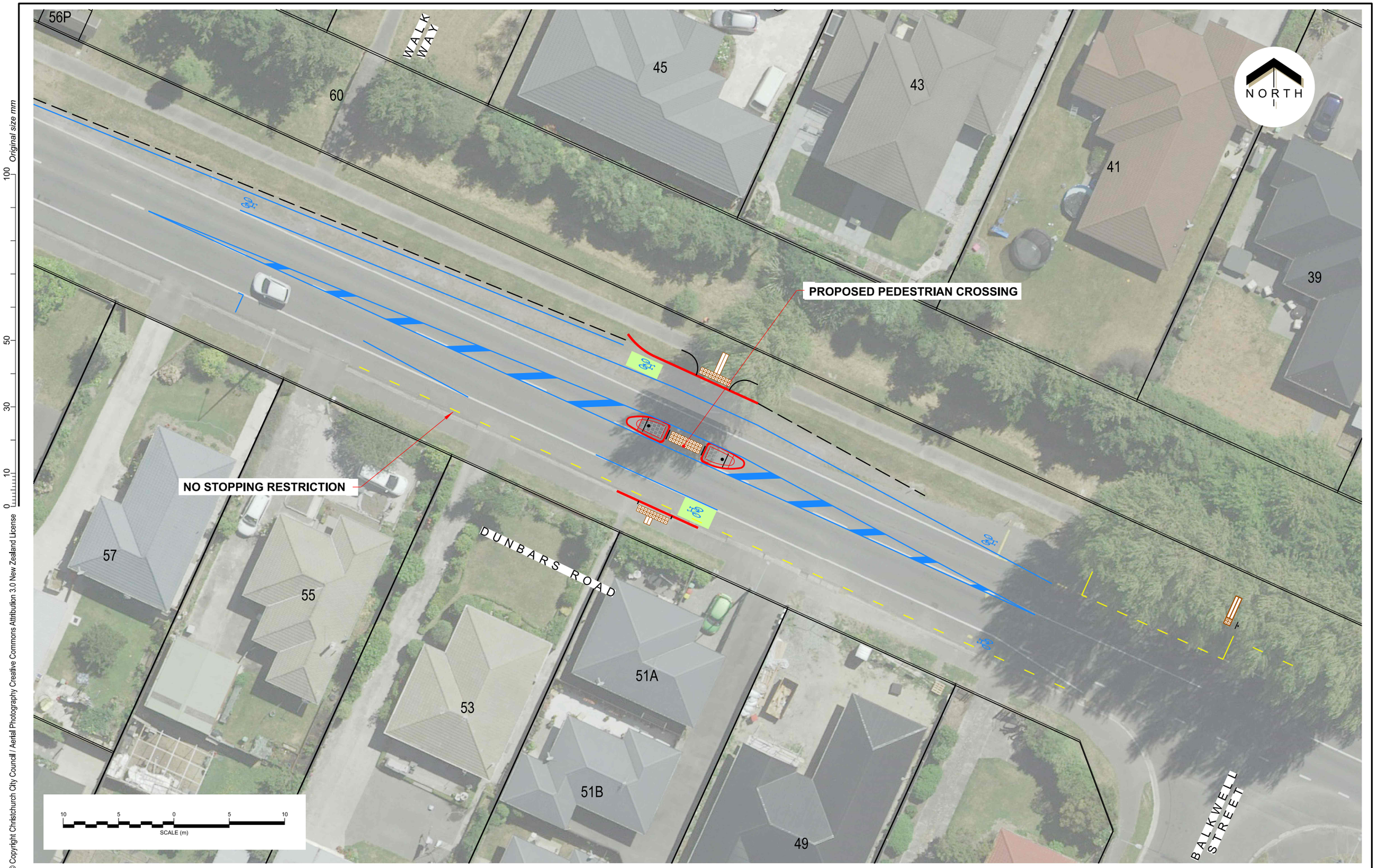
Christchurch City Council
Halswell Junction Road at Bill Harvey Park Walkway
Knights Stream School Safety Improvements
Consultation Plan
Original Plan Size: A3
Drawn: MJR Issue 1 11/03/2025
Designed: GD Drawing: TG1495S2
Approved: Project: CP503352



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Christchurch City Council

Dunbars Road at Balkwell Street Crossing - OPTION 2

Oaklands School Safety Improvements
For Approval

Original Plan Size: A3

Drawn:	MJR	Issue	1 25/05/2025
Designed:	GD	Drawing:	TG1502s4
Approved:		Project:	CP503352

Report from Waipuna Halswell-Hornby-Riccarton Community Board – 10 July 2025

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

Reference Te Tohutoro:	25/1397261
Responsible Officer(s) Te Pou Matua:	Gemma Dioni, Principal Advisor - Transport
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, General Manager Citizens and Community

1. Waipuna Halswell-Hornby-Riccarton Community Board Consideration Te Whaiwhakaarotanga

The Board took into consideration the deputation by Carina Duke on behalf of Living Streets Aotearoa.

2. Waipuna Halswell-Hornby-Riccarton Community Board Recommendation to Council

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.

3. Waipuna Halswell-Hornby-Riccarton Community Board Decisions Under Delegation Ngā Mana kua Tukuna

Officer recommendations accepted without change

Part C

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).

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

Document Name – Location / File Link
Not applicable

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	Knights Stream School Safety Improvement - Signalised Crossing on Halswell Junction Road	25/667120	139

No.	Title	Reference	Page
A	Halswell Junction Road Signalised Crossing	25/990506	148
B	Memo - Halswell Schools Package of Improvements	25/1031003	149

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 85th 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**

Attachment 1 - Original Staff Report Item 12

- 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.

Attachment 1 - Original Staff Report Item 12

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

Attachment 1 - Original Staff Report Item 12

- 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.

Attachment 1 - Original Staff Report Item 12

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	
B	Memo - Halswell Schools Package of Improvements	25/1031003	

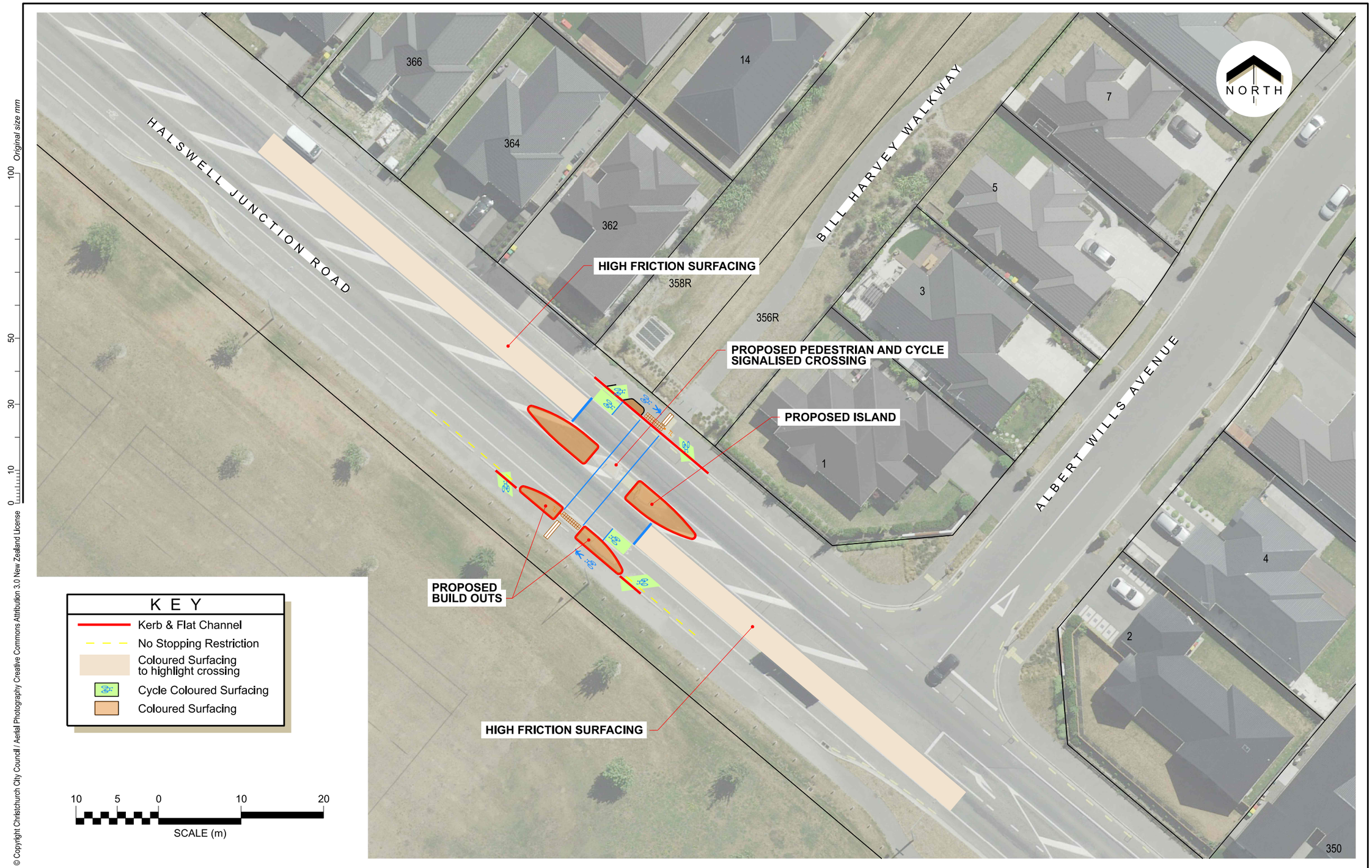
In addition to the attached documents, the following background information is available:

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

Attachment 1 - Original Staff Report Item 12



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Christchurch City Council

Halswell Junction Road at Bill Harvey Park Walkway

Knights Stream School Safety Improvements
For Approval

Original Plan Size: A3

Drawn:	MJR	Issue	1 26/06/2025
Designed:	GD	Drawing:	TG1495S2
Approved:		Project:	CP503352

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.

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 straighlining 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

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.

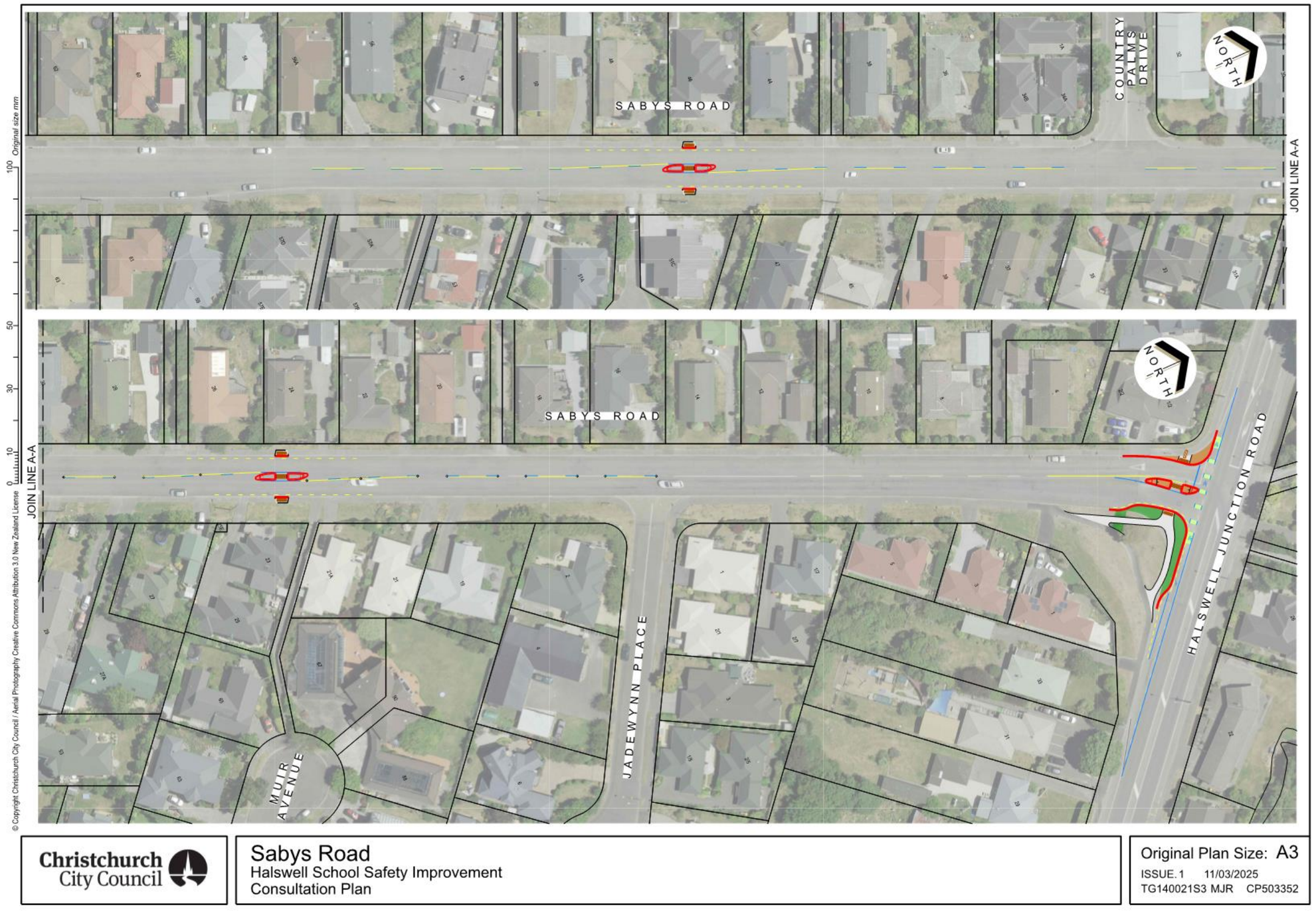
4.2 Staff will commence public consultation of the proposed package and will report back to the Board with a staff recommendation.

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 - Knighs Stream School - Halswell Junction Road	25/475658

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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NORTH
JOIN LINE A-A
SABYS ROAD
NORTH
HALSWELL JUNCTION ROAD
JADEWYNN PLACE
MUIR AVENUE
JOIN LINE A-A
Original size mm
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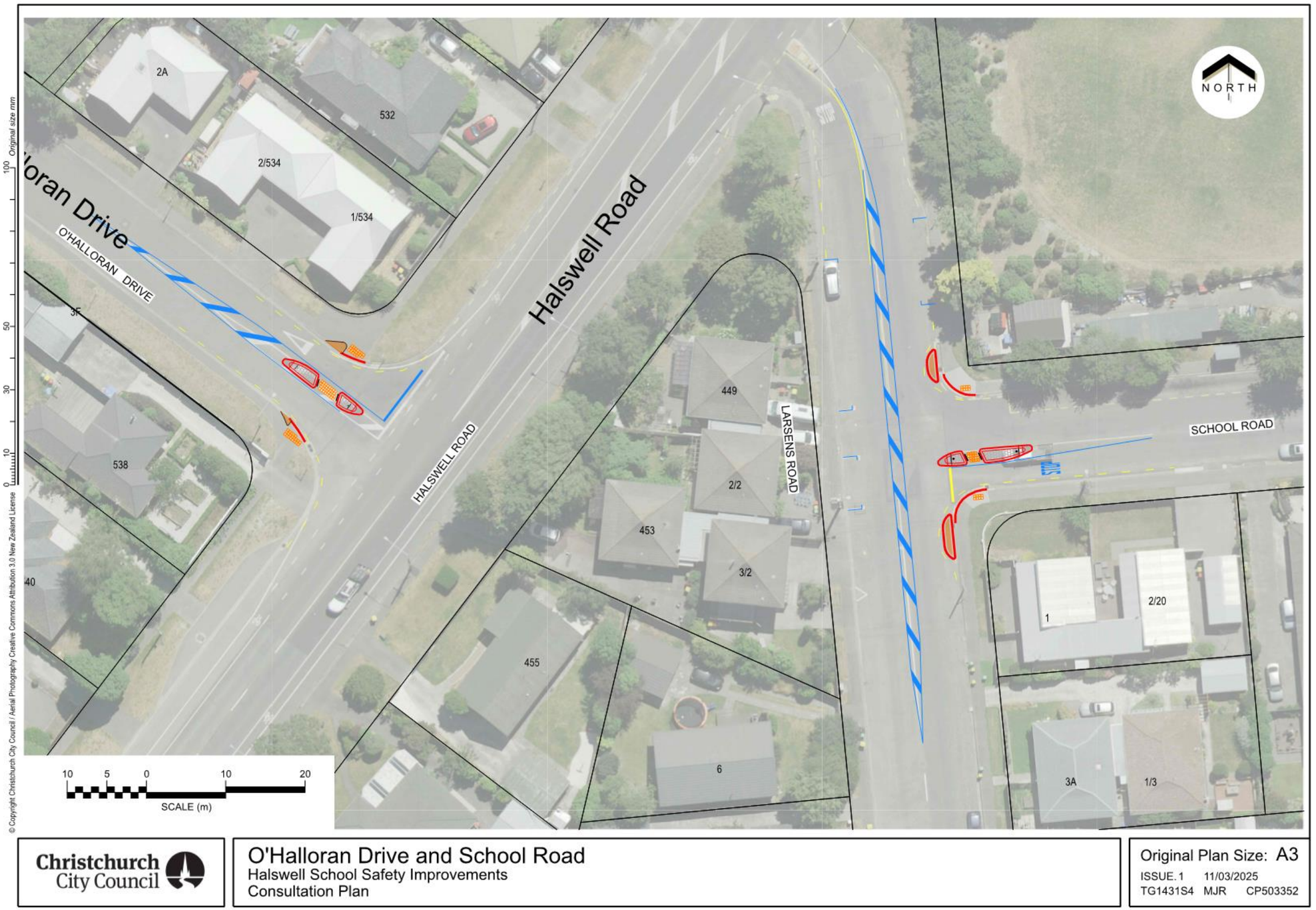
Christchurch City Council
Sabys Road
Halswell School Safety Improvement
Consultation Plan
Original Plan Size: A3
ISSUE. 1 11/03/2025
TG140021S3 MJR CP503352


NORTH
O'Halloran Drive
O'HALLORAN DRIVE
Halswell Road
HALSWELL ROAD
LARSENS ROAD
SCHOOL ROAD
2A
532
2/534
1/534
538
40
449
2/2
453
3/2
455
6
1
2/20
3A
1/3
10 5 0 10 20
SCALE (m)
Original size mm
100 50 30 10 0
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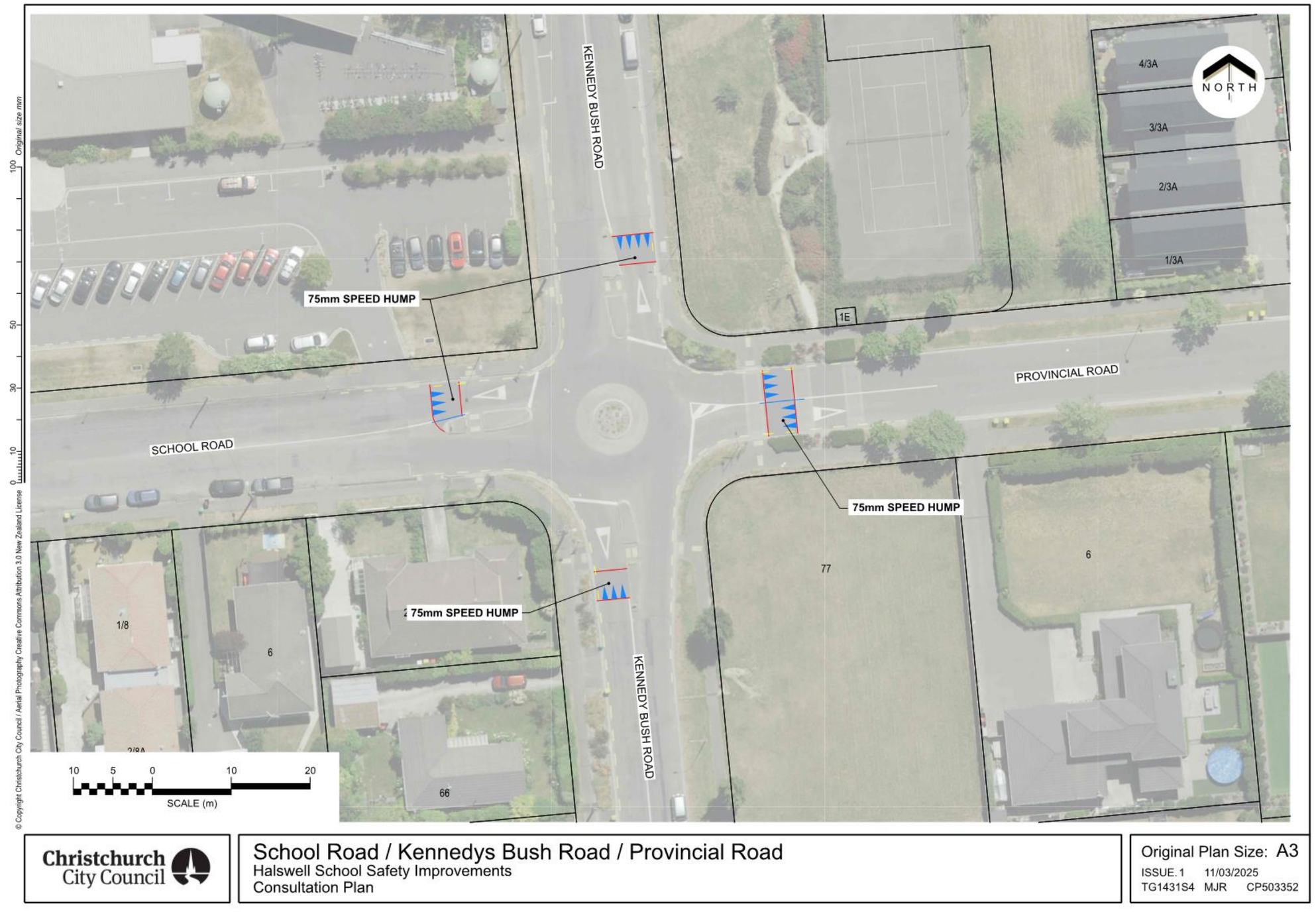
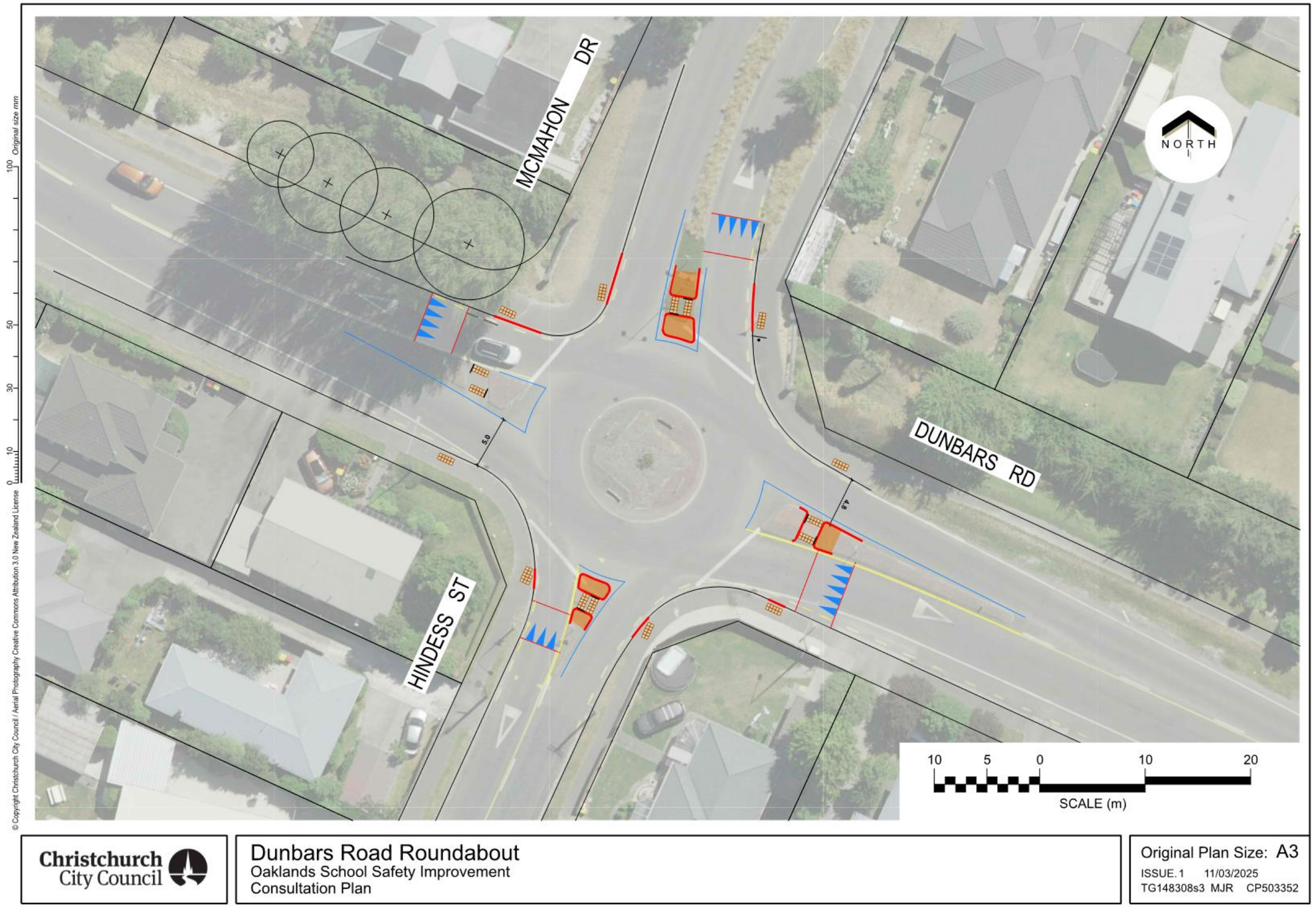
Christchurch City Council
O'Halloran Drive and School Road
Halswell School Safety Improvements
Consultation Plan
Original Plan Size: A3
ISSUE. 1 11/03/2025
TG1431S4 MJR CP503352



Christchurch City Council

School Road / Kennedys Bush Road / Provincial Road
Halswell School Safety Improvements
Consultation Plan

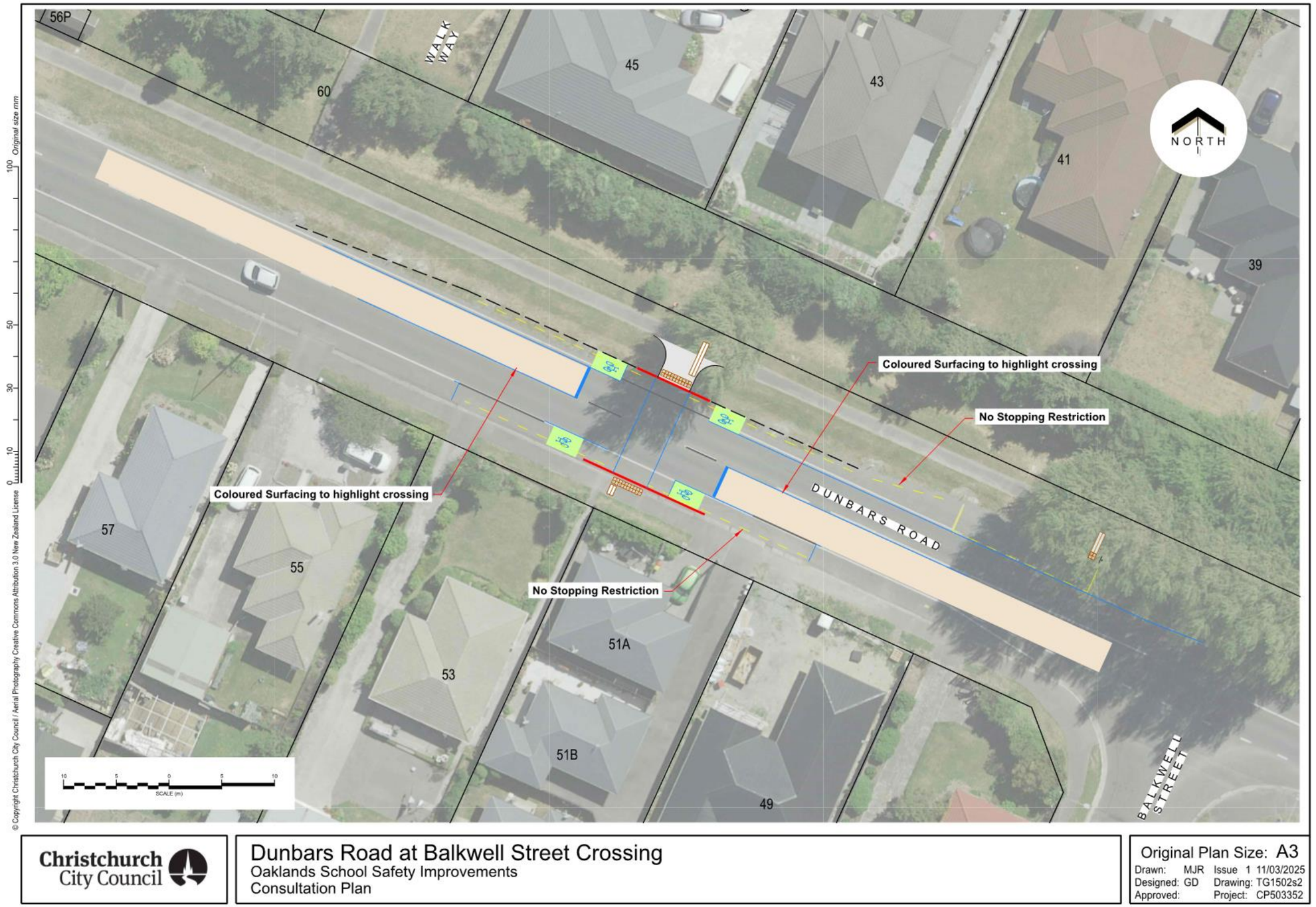
Original Plan Size: A3
ISSUE. 1 11/03/2025
TG1431S4 MJR CP503352



Christchurch City Council

Dunbars Road Roundabout
Oaklands School Safety Improvement
Consultation Plan

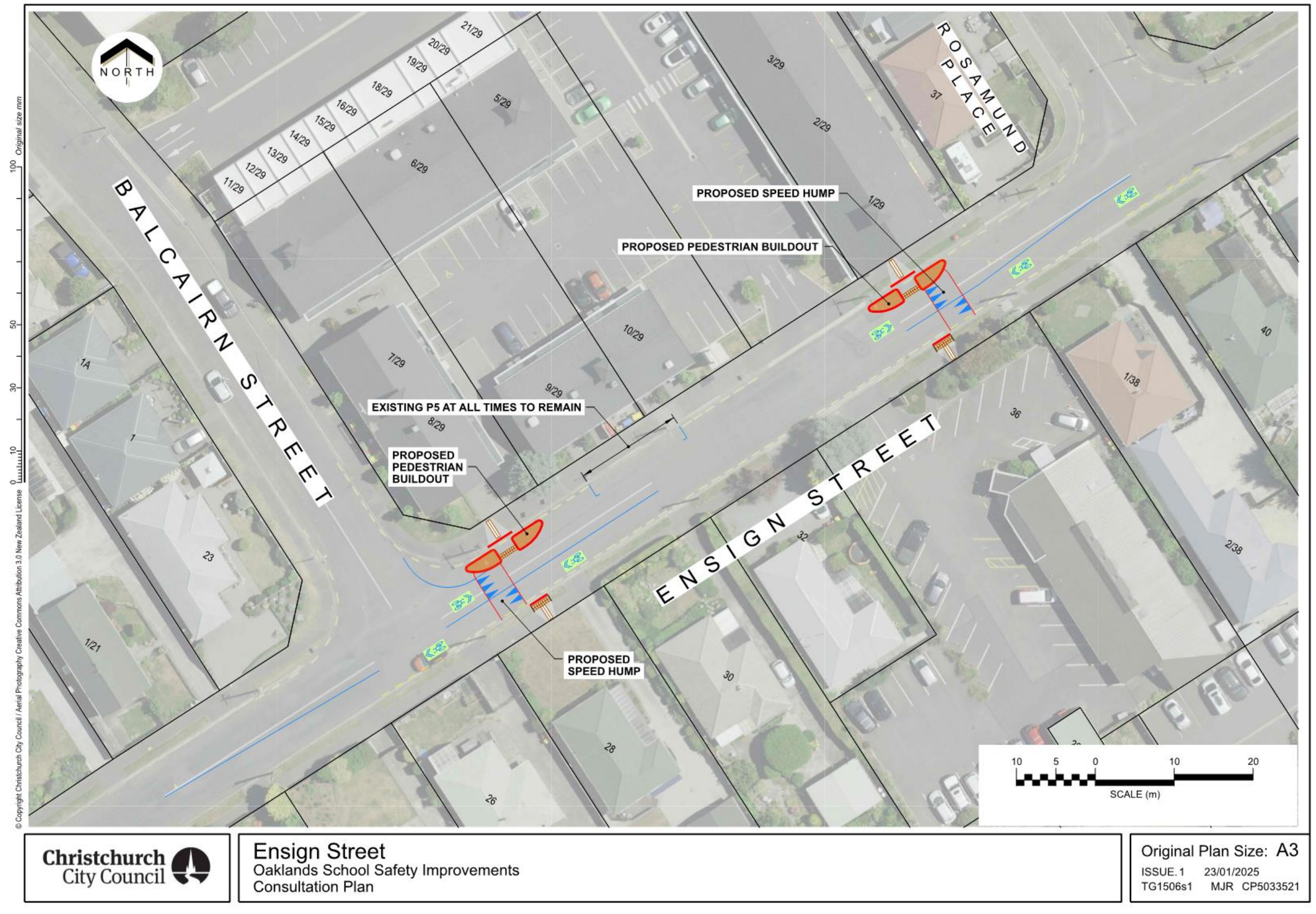
Original Plan Size: A3
ISSUE. 1 11/03/2025
TG148308s3 MJR CP503352



Christchurch City Council

Dunbars Road at Balkwell Street Crossing
Oaklands School Safety Improvements
Consultation Plan

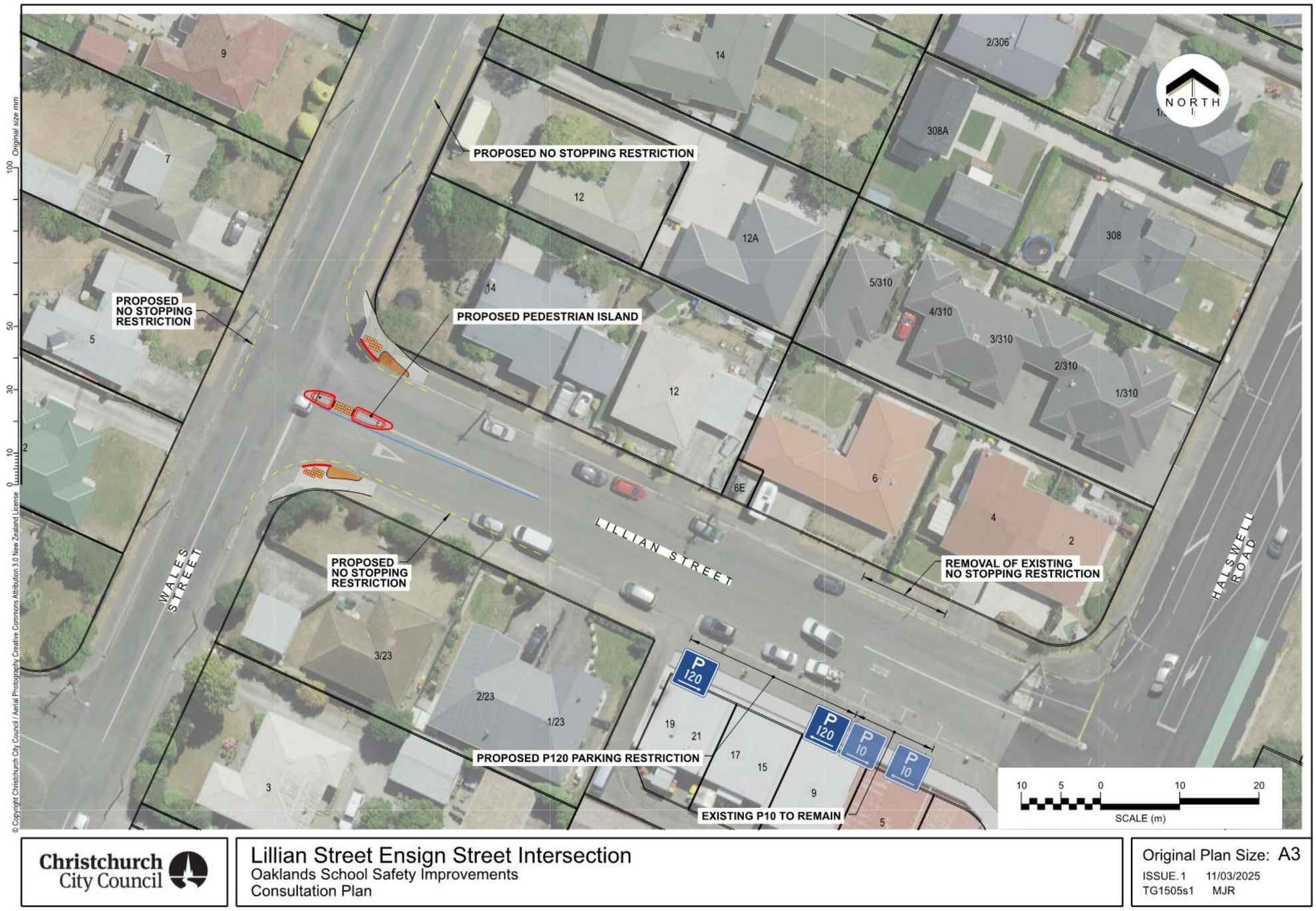
Original Plan Size: A3
Drawn: MJR Issue 1 11/03/2025
Designed: GD Drawing: TG1502s2
Approved: Project: CP503352



Christchurch City Council

Ensign Street
Oaklands School Safety Improvements
Consultation Plan

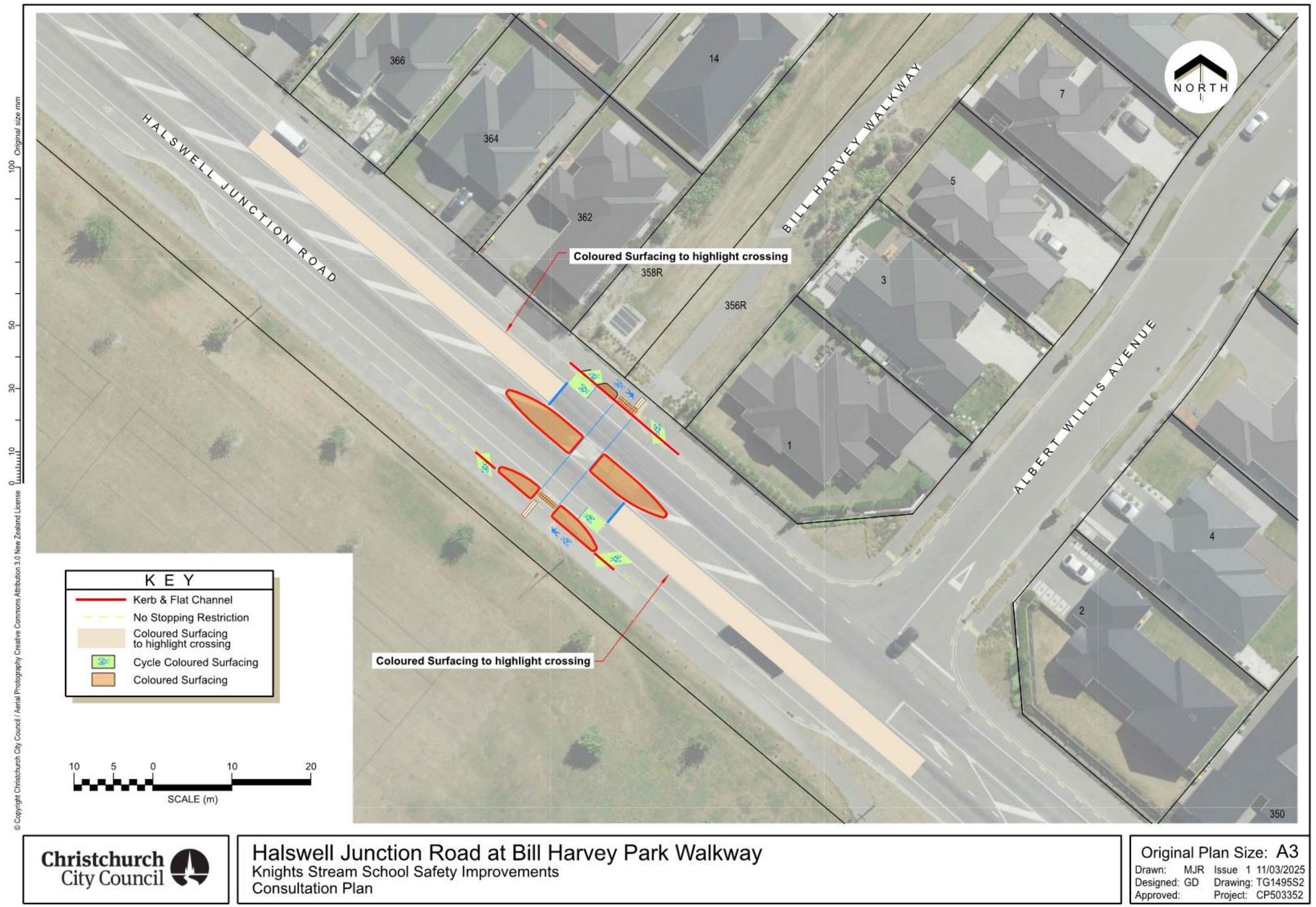
Original Plan Size: A3
ISSUE. 1 23/01/2025
TG1506s1 MJR CP5033521



Christchurch City Council

Lillian Street Ensign Street Intersection
Oaklands School Safety Improvements
Consultation Plan

Original Plan Size: A3
ISSUE. 1 11/03/2025
TG1505s1 MJR


HALSWELL JUNCTION ROAD
BILL HARVEY WALKWAY
ALBERT WILLIS AVENUE
NORTH
366
364
362
14
7
5
3
1
4
2
350
358R
356R
Coloured Surfacing to highlight crossing
Coloured Surfacing to highlight crossing
K E Y
Kerb & Flat Channel
No Stopping Restriction
Coloured Surfacing to highlight crossing
Cycle Coloured Surfacing
Coloured Surfacing
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Christchurch City Council
Halswell Junction Road at Bill Harvey Park Walkway
Knights Stream School Safety Improvements
Consultation Plan
Original Plan Size: A3
Drawn: MJR Issue 1 11/03/2025
Designed: GD Drawing: TG1495S2
Approved: Project: CP503352

Report from Waihoro Spreydon-Cashmere-Heathcote Community Board – 10 July 2025

13. Barrington/Frankleigh/Milton Intersection Improvements

Reference Te Tohutoro:	25/1411695
Responsible Officer(s) Te Pou Matua:	Barry Woodland, Property Consultant, Property Consultancy; Jon King, Project Manager, Wastewater Delivery
Accountable ELT Member Pouwhakarae:	Brent Smith, General Manager City Infrastructure

1. Waihoro Spreydon-Cashmere-Heathcote Community Board Consideration Te Whaiwhakaarotanga

The Board accepted all the Officer Recommendations and included an additional resolution requesting a response back on the improvements 6 months after their installation.

A member asked whether as part of the installation process additional green paint marking could be added for the Special Vehicle Lane leading up to the intersection. Staff noted the request and said that this could be included as part of the implementation process.

2. Waihoro Spreydon-Cashmere-Heathcote Community Board Recommendation to Council

That the Council:

1. 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 as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southwest side of Barrington Street commencing at its intersection with Frankleigh Street and extending in a northwesterly direction for a distance of 25 metres.
2. 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 as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northeast side of Barrington Street commencing at its intersection with Milton Street and extending in a southeasterly direction for a distance of 20 metres.

3. Officer Recommendations Ngā Tūtohu

That the Waihoro Spreydon-Cashmere-Heathcote Community Board recommends that the Council:

1. 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 as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southwest side of Barrington Street

commencing at its intersection with Frankleigh Street and extending in a northwesterly direction for a distance of 25 metres.

2. 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 as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northeast side of Barrington Street commencing at its intersection with Milton Street and extending in a southeasterly direction for a distance of 20 metres.

That the Waihoro Spreydon-Cashmere-Heathcote Community Board:

3. Receives the information in the Barrington/Frankleigh/Milton Intersection Improvements Report.

4. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

5. Approves pursuant to Section 331 and 334 of the Local Government Act 1974 all kerb alignments and road markings at the intersection of Barrington Street, Frankleigh Street and Milton Street as detailed in Attachment A of this report (plan TG151620, dated 11/06/2025).

4. Waihoro Spreydon-Cashmere-Heathcote Community Board Decisions Under Delegation Ngā Mana kua Tukuna

That the Waihoro Spreydon-Cashmere-Heathcote Community Board:

3. Receives the information in the Barrington/Frankleigh/Milton Intersection Improvements Report.

4. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

5. Approves pursuant to Section 331 and 334 of the Local Government Act 1974 all kerb alignments and road markings at the intersection of Barrington Street, Frankleigh Street and Milton Street as detailed in Attachment A of the agenda report (plan TG151620, dated 11/06/2025).

6. Requests a staff response back to the Board on the improvements in resolution 6, six months after they are installed.

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

Document Name – Location / File Link
Not applicable

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	Barrington/Frankleigh/Milton Intersection Improvements	25/1135548	164

No.	Title	Reference	Page
A	Barrington/Frankleigh/Milton - For Approval Plan	25/1174479	169
B	Milton Street Corridor - Memo to the Community Board	25/1174851	170

Barrington/Frankleigh/Milton Intersection Improvements

Reference Te Tohutoro:	25/1135548
Responsible Officer(s) Te Pou Matua:	Gemma Dioni, Principal Advisor – Transportation Safety
Accountable ELT Member Pouwhakarae:	Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 For the Waihoro Spreydon-Cashmere-Heathcote Community Board to consider improvements at the Barrington/Frankleigh/Milton intersection.

1.2 The report has been prepared in response to upgrades being undertaken at the intersection to renew the traffic signals. Orion has been working in the area since late April this year, installing a new underground 66kV power cable that will run between the Milton Substation and the Halswell Substation on Sparks Road.

1.3 Staff identified an opportunity to make essential upgrades at this intersection during this time, to make the most of the traffic management in the area, and to reduce disruption to the people who live in or travel through this area.

1.4 The essential work includes a full upgrade of the traffic signals at this intersection including underground cables, new signal poles and lanterns, as critical assets are at the end of their working life and in need of replacement. The additional improvements include implementing tactile pavers and additional road marking.

2. Officer Recommendations Ngā Tūtohu

1. That the Waihoro Spreydon-Cashmere-Heathcote Community Board recommends that the Council:

2. 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 as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southwest side of Barrington Street commencing at its intersection with Frankleigh Street and extending in a northwesterly direction for a distance of 25 metres.

3. 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 as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northeast side of Barrington Street commencing at its intersection with Milton Street and extending in a southeasterly direction for a distance of 20 metres.

That the Waihoro Spreydon-Cashmere-Heathcote Community Board:

4. Receives the information in the Barrington/Frankleigh/Milton Intersection Improvements Report.

5. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

6. Approves pursuant to Section 331 and 334 of the Local Government Act 1974 all kerb alignments and road markings at the intersection of Barrington Street, Frankleigh Street and Milton Street as detailed in Attachment A of this report (plan TG151620, dated 11/06/2025).

3. Background/Context Te Horopaki

3.1 A full upgrade of the traffic signals is required at this site as critical assets are at the end of their working life. There is therefore an opportunity to include improvements as part of the work being undertaken by Orion Waitaha Canterbury's lines company, while they are working on Milton Street. This work is adding strength and resilience to the electricity network.

3.2 The traffic signals at this intersection are at the end of their service life and need to be replaced. As part of the full upgrade, staff will introduce pedestrian protection. In addition, it is proposed to make the intersection safer by:

3.2.1 Implementing tactile paving.

3.2.2 Implementing hook turn boxes for people on bicycles.

3.2.3 Implementing small sections of cycle lane on the intersection departures of Barrington Street (north) and Barrington Street (south). As well as improving the extent of coloured surfacing on existing sections.

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

Date	Subject
16/05/2025	Milton/Selwyn & Barrington/Frankleigh/Milton Intersections **(Attachment B)**

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

3.4.1 Proposed (preferred) option

3.4.2 Option 2 – do minimum

Options Descriptions Ngā Kōwhiringa

3.5 **Preferred Option:** Make improvements as part of the signal renewals project

3.5.1 **Option Description:** Implement improvements for safety while undertaking the signal renewal project.

3.5.2 Option Advantages

- Improves crossings for people walking, particularly people who are low/blind vision or people who need more time to cross the road.
- Completing this work when Orion are working on this corridor will save costs for Council if undertaken together.
- Improves facilities for people cycling by introducing hook turn boxes and additional sections of cycle lane. As well as improving the extent of coloured surfacing on existing sections.

3.5.3 Option Disadvantages

- Additional costs for road marking when completing the traffic signal renewals.

3.6 **Option two:** Do minimum.

Attachment 1 - Original Staff Report Item 13

3.6.1 **Option Description:** Provide no changes for people walking and cycling while completing the signals renewal.

3.6.2 Option Advantages

- No additional costs to the project for road marking and tactile pavers.

3.6.3 Option Disadvantages

- Does not achieve any benefits for people walking and crossing the road.

4. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do minimum
Cost to Implement	$550k	$525k
Maintenance/Ongoing Costs	To be covered under the roading maintenance and traffic signals maintenance contract. Would reduce the cost of maintenance in the medium-term due to new assets being provided.	To be covered under the roading maintenance and traffic signals maintenance contract. Would reduce the cost of maintenance in the medium-term due to new assets being provided.
Funding Source	#37293 Delivery Package - Traffic Signals Renewals	#37293 Delivery Package - Traffic Signals Renewals
Funding Availability	Funding available in the above-named budget.	Funding available in the above-named budget.
Impact on Rates	None	None

4.1 The cost are high-level estimates and are not tendered prices.

4.2 The traffic signals require renewal at this site, as the cables are at the end of their working life. As part of the traffic signal renewal, it is proposed to undertake further improvements.

5. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

5.1 There is a risk that people may continue to feel unsafe while crossing if the proposed changes are not approved. Completing this work alongside the traffic signal renewal project reduces cost and risk to Council and impact on the local community.

Legal Considerations Ngā Hīraunga ā-Ture

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

Local Government Act 1974

5.2.1 Section 331 provides authority to approve concept plans for forming or upgrading footpath, kerbs and channels.

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

5.3 Other Legal Implications:

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

5.3.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of

by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

5.4 The required decision:

5.4.1 Aligns with the Christchurch City Council's Strategic Framework 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 improved cycle infrastructure, will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.

5.4.2 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.

5.4.3 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 the safe and healthy streets for everyone goal in the draft Ōtautahi Christchurch Future Transport Strategy 2024-2054.
- Improving safety on local roads is a priority for the Council.

5.5 This report supports the Council's Long Term Plan (2024 - 2034):

5.5.1 Transport

5.5.2 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

Community Impacts and Views Ngā Mariu ā-Hāpori

5.6 Due to the very minor nature of improvements at the intersection, consultation has not been undertaken.

5.7 The decision affects the following Community Board areas:

5.7.1 Waihoro Spreydon-Cashmere-Heathcote

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

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

Attachment 1 - Original Staff Report Item 13

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

5.11 This is a minor proposal that is principally intended to improve accessibility and safety for people crossing and cycling through the intersection.

6. Next Steps Ngā Mahinga ā-muri

6.1 If approved, staff will proceed with construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Barrington/Frankleigh/Milton - For Approval Plan	25/1174479	
B	Milton Street Corridor - Memo to the Community Board	25/1174851	

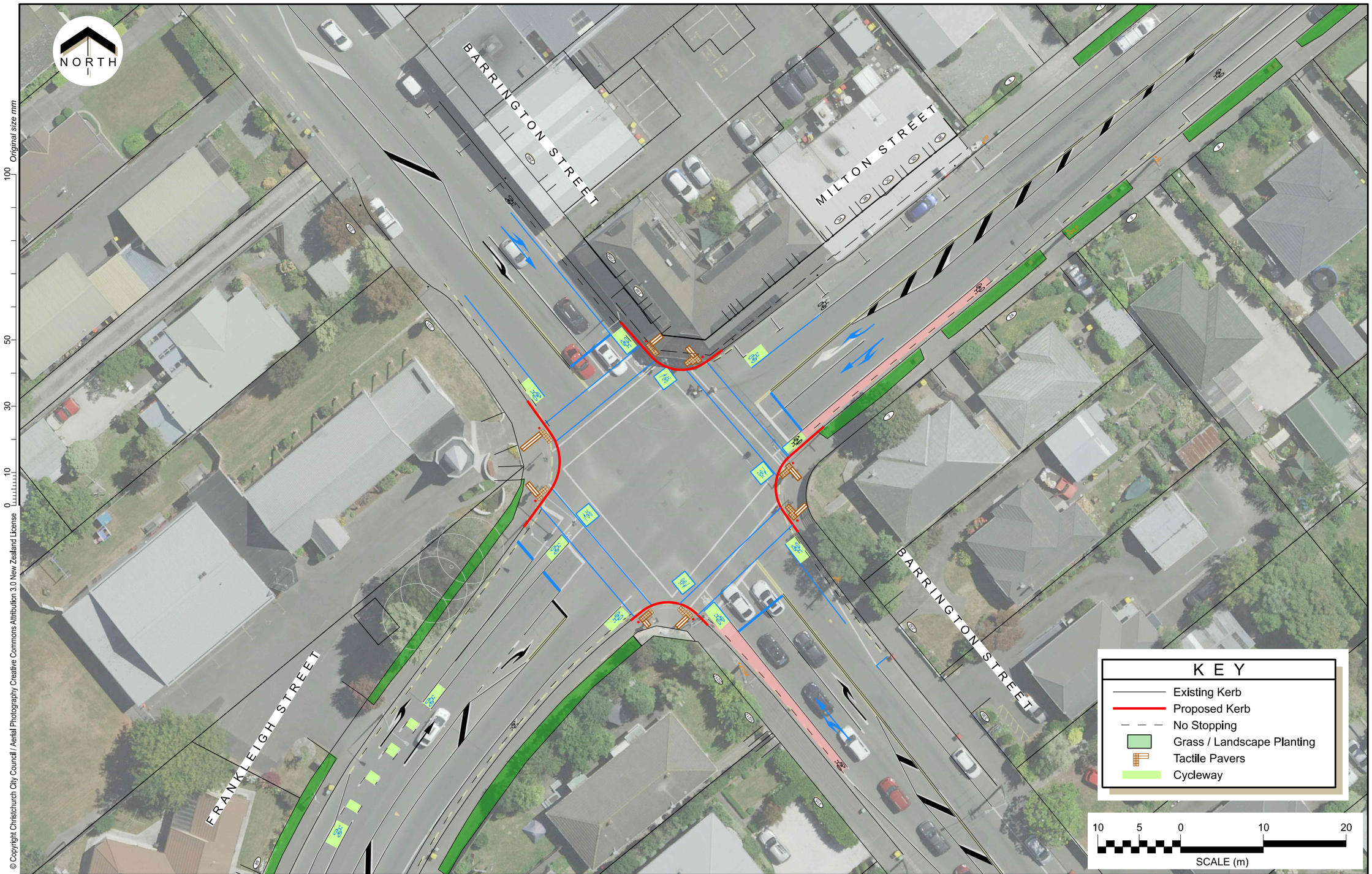
In addition to the attached documents, the following background information is available:

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 Stephen Wright - Manager Operations (Transport)

Attachment 1 - Original Staff Report Item 13



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Christchurch City Council

Barrington Street - Frankleigh Street - Milton Street

Intersection Improvements
For Approval

Original Plan Size: A3

Drawn:	VMI	Issue	1 23/06/2025
Designed:	LB	Drawing:	TG151620
Approved:		Project:	

Memo

Date: 16 May 2025
From: Gemma Dioni, Acting Team Leader Traffic Operations/Principal Advisor
To: Waihoro Spreydon-Cashmere-Heathcote Community Board
Cc: Enter name(s) and title(s)
Reference: 25/956056

Milton/Selwyn & Barrington/Frankleigh/Milton Intersections

1. Purpose of this Memo Te take o tēnei Pānui

1.1 To provide information to the Waihoro Spreydon-Cashmere-Heathcote Community Board on two upcoming traffic signal re-cabling projects.

1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

2.1 Orion are installing a new underground 66kv power cable between the Milton Street substation and the Halswell substation on Sparks Road to strengthen their electricity network.

2.2 Their contractor, Isaac Construction, have substantial traffic management in place currently to deliver the work safely. This will be replicated along the corridor as they work out from the Milton Street substation to Halswell.

2.3 Staff have identified an opportunity to upgrade the traffic signals and cabling at the Milton/Selwyn intersection and the Milton/Barrington Intersection, while traffic management is in place, to reduce costs for Council in the future. The works are to occur in June at the Milton/Selwyn Intersection and in July at the Barrington/Frankleigh/Milton intersection. The works will occur concurrently and not impact on the delivery timeframes for the Orion project. Some additional Traffic Management may be required to ensure the works can be delivered safely, and this is currently being worked through with Orion and Isaac Construction. An update will be provided to the Community Board closer to the starting date.

2.4 Upgrading the traffic signals and cabling at the Milton/Selwyn intersection, will also allow staff to introduce pedestrian protection (red arrow displays to hold back turning traffic while pedestrians are using the crossings) at the intersection to improve safety for children travelling to and from Christchurch South Karamata Intermediate School. There is no further phasing changes proposed at these intersections.

2.5 Kerb cutdowns will be amended to align with new pole locations and road markings, which in turn will provide increased separation between crossings.

2.6 It is understood that a report will be presented to the Community Board in July as part of the CRAF Programme, with some road marking changes for the Milton/Selwyn intersection. In reviewing the intersection layout, Traffic Operations have identified some further road marking changes that could be included to improve the intersection for people cycling. Staff

will work to ensure these are also included in the report for the Community Board to consider. These will not be marked until a decision has been made.

2.7 Residents will be informed of the works occurring. The CCC Communication Team will work alongside the Communication Team at Orion and Isaac Construction to ensure residents are aware of the impacts on their journeys.

3. Conclusion Whakakapinga

3.1 Staff have identified an opportunity to deliver essential upgrades to two traffic signal-controlled intersections on the Milton Street corridor while Orion are installing the 66kv power cable.

3.2 An update will be provided to the Community Board closer to the start date.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor
Approved By	Stephen Wright - Manager Operations (Transport)

Report from Waihoro Spreydon-Cashmere-Heathcote Community Board – 10 July 2025

Item 14

14. Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle safety improvements

Reference Te Tohutoro:	25/1431811
Responsible Officer(s) Te Pou Matua:	Ann Tomlinson, Project Manager Gemma Dioni, Principal Advisor Transportation Safety
Accountable ELT Member Pouwhakarae:	Brent Smith, General Manager City Infrastructure

1. Waihoro Spreydon-Cashmere-Heathcote Community Board Consideration Te Whaiwhakaarotanga

The Board accepted all the Officer Recommendations and included an additional resolution requesting staff investigate kerb cutdowns at the proposed Pedestrian Crossing on Selwyn Street.

The Board took into consideration the deputation received from Spokes Canterbury. Spokes Canterbury overall supported the proposed changes in the staff recommendations in agenda report, which in its view will make Selwyn Street safer for pedestrians. However, Spokes Canterbury considered that more could be done for cyclists.

2. Waihoro Spreydon-Cashmere-Heathcote Community Board Recommendation to Council

That the Council:

1. Approves in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017 for Plan TG151619, dated 05/06/2025 as shown in **Attachment C** of the agenda report:
    a. That a Special Vehicle Lane (cycle lane) be installed on the north-east side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 36 metres.
    b. That a Special Vehicle Lane (cycle lane) be installed on the south-west side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of 34 metres.

3. Officer Recommendations Ngā Tūtohu

That the Waihoro Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle 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.

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 to 13 below.

4. Approves the design, including kerb alignments, road surface treatments, raised pedestrian crossing, pedestrian islands, pedestrian cut-downs, resurfacing footpaths, tactile pavers and road markings as detailed in the following plans and attached to this report as **Attachments A, B and C.**

5. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9006, dated 18/12/2024 and attached to this report as **Attachment A**:

    a. That the parking of all vehicles be restricted to a maximum period of 3 minutes on the north-east side of Selwyn Street, commencing at a point 111 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 26.5 metres. This restriction is to apply from 8am-9am, and from 2:30-3:30pm, on school days only.

    b. That the stopping of vehicles be prohibited at any time on the north-east side of Selwyn Street, commencing at a point 137.5 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 12 metres.

    c. That a Bus Stop be installed, on the north-east side of Selwyn Street, commencing at a point 149.5 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 30 metres.

    d. That the stopping of vehicles be prohibited at any time on the north-east side of Selwyn Street, commencing at a point 179.5 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 38 metres.

    e. That the stopping of vehicles be prohibited at any time on the south-west side of Selwyn Street, commencing at a point 44 metres north-west of its intersection with Dobson Street and extending in a north-westerly direction to its intersection with Cheviot Street.

    f. That the stopping of vehicles be prohibited at any time on the south-west side of Selwyn Street, commencing at its intersection with Cheviot Street and extending in a north-westerly direction for a distance of 6 metres.

    g. That a Bus Stop be installed, on the south-west side of Selwyn Street, commencing at a point 6 metres north-west of its intersection with Cheviot Street and extending in a north-westerly direction for a distance of 15 metres.

    h. That the stopping of vehicles be prohibited at any time on the south-west side of Selwyn Street, commencing at a point 21 metres north-west of its intersection with Cheviot Street and extending in a north-westerly direction for a distance of 7 metres.

Pedestrian Crossing

6. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Selwyn Street, located 66.5 metres northwest of its intersection with Dobson Street, and as detailed on plan 60720368-SHT-GE-9006, dated 18/12/2024 and attached to this report as **Attachment A**.

School Patrol

7. Approves that pursuant to Section 8.3(1) of The Land Transport Rule- Traffic Control Devices: 2004, and the Local Government Act 1974, The Christchurch City Council hereby authorises the Board of Trustees of Christchurch South Intermediate School, to appoint the appropriately trained persons to act as school patrols at the pedestrian crossing (zebra crossing) on Selwyn Street, located 66.5 metres northwest of its intersection with Dobson Street.

Selwyn Street – Roker Street to Somerfield Street

8. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9009, dated 19/12/2024 as shown in **Attachment B**:
    a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Roker Street and extending in a south-easterly direction for a distance of 27.5 metres.
    b. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Roker Street and extending in a south-easterly direction for a distance of 36.5 metres.
9. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9010, dated 19/12/2024 as shown in **Attachment B:**
    a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 53 metres south-east of its intersection with Penrith Avenue and extending in a south-easterly direction for a distance of 15 metres.
    b. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 90 metres south-east of its intersection with Penrith Avenue and extending in a south-easterly direction for a distance of 10.5 metres.
    c. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a north-westerly direction for a distance of 26 metres.
    d. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a south-easterly direction for a distance of 17 metres.
    e. That the stopping of vehicles be prohibited at any time on the northwest side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 21.5 metres.
    f. That the stopping of vehicles be prohibited at any time on the southeast side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 12.5 metres.
10. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9011, dated 19/12/2024 as shown in **Attachment B**:
    a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a north-westerly direction for a distance of 11 metres.

b. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a south-easterly direction for a distance of 11 metres.

c. That the stopping of vehicles be prohibited at any time on the northwest side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 14 metres.

d. That the stopping of vehicles be prohibited at any time on the southeast side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 13.5 metres.

e. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Dunn Street and extending in a north-westerly direction for a distance of 11 metres.

f. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Dunn Street and extending in a south-easterly direction for a distance of 11 metres.

g. That the stopping of vehicles be prohibited at any time on the northwest side of Dunn Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 13 metres.

h. That the stopping of vehicles be prohibited at any time on the southeast side of Dunn Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 13 metres.

11. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9012, dated 19/12/2024 as shown in **Attachment B**:

a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 34 metres south-east of its intersection with Dunn Street and extending in a south-easterly direction for a distance of 11 metres.

b. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 65 metres south-east of its intersection with Dunn Street and extending in a south-easterly direction for a distance of 11 metres.

c. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a north-westerly direction for a distance of 21 metres.

d. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a south-easterly direction for a distance of 15.5 metres.

e. That the stopping of vehicles be prohibited at any time on the northwest side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 22 metres.

f. That the stopping of vehicles be prohibited at any time on the southeast side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 12 metres.

12. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9013, dated 18/12/2024 as shown in **Attachment B**:

a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 23.5 metres.

b. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 23.5 metres.

c. That the stopping of vehicles be prohibited at any time on the northwest side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 28.5 metres.

d. That the stopping of vehicles be prohibited at any time on the northwest side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 24 metres.

e. That the stopping of vehicles be prohibited at any time on the southeast side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 24.5 metres.

f. That the stopping of vehicles be prohibited at any time on the southeast side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 23.5 metres.

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

That the Waihoro Spreydon-Cashmere-Heathcote Community Board recommend that Council:

14. Approves in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017 for Plan TG151619, dated 05/06/2025 as shown in **Attachment C:**

    a. That a Special Vehicle Lane (cycle lane) be installed on the north-east side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 36 metres.

    b. That a Special Vehicle Lane (cycle lane) be installed on the south-west side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of 34 metres.

4. Waihoro Spreydon-Cashmere-Heathcote Community Board Decisions Under Delegation Ngā Mana kua Tukuna

That the Waihoro Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle safety improvements Report on the agenda.

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 resolutions 4 to 13 below.

4. Approves the design, including kerb alignments, road surface treatments, raised pedestrian crossing, pedestrian islands, pedestrian cut-downs, resurfacing footpaths, tactile pavers and

road markings as detailed in the following plans and attached to the agenda report as **Attachments A, B and C.**

5. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9006, dated 18/12/2024 and attached to the agenda report as **Attachment A**:

    a. That the parking of all vehicles be restricted to a maximum period of 3 minutes on the north-east side of Selwyn Street, commencing at a point 111 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 26.5 metres. This restriction is to apply from 8am-9am, and from 2:30-3:30pm, on school days only.

    b. That the stopping of vehicles be prohibited at any time on the north-east side of Selwyn Street, commencing at a point 137.5 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 12 metres.

    c. That a Bus Stop be installed, on the north-east side of Selwyn Street, commencing at a point 149.5 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 30 metres.

    d. That the stopping of vehicles be prohibited at any time on the north-east side of Selwyn Street, commencing at a point 179.5 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 38 metres.

    e. That the stopping of vehicles be prohibited at any time on the south-west side of Selwyn Street, commencing at a point 44 metres north-west of its intersection with Dobson Street and extending in a north-westerly direction to its intersection with Cheviot Street.

    f. That the stopping of vehicles be prohibited at any time on the south-west side of Selwyn Street, commencing at its intersection with Cheviot Street and extending in a north-westerly direction for a distance of 6 metres.

    g. That a Bus Stop be installed, on the south-west side of Selwyn Street, commencing at a point 6 metres north-west of its intersection with Cheviot Street and extending in a north-westerly direction for a distance of 15 metres.

    h. That the stopping of vehicles be prohibited at any time on the south-west side of Selwyn Street, commencing at a point 21 metres north-west of its intersection with Cheviot Street and extending in a north-westerly direction for a distance of 7 metres.

Pedestrian Crossing

6. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Selwyn Street, located 66.5 metres northwest of its intersection with Dobson Street, and as detailed on plan 60720368-SHT-GE-9006, dated 18/12/2024 and attached to the agenda report as **Attachment A**.

7. Requests staff investigate kerb cutdowns at the Pedestrian Crossing on Selwyn Street, in resolution 6, as part of the detailed design process.

School Patrol

8. Approves that pursuant to Section 8.3(1) of The Land Transport Rule- Traffic Control Devices: 2004, and the Local Government Act 1974, The Christchurch City Council hereby authorises

the Board of Trustees of Christchurch South Intermediate School, to appoint the appropriately trained persons to act as school patrols at the pedestrian crossing (zebra crossing) on Selwyn Street, located 66.5 metres northwest of its intersection with Dobson Street.

Selwyn Street – Roker Street to Somerfield Street

9. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9009, dated 19/12/2024 as shown in **Attachment B** of the agenda report:

    a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Roker Street and extending in a south-easterly direction for a distance of 27.5 metres.

    b. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Roker Street and extending in a south-easterly direction for a distance of 36.5 metres.

10. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9010, dated 19/12/2024 as shown in **Attachment B** of the agenda report:

    a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 53 metres south-east of its intersection with Penrith Avenue and extending in a south-easterly direction for a distance of 15 metres.

    b. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 90 metres south-east of its intersection with Penrith Avenue and extending in a south-easterly direction for a distance of 10.5 metres.

    c. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a north-westerly direction for a distance of 26 metres.

    d. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a south-easterly direction for a distance of 17 metres.

    e. That the stopping of vehicles be prohibited at any time on the northwest side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 21.5 metres.

    f. That the stopping of vehicles be prohibited at any time on the southeast side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 12.5 metres.

11. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9011, dated 19/12/2024 as shown in **Attachment B** of the agenda report:

    a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a north-westerly direction for a distance of 11 metres.

b. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a south-easterly direction for a distance of 11 metres.

c. That the stopping of vehicles be prohibited at any time on the northwest side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 14 metres.

d. That the stopping of vehicles be prohibited at any time on the southeast side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 13.5 metres.

e. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Dunn Street and extending in a north-westerly direction for a distance of 11 metres.

f. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Dunn Street and extending in a south-easterly direction for a distance of 11 metres.

g. That the stopping of vehicles be prohibited at any time on the northwest side of Dunn Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 13 metres.

h. That the stopping of vehicles be prohibited at any time on the southeast side of Dunn Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 13 metres.

12. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9012, dated 19/12/2024 as shown in **Attachment B** of the agenda report:

a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 34 metres south-east of its intersection with Dunn Street and extending in a south-easterly direction for a distance of 11 metres.

b. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 65 metres south-east of its intersection with Dunn Street and extending in a south-easterly direction for a distance of 11 metres.

c. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a north-westerly direction for a distance of 21 metres.

d. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a south-easterly direction for a distance of 15.5 metres.

e. That the stopping of vehicles be prohibited at any time on the northwest side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 22 metres.

f. That the stopping of vehicles be prohibited at any time on the southeast side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 12 metres.

13. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9013, dated 18/12/2024 as shown in **Attachment B** of the agenda report:

a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 23.5 metres.

b. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 23.5 metres.

c. That the stopping of vehicles be prohibited at any time on the northwest side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 28.5 metres.

d. That the stopping of vehicles be prohibited at any time on the northwest side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 24 metres.

e. That the stopping of vehicles be prohibited at any time on the southeast side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 24.5 metres.

f. That the stopping of vehicles be prohibited at any time on the southeast side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 23.5 metres.

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

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

Document Name – Location / File Link
Not applicable

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle safety improvements	24/2253692	182

No.	Title	Reference	Page
A	Selwyn Street - Christchurch South Karamata Intermediate School	25/80618	195
B	Selwyn Street - Roker Street to Somerfield Street	25/80620	196
C	Selwyn Street - Milton Street intersection	25/1142338	201

Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle safety improvements

Reference Te Tohutoro:	24/2253692
Responsible Officer(s) Te Pou Matua:	Ann Tomlinson, Project Manager Gemma Dioni, Principal Advisor Transportation Safety
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 Waihoro Spreydon-Cashmere-Heathcote Community Board to consider the Selwyn Street pedestrian safety scheme design following community engagement. This will allow the project to proceed to detailed design and construction.

1.2 Selwyn Street pedestrian safety improvements are a component of the Colombo Street, Somerfield Street and Selwyn Street project within the Spreydon, Somerfield, Waltham, Beckenham Christchurch Regeneration Acceleration Facility (CRAF) programme.

1.3 The report has been written to address safety improvement of the transport assets on Selwyn Street.

2. Officer Recommendations Ngā Tūtohu

That the Waihoro Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle 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.
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 to 13 below.
4. Approves the design, including kerb alignments, road surface treatments, raised pedestrian crossing, pedestrian islands, pedestrian cut-downs, resurfacing footpaths, tactile pavers and road markings as detailed in the following plans and attached to this report as **Attachments A, B and C.**
5. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9006, dated 18/12/2024 and attached to this report as **Attachment A**:
    a. That the parking of all vehicles be restricted to a maximum period of 3 minutes on the north-east side of Selwyn Street, commencing at a point 111 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 26.5 metres. This restriction is to apply from 8am-9am, and from 2:30-3:30pm, on school days only.
    b. That the stopping of vehicles be prohibited at any time on the north-east side of Selwyn Street, commencing at a point 137.5 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 12 metres.

Attachment 1 - Original Staff Report Item 14

c. That a Bus Stop be installed, on the north-east side of Selwyn Street, commencing at a point 149.5 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 30 metres.

d. That the stopping of vehicles be prohibited at any time on the north-east side of Selwyn Street, commencing at a point 179.5 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 38 metres.

e. That the stopping of vehicles be prohibited at any time on the south-west side of Selwyn Street, commencing at a point 44 metres north-west of its intersection with Dobson Street and extending in a north-westerly direction to its intersection with Cheviot Street.

f. That the stopping of vehicles be prohibited at any time on the south-west side of Selwyn Street, commencing at its intersection with Cheviot Street and extending in a north-westerly direction for a distance of 6 metres.

g. That a Bus Stop be installed, on the south-west side of Selwyn Street, commencing at a point 6 metres north-west of its intersection with Cheviot Street and extending in a north-westerly direction for a distance of 15 metres.

h. That the stopping of vehicles be prohibited at any time on the south-west side of Selwyn Street, commencing at a point 21 metres north-west of its intersection with Cheviot Street and extending in a north-westerly direction for a distance of 7 metres.

Pedestrian Crossing

6. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Selwyn Street, located 66.5 metres northwest of its intersection with Dobson Street, and as detailed on plan 60720368-SHT-GE-9006, dated 18/12/2024 and attached to this report as **Attachment A**.

School Patrol

7. Approves that pursuant to Section 8.3(1) of The Land Transport Rule- Traffic Control Devices: 2004, and the Local Government Act 1974, The Christchurch City Council hereby authorises the Board of Trustees of Christchurch South Intermediate School, to appoint the appropriately trained persons to act as school patrols at the pedestrian crossing (zebra crossing) on Selwyn Street, located 66.5 metres northwest of its intersection with Dobson Street.

Selwyn Street – Roker Street to Somerfield Street

8. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9009, dated 19/12/2024 as shown in **Attachment B**:

   a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Roker Street and extending in a south-easterly direction for a distance of 27.5 metres.

   b. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Roker Street and extending in a south-easterly direction for a distance of 36.5 metres.

9. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9010, dated 19/12/2024 as shown in **Attachment B:**

   a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 53 metres south-east of its intersection with Penrith Avenue and extending in a south-easterly direction for a distance of 15 metres.

Attachment 1 - Original Staff Report Item 14

b. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 90 metres south-east of its intersection with Penrith Avenue and extending in a south-easterly direction for a distance of 10.5 metres.

c. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a north-westerly direction for a distance of 26 metres.

d. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a south-easterly direction for a distance of 17 metres.

e. That the stopping of vehicles be prohibited at any time on the northwest side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 21.5 metres.

f. That the stopping of vehicles be prohibited at any time on the southeast side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 12.5 metres.

10. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9011, dated 19/12/2024 as shown in **Attachment B**:

a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a north-westerly direction for a distance of 11 metres.

b. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a south-easterly direction for a distance of 11 metres.

c. That the stopping of vehicles be prohibited at any time on the northwest side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 14 metres.

d. That the stopping of vehicles be prohibited at any time on the southeast side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 13.5 metres.

e. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Dunn Street and extending in a north-westerly direction for a distance of 11 metres.

f. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Dunn Street and extending in a south-easterly direction for a distance of 11 metres.

g. That the stopping of vehicles be prohibited at any time on the northwest side of Dunn Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 13 metres.

h. That the stopping of vehicles be prohibited at any time on the southeast side of Dunn Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 13 metres.

11. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9012, dated 19/12/2024 as shown in **Attachment B**:

a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 34 metres south-east of its intersection with Dunn Street and extending in a south-easterly direction for a distance of 11 metres.

b. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 65 metres south-east of its intersection with Dunn Street and extending in a south-easterly direction for a distance of 11 metres.

c. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a north-westerly direction for a distance of 21 metres.

d. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a south-easterly direction for a distance of 15.5 metres.

e. That the stopping of vehicles be prohibited at any time on the northwest side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 22 metres.

f. That the stopping of vehicles be prohibited at any time on the southeast side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 12 metres.

12. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9013, dated 18/12/2024 as shown in **Attachment B**:

a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 23.5 metres.

b. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 23.5 metres.

c. That the stopping of vehicles be prohibited at any time on the northwest side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 28.5 metres.

d. That the stopping of vehicles be prohibited at any time on the northwest side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 24 metres.

e. That the stopping of vehicles be prohibited at any time on the southeast side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 24.5 metres.

f. That the stopping of vehicles be prohibited at any time on the southeast side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 23.5 metres.

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

That the Waihoro Spreydon-Cashmere-Heathcote Community Board recommend that Council:

14. Approves in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017 for Plan TG151619, dated 05/06/2025 as shown in **Attachment C:**

a. That a Special Vehicle Lane (cycle lane) be installed on the north-east side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 36 metres.

b. That a Special Vehicle Lane (cycle lane) be installed on the south-west side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of 34 metres.

3. Executive Summary Te Whakarāpopoto Matua

3.1 In August 2022, staff presented a package of improvements to the Waihoro Spreydon-Cashmere and Waikura Linwood-Central-Heathcote Community Boards (Agenda, Item 5). The Community Boards jointly approved a number of projects for the Spreydon, Somerfield, Waltham, Beckenham CRAF programme (Minutes, Item 5) which included a package of improvements for Colombo Street, Somerfield Street and Selwyn Street.

3.2 The Community Boards requested staff to install a number of improvements on Selwyn Street.

3.3 The following sites on Selwyn Street were identified as Board priorities for improvements and are included in the scheme for approval:

3.3.1 Investigate the intersection deficiencies at the Selwyn Street/Somerfield Street intersection and implement appropriate safety improvements, including pedestrian and cycle crossing facilities.

3.3.2 Implement safety improvement at the kea crossing outside Christchurch South Karamata Intermediate School on Selwyn Street, by raising the crossing and installing red surfacing, or through the implementation of a similar treatment.

3.3.3 Investigate the locations for three pedestrian islands or crossings on Selwyn Street.

Selwyn Street/Somerfield Street intersection

3.4 The recommended option is to install improved pedestrian and cycle facilities at the intersection, as shown in **Attachment A,** and summarised below:

- Install pedestrian refuge islands on Somerfield Street on both sides of the Selwyn Street intersection
- Install tactile pavers at the existing Selwyn Street (north side) crossing to improve accessibility and promote pedestrian desire lines
- New green cycle marking on the existing cycle lanes on Somerfield Street across the intersection of Selwyn Street
- Install new speed humps on Selwyn Street, north side of Somerfield Street, on the exit and entry

Selwyn Street intersections between Roker Street and Somerfield Street

3.5 The recommended option is to install improved pedestrian crossing facilities, as shown in **Attachment A** and summarised below:

- Install kerb buildouts on Selwyn Street at the intersections of Stenness Avenue, Dunn Street, Leitch Street and Cooke Street
- Install tactile pavers at each crossing on either side of the carriageway to improve accessibility

- Increase no-stopping on Selwyn Street at the existing crossing location at Roker Street to improve sightlines for pedestrians.

Selwyn Street/Milton Street intersection

3.6 In May/early June 2025, Orion were installing an underground 66kV electricity cable at this intersection. The traffic signals at this intersection were at the end of their service life and staff worked alongside Orion to replace the traffic signals. This allowed for safety improvements to be installed such as pedestrian protection for tamariki-children travelling to and from Christchurch South Karamata Intermediate School.

3.7 The recommended option is to install road marking for people cycling through the intersection, as shown in **Attachment C**, and summarised below:

- Sharrow markings on the kerbside lanes on Milton Street
- Advanced cycle boxes on each approach
- Hook turn boxes on each corner

Selwyn Street - Christchurch South Karamata Intermediate School

3.8 The recommended option is to install improved pedestrian facilities at the school, as shown in **Attachment B,** and summarised below:

- New raised pedestrian crossing at existing crossing location on Selwyn Street
- Kerb buildouts to reduce the crossing distance
- New tactile pavers
- Extend existing bus parking outside school

4. Background/Context Te Horopaki

4.1 CRAF is a funding package from the Treasury for transport projects in Christchurch. The CRAF investment in roading and transport improvements will address condition and safety and access issues. It will act as a catalyst towards the development of a high-quality, safe and reliable transport network.

4.2 Improving safety on local roads in Christchurch is a priority for the Council. Providing safe and key infrastructure is key to ensure people get to where they are going safely, irrespective of their mode of travel.

4.3 Selwyn Street has been identified as an important link for pedestrians and cyclists as part of the initial street reviews and through public consultation. There are several schools and two retail centres along the corridor. Selwyn Street has traffic flows of over 8,000 vehicles per day with 85th percentile vehicle speed of 54km/h north of its intersection with Coronation Street, and traffic flows of approximately 3,500 vehicles per day north of Somerfield Street with 85th percentile vehicle speed of 53.6 km/h.

4.4 Selwyn Street is a flat, wide (12-14m) moderate collector route that connects the Central City to Christchurch South and is surrounded by residential properties.

4.5 Residents and students cross Selwyn Street at several locations to access Somerfield Te Kura Wairepo located on Somerfield Street and Christchurch South Karamata Intermediate School, located on Selwyn Street.

4.6 Wide lanes on Selwyn Street passively increase drivers speed, leading to potentially high operating speeds making it unsafe for pedestrians crossing.

4.7 The large radius of the corners at some intersections allows vehicles to turn into the side streets without sufficiently reducing speed.

Selwyn Street/Somerfield Street intersection

4.8 Somerfield Te Kura Wairepo is located on Somerfield Street between Studholme Street and Barrington Street catering for years 1-6 with a roll of approximately 500 students.

4.9 The main entrance to the school is located on Somerfield Street, with another entrance on Studholme Street.

4.10 The intersection of Selwyn Street/Somerfield Street is used by a number of students travelling to schools in the area.

4.11 There is a Montessori Preschool located on the northwest corner of the intersection.

4.12 The intersection generates a lot of activity, especially in peak times with vehicles heading into the city, students travelling to and from school, and preschool drop off and pick-ups.

Selwyn Street intersections between Milton Street and Somerfield Street

4.13 Students from both Somerfield Te Kura Wairepo and Christchurch South Karamata Intermediate School travel along Selwyn Street through Selwyn Street/Milton Street intersection, Selwyn Street/Somerfield Street intersection as well as crossing smaller side streets.

4.14 During an afternoon site visit it was noted that the main travel modes were pedestrians and cyclists heading southbound along the road and footpath.

4.15 The side streets onto Selwyn Street have large radii which allows vehicles to enter at speed.

4.16 There are many children that use the Milton/Selwyn intersection for their journey to school, on foot and by bicycle. Pedestrian protection is being introduced through the current re-cabling works and separation is also being provided between the crosswalks. There are cycle lanes marked on the Selwyn Street approach but there are currently no cycle facilities on Milton Street.

Selwyn Street - Christchurch South Karamata Intermediate School

4.17 Christchurch South Karamata Intermediate School is located on Selwyn Street and caters for Years 7 and 8 with a roll of approximately 530 students. Its catchment is bounded by the Port Hills, Heathcote River and the city.

4.18 The main entrance to the school is on Selwyn Street, with a secondary entrance from Dominion Avenue.

4.19 The school operates a kea crossing on Selwyn Street before and after school.

4.20 The school utilises the existing bus stop on the east side of Selwyn Street.

4.21 Improvements on Selwyn Street are designed to improve safety and accessibility specifically for students attending Somerfield Te Kura Wairepo located on Somerfield Street and Christchurch South Karamata Intermediate School, located on Selwyn Street.

4.22 At the time of approving the project improvements the Community Board requested staff to closely work with the key stakeholders to understand their needs for improvements. Schools advised the project team the improvements that was needed for the area, which was later developed and consulted on.

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

Date	Subject
12 August 2022	Confirmation of Spreydon, Somerfield, Waltham and Beckenham Christchurch Regeneration Acceleration Facility (CRAF) programme https://christchurch.infocouncil.biz/Open/2022/08/JLSB_20220812_AGN_8150_AT.htm
29 August 2024	Spreydon, Somerfield, Waltham, Beckenham CRAF – Project Update https://christchurch.infocouncil.biz/Open/2024/08/ISWS_20240829_AGN_10060_AT.PDF

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.24.1 **Option 1 –** Selwyn Street safety improvements as shown in **Attachments A and B.**

4.24.2 **Option 2 –** Do nothing.

Options Descriptions Ngā Kōwhiringa

4.25 **Preferred Option:** Selwyn Street – pedestrian and cycle safety improvements

4.25.1 **Option Description:** Pedestrian and cycle safety improvements including intersection safety improvements:

- Installing pedestrian refuge islands on Somerfield Street on both sides of the Selwyn Street intersection with associated tactile pavers.
- Installing speed humps on Selwyn Street at the northern entry and exit at Somerfield Street.
- New green cycle marking on the existing cycle lanes on Somerfield Street across the intersection of Selwyn Street.
- New pedestrian buildouts and tactile pavers at the following locations:
  - Crossing Selwyn Street either side of Stenness Avenue and crossing Stenness Avenue
  - Crossing Dunn Street at the Selwyn Street intersection
  - Crossing Leitch Street at the Selwyn Street intersection
  - Crossing Selwyn Street either side of Cooke Street and crossing Cooke Street
- Parking removal on Selwyn Street at Roker Street to improve sightlines at the existing refuge crossings
- New green cycle paint and extension for the existing cycle lanes on Selwyn Street at the intersection of Milton Street

Christchurch South Karamata Intermediate (Selwyn Street)

- Install a raised pedestrian crossing with associated linemarking, tactile pavers and kerb buildouts in current crossing location on Selwyn Street
- Extend existing bus parking bay outside the school

4.25.2 **Option Advantages**

- Meets all project objectives
- Improved pedestrian safety
- Improved crossing facilities at four intersections on Selwyn Street between Somerfield Street and Milton Street

- Improved crossing facilities on Somerfield Street at Selwyn Street intersection
- Improved cycle safety on Selwyn Street at the Somerfield Street and Milton Street intersections
- Improved cycle safety on Somerfield Street at Selwyn Street intersection
- Improved crossing facilities at Christchurch South Karamata Intermediate on Selwyn Street
- Additional bus parking at Christchurch South Karamata Intermediate on Selwyn Street

4.25.3 **Option Disadvantages**

- Removal of 35 carparks on Selwyn Street between Milton Street and Somerfield Street

4.26 Selwyn Street – Do nothing

4.26.1 **Option Description:** Existing layout remains with no improvements for pedestrians or cyclists

4.26.2 **Option Advantages**

- Funding could be spent on other projects within the programme
- No parking removal

4.26.3 **Option Disadvantages**

- Does not meet project objectives
- No safe crossing points for pedestrians on Selwyn Street, specifically students from Somerfield Te Kura Wairepo and Christchurch South Karamata Intermediate
- No improved cycle facilities
- No improved crossing facilities for Christchurch South Karamata Intermediate students

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option 1	Option 2 – Do nothing
Cost to Implement	$512,000	N/A
Maintenance/Ongoing Costs	Covered by existing maintenance contract - minor increase due to requirement for hand sweeping channel behind kerb buildouts – approx. $2,000/year for whole project area	Covered by existing maintenance contract.
Funding Source	LTP Budget 73818 – Spreydon, Somerfield, Waltham, Beckenham CRAF – Colombo Street, Somerfield Street, Selwyn Street improvements	N/A
Funding Availability	Funds are available	Funds are available

Impact on Rates	Nil*	N/A

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

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified above BAU

Legal Considerations Ngā Hīraunga ā-Ture

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

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

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

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

6.3 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

6.4.1 Align with the Christchurch City Council's Strategic Framework.

6.4.2 Are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy 2019. The level of significance was determined by the 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 This report supports the Council's Long Term Plan (2024 - 2034):

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.5.3 More people are choosing to travel by cycling - >=12,500 average daily cyclist detections
- 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

Public Consultation Te Tukanga Kōrerorero

6.7 Initial discussions with Christchurch South Karamata Intermediate and Somerfield Te Kura Wairepo started in February 2024, to understand safety concerns for their students travelling to and from the schools.

6.8 Christchurch South Karamata Intermediate raised issues related to parking behaviours and demand at school pick up time, and bus stop concerns and requested a raised crossing.

6.9 The draft plans were shared at a follow-up meeting on 4 August 2024. The school were positive about the plan but queried whether kerb narrowing would be sufficient without a raised crossing and requested the bus stop length be extended, which it was. The school did not support a cycleway as this would remove already limited parking.

6.10 Somerfield Te Kura Wairepo supported any pedestrian safety improvements, specifically at the Somerfield Street/Selwyn Street intersection. They raised concerns about any parking loss and were happy to share the information through their channels once consultation was underway.

6.11 Fire and Emergency NZ were provided with the plan prior to consultation, and while their position on speed platforms remains unchanged, they had no further issues with the plans.

6.12 Environment Canterbury were supportive of the plans, stating that the raised crossing will allow pedestrians, including school students, to cross more safely, and make it safer to access the bus stops. Consultation started on 16 October 2024 and ran until 6 November 2024.

6.13 An email was sent to 87 key stakeholders, including Spreydon Neighbourhood Network, Somerfield Residents Association, and key transport and emergency services stakeholders such as Fire and Emergency NZ, Environment Canterbury and AA. Christchurch South Karamata Intermediate was encouraged to share the consultation to their parent newsletter.

6.14 Consultation details including links to the project information shared on the Kōrero mai | Let's Talk webpage were advertised via:

6.14.1 Local community Facebook pages, including Sydenham Neighbourhood, Beckenham Neighbourhood, West Spreydon Neighbourhood Link, Spreydon Connection, Spreydon Neighbourhood Network, and Somerfield Residents Association.

6.14.2 Flyers delivered to impacted residents on 16 October, which included the relevant plan for their property, the link to the website and an invitation to get in touch or meet with staff if they had questions.

6.15 The Kōrero mai | Let's Talk had 612 views throughout the consultation period.

6.16 At a post-consultation meeting with Courtyard Montessori to discuss their parking removal concerns it was agreed three car parks on Selwyn Street closest to the preschool could be retained.

Summary of Submissions Ngā Tāpaetanga

6.17 Submissions were made by three recognised organisations, one business and 52 individuals. All 56 submissions are available on our Kōrero mai webpage.

6.18 Submitters were asked what they like about the plan, what they don't like about the plan, their level of overall support for the plan, and if there's anything else the Waihoro Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans.

6.19 **Community organisation/business feedback**

- **Spokes** were supportive of the plan, and specifically supportive of safer crossing points, reducing width/narrowing, the raised crossing, changes at Somerfield/Selwyn and the bus bay. They were disappointed in a lack of cycle lanes, and requested improvements to the crossing, kerb cutdowns, Selwyn/Milton Street improvements, lower speeds, and out of scope requests for the project area.

- **Somerfield Residents Association** were supportive of the plan, and were also supportive of safer crossing points, kerb narrowing, the raised crossing, and changes at

Somerfield/Selwyn, and similarly were disappointed with a lack of cycle lanes. They requested kerb cutdowns to the crossing, cycle lanes on Selwyn Street, more traffic calming elsewhere in the neighbourhood, and to plant trees.

- **Spreydon Neighbourhood Network** were supportive of the plan, safer crossing points, kerb narrowing, changes at Somerfield/Selwyn, and the drop off zone. They disliked some parking loss.

- **Courtyard Montessori Preschool** were not supportive, due to loss of car parks. The project team met with them following consultation and discussed the plan and why we were proposing it. Based on the discussion 3 car parks were reintroduced on Selwyn Street, on the side closest to the Preschool.

6.20 Of the 53 individual submissions:

- 39 supported the plan
- 7 somewhat supported the plan
- 7 did not support the plan

6.21 Submitters liked the following elements of the plan:

- Safer crossing points for pedestrians / tamariki / cyclists (38)
- Reducing width / narrowing at side streets (13)
- Raised crossing (12)
- Changes at Somerfield/Selwyn streets (8)
- Roker Street visibility improvements (3)

6.22 Submitters disliked the following elements of the plan:

- No cycle lane (10)
- Parking loss (8)
- Speed bumps/raised crossings (5)
- Perceived cost (3)

6.23 Submitters requested the following changes:

- Cycle lane on Selwyn Street (11)
- Safety improvements for cyclists and pedestrians at the Selwyn/Milton Street intersection (3)
- Lower speeds (3)
- Kerb cutdowns at the zebra crossing (2)
- Sharrows (2)
- New trees (2)

6.24 Out of scope requests included a renewal of Selwyn Street (3), traffic calming elsewhere (3), improving the Simeon/Milton crossing (2), and a smoother crossing at Roker Street for the Quarryman's trail cycleway (2).

Summary of Submissions Ngā Tāpaetanga

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

6.25.1 Waihoro Spreydon-Cashmere-Heathcote Community Board

6.25.2 Spreydon Ward

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.26 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.

6.27 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

6.28 The decisions in this report are likely to:

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

6.28.2 Contribute positively to emissions reductions.

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

6.30 This is a minor scheme and will not have a significant impact, however it will provide safer crossing for the local residents and nearby schools.

7. Next Steps Ngā Mahinga ā-muri

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

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Selwyn Street - Christchurch South Karamata Intermediate School	25/80618	
B	Selwyn Street - Roker Street to Somerfield Street	25/80620	
C	Selwyn Street - Milton Street intersection	25/1142338	

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

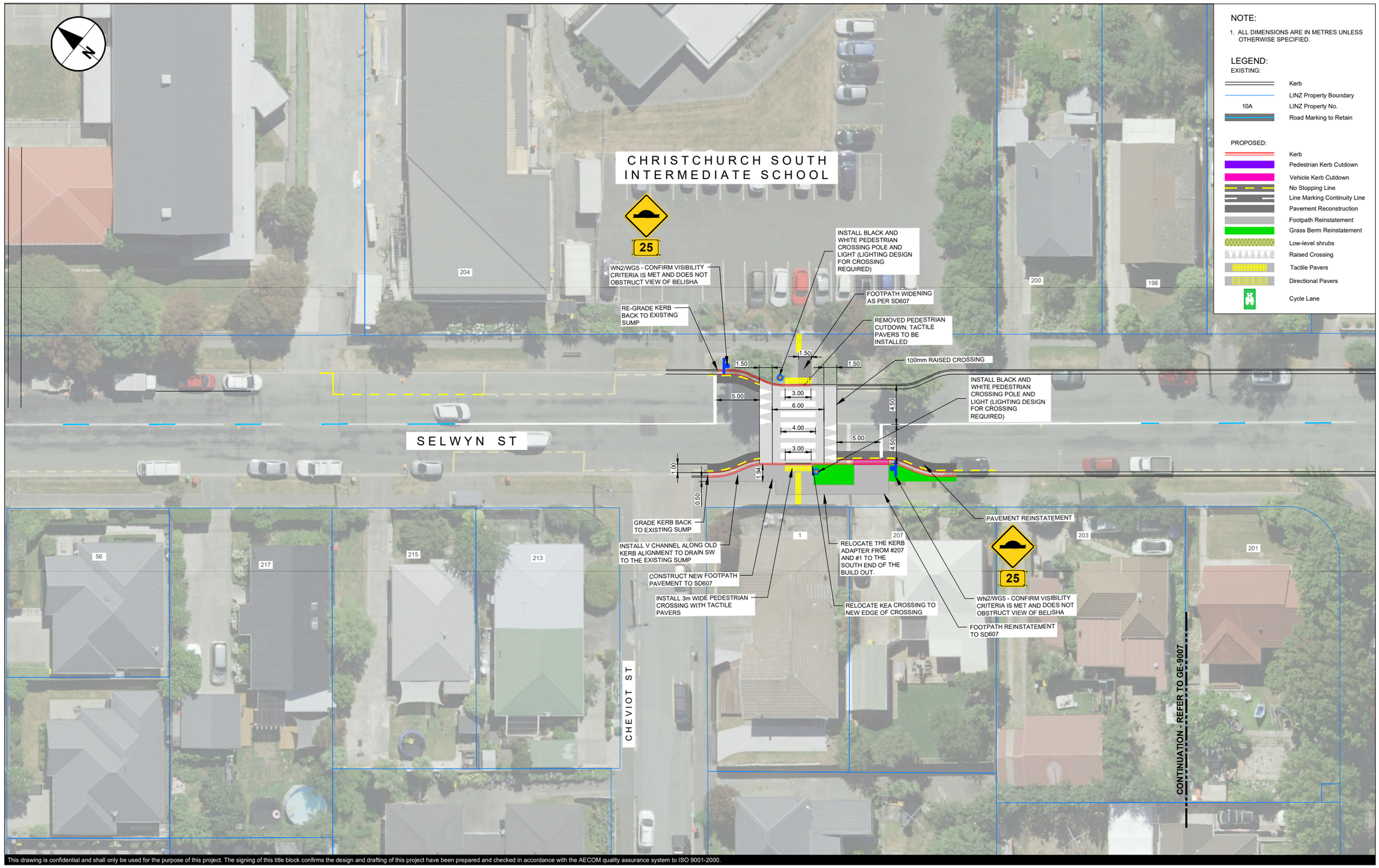
Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Ann Tomlinson - Project Manager Gemma Dioni - Principal Advisor Transportation - Safety
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management

Christchurch City Council

ISO A1 594mm x 841mm



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PROJECT

CCC CRAF
SAFER STREETS

CLIENT

Christchurch City Council

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1:400 (A3)

PROJECT MANAGEMENT INITIALS

BR	AL	SG
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

I/R	DATE	DESCRIPTION
F	18/12/2024	SSA UPDATE
E	3/10/2024	PARKING ADDED
D	24/09/2024	BUS BAY AND ZEBRA ADDED
C	5/09/2024	RAISED CROSSINGS
B	19/08/2024	REMOVING CYCLEWAYS
A	11/07/2024	SCHEME DESIGN

PROJECT NUMBER

60720368

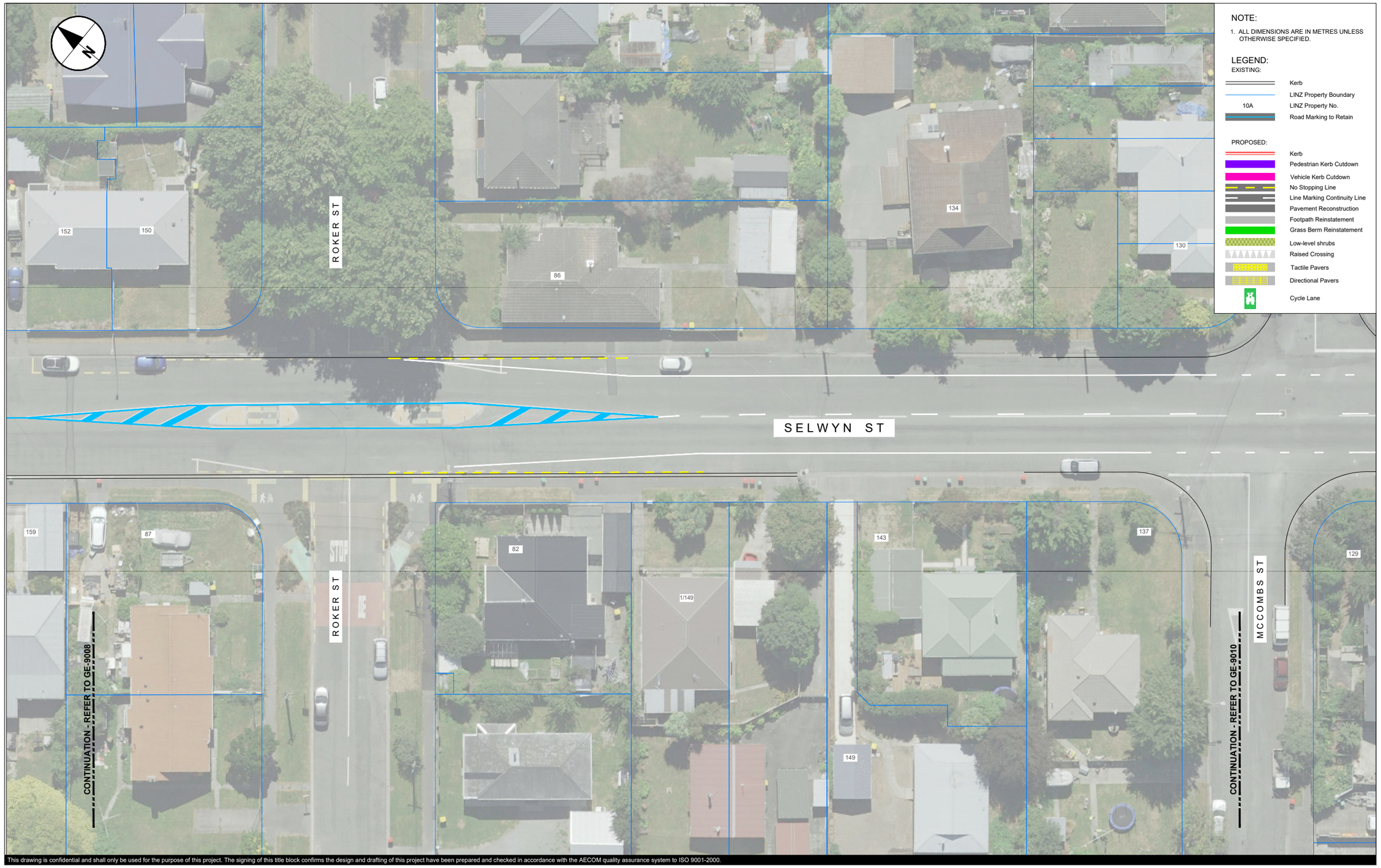
SHEET TITLE

SELWYN ST & SOMERFIELD ST
GENERAL ARRANGEMENT PLAN
CONCEPT DESIGN

SHEET NUMBER

60720368-SHT-GE-9006

Christchurch City Council



NOTE:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.

LEGEND:

EXISTING:

- Kerb
- LINZ Property Boundary
- 10A — LINZ Property No.
- Road Marking to Retain

PROPOSED:

- Kerb
- Pedestrian Kerb Cutdown
- Vehicle Kerb Cutdown
- No Stopping Line
- Line Marking Continuity Line
- Pavement Reconstruction
- Footpath Reinstatement
- Grass Berm Reinstatement
- Low-level shrubs
- Raised Crossing
- Tactile Pavers
- Directional Pavers
- Cycle Lane

ISO A1 594mm x 841mm

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PROJECT MANAGEMENT INITIALS

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DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

C	19/12/2024	SSA UPDATE
B	23/08/2024	REMOVING CYCLEWAYS
A	11/07/2024	SCHEME DESIGN
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60720368

SHEET TITLE

SELWYN ST & SOMERFIELD ST
GENERAL ARRANGEMENT PLAN
CONCEPT DESIGN

SHEET NUMBER

60720368-SHT-GE-9009

Christchurch City Council

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Christchurch City Council

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PROJECT MANAGEMENT INITIALS		
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DESIGNER	CHECKED	APPROVED

ISSUE/REVISION		
C	19/12/2024	SSA UPDATE
B	23/08/2024	REMOVING CYCLEWAYS
A	11/07/2024	SCHEME DESIGN
I/R	DATE	DESCRIPTION

PROJECT NUMBER
60720368

SHEET TITLE
SELWYN ST & SOMERFIELD ST
GENERAL ARRANGEMENT PLAN
CONCEPT DESIGN

SHEET NUMBER
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Christchurch City Council

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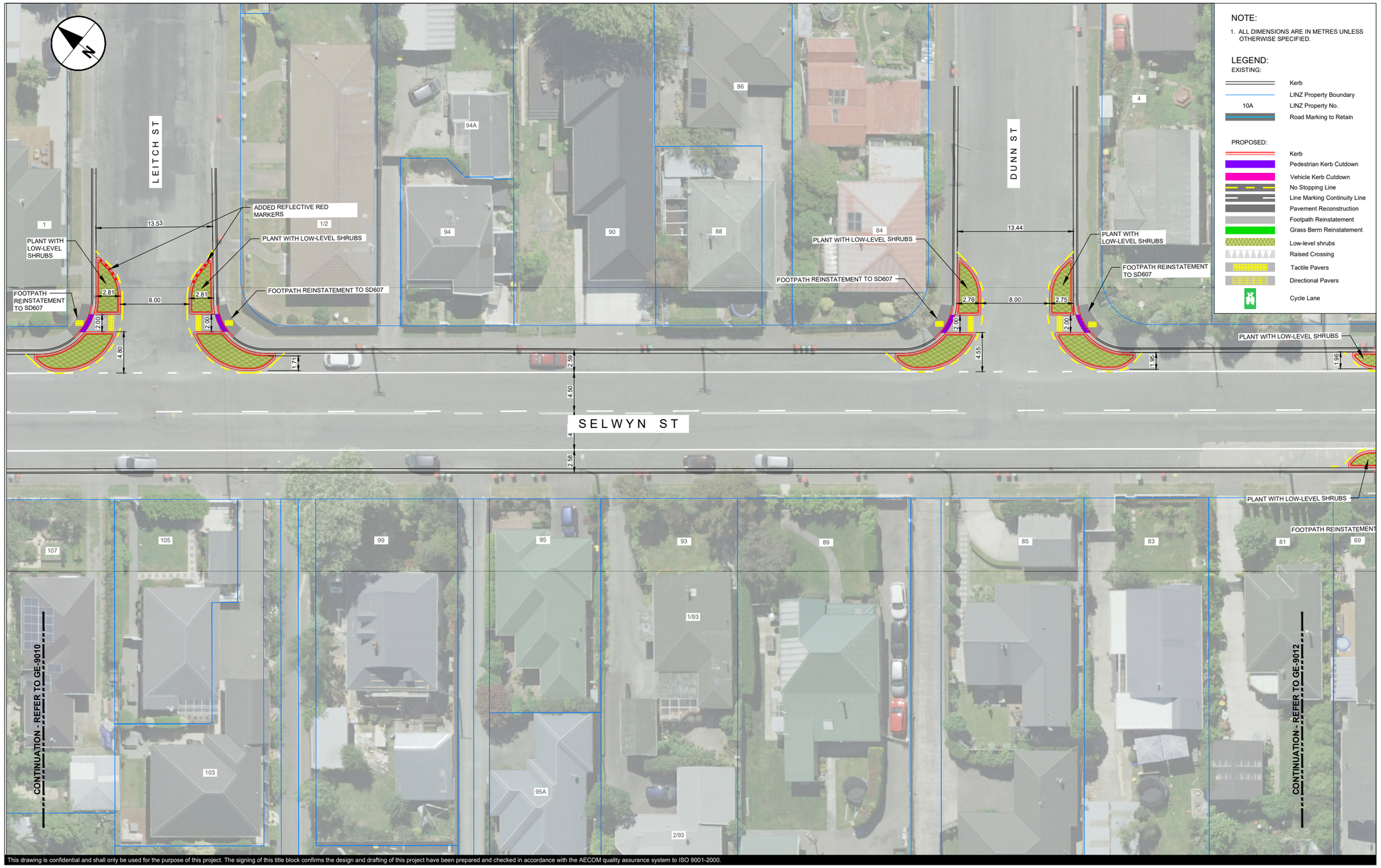

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- Footpath Reinstatement
- Grass Berm Reinstatement
- Low-level shrubs
- Raised Crossing
- Tactile Pavers
- Directional Pavers
- Cycle Lane

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PROJECT MANAGEMENT INITIALS

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DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

C	19/12/2024	SSA UPDATE
B	23/08/2024	REMOVING CYCLEWAYS
A	11/07/2024	SCHEME DESIGN
I/R	DATE	DESCRIPTION

PROJECT NUMBER

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SHEET TITLE

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GENERAL ARRANGEMENT PLAN
CONCEPT DESIGN

SHEET NUMBER

60720368-SHT-GE-9011

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DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

C	19/12/2024	SSA UPDATE
B	23/08/2024	REMOVING CYCLEWAYS
A	11/07/2024	SCHEME DESIGN
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60720368

SHEET TITLE

SELWYN ST & SOMERFIELD ST
GENERAL ARRANGEMENT PLAN
CONCEPT DESIGN

SHEET NUMBER

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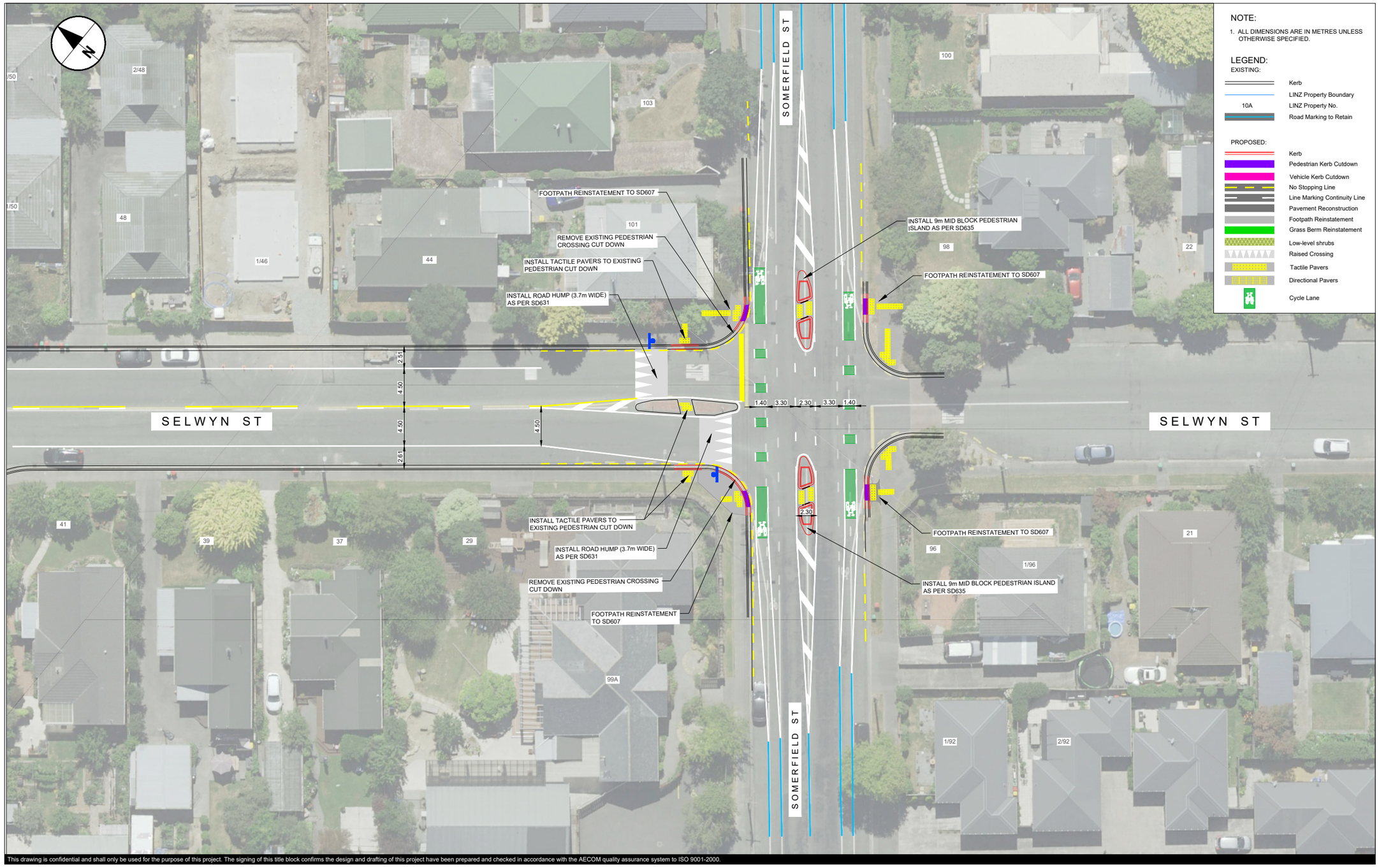

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PROJECT MANAGEMENT INITIALS

BR	AL	SG
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

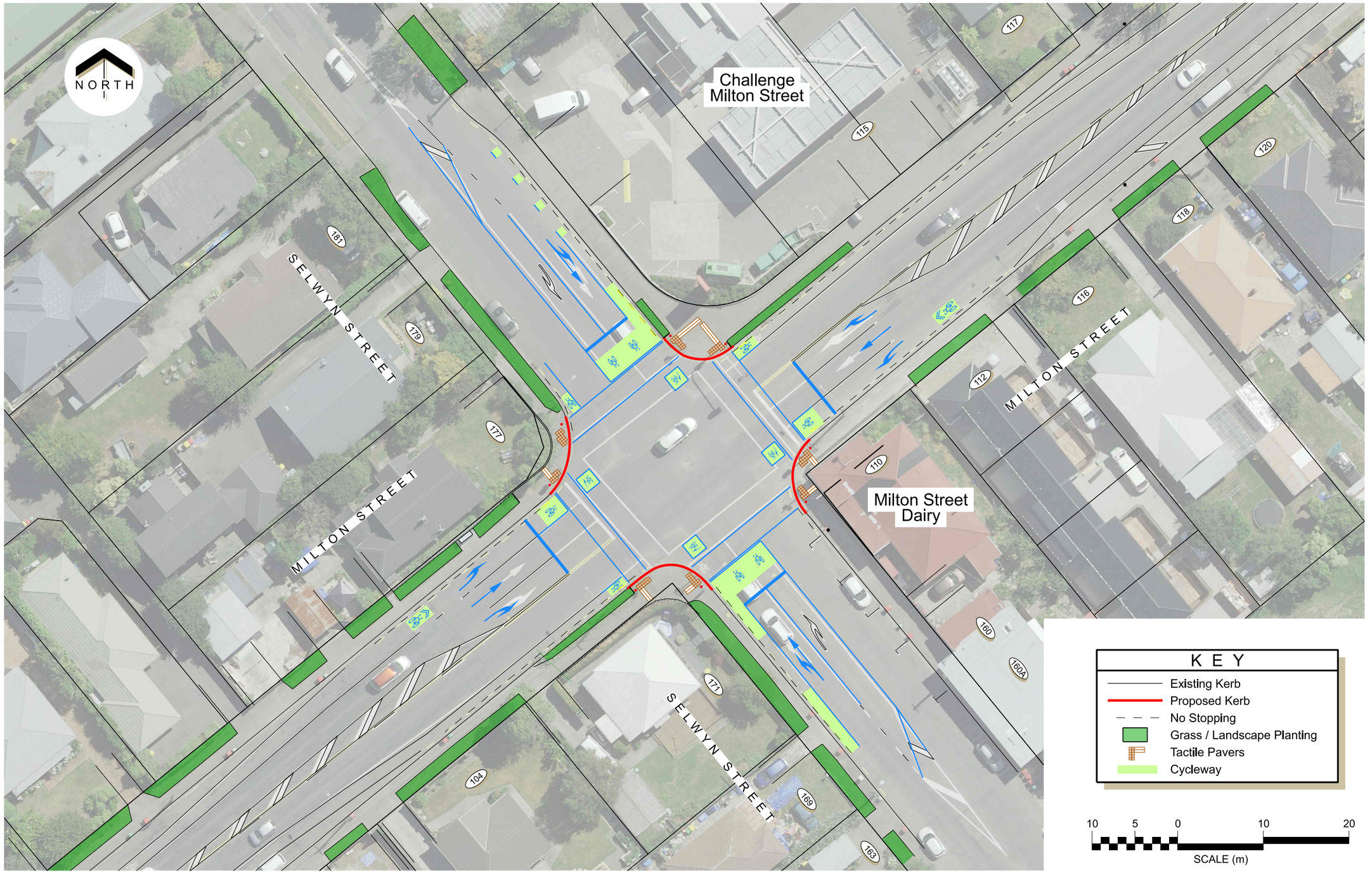
D	18/12/2024	SSA UPDATE
C	29/11/2024	REVISED DESIGN
B	23/08/2024	REMOVE CYCLE LANE
A	15/07/2024	SCHEME DESIGN
I/R	DATE	DESCRIPTION

PROJECT NUMBER
60720368

SHEET TITLE
SELWYN ST & SOMERFIELD ST
GENERAL ARRANGEMENT PLAN
CONCEPT DESIGN

SHEET NUMBER
60720368-SHT-GE-9013

Christchurch City Council



Original size mm
100 50 30 0 10
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Christchurch City Council

Milton Street / Selwyn Street
Intersection Improvements
For Approval

Original Plan Size: A3

Drawn: MR Issue 1 05/06/2025
Designed: LB Drawing: TG151619
Approved: Project:

Report from Waihoro Spreydon-Cashmere-Heathcote Community Board – 10 July 2025

15. Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street safety improvements

Reference Te Tohutoro:	25/1431871
Responsible Officer(s) Te Pou Matua:	Ann Tomlinson, Project Manager Hannah Ballantyne, Senior Engagement Advisor
Accountable ELT Member Pouwhakarae:	Brent Smith, General Manager City Infrastructure

1. Waihoro Spreydon-Cashmere-Heathcote Community Board Consideration Te Whaiwhakaarotanga

The Board accepted all the Officer Recommendations and included an additional resolution requesting staff investigate kerb cutdowns at the proposed Pedestrian Crossing on Lyttelton Street.

2. Waihoro Spreydon-Cashmere-Heathcote Community Board Recommendation to Council

That the Council:

1. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017 as defined in Section 11.1A of the Land Transport (Road User) Rule 2004:
    a. For the use of southbound road users, excepting pedestrians and riders of mobility devices, be installed on the east side of Lyttelton Street, commencing at a point 11.5 metres south of its intersection with Frankleigh Street and extending in a southerly direction for a distance of 556.5 metres.
    b. For the use of northbound users, excepting pedestrians and riders of mobility devices, be installed on the west side of Lyttelton Street, commencing at a point 11 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 571 metres.

3. Officer Recommendations Ngā Tūtohu

That the Waihoro Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street 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.
3. Approves the design, including kerb alignments, raised safety platform, road surface treatments, widening and resurfacing footpaths, tactile pavers, road markings and pedestrian islands as detailed on plans 60720368-SHT-SK-4003, dated 09/06/2025 and

60720368-SHT-SK-4050, dated 27/05/2025 and attached to this report as **Attachments A and B.**

4. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

Lyttelton Street – Frankleigh Street to Rose Street

a. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at a point 56 metres from its intersection with Frankleigh Street and extending in a southerly direction for a distance of 34 metres.

b. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Roberta Drive and extending in a northerly direction for a distance of 12 metres.

c. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Roberta Drive and extending in a southerly direction for a distance of 117 metres.

d. That a Bus Stop be installed on the east side of Lyttelton Street, commencing at a point 117 metres south of its intersection with Roberta Drive and extending in a southerly direction for a distance of 26.5 metres.

e. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at a point 143.5 metres south of its intersection with Roberta Drive and extending in a southerly direction to its intersection with Conway Street.

f. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Conway Street and extending in a southerly direction for a distance of 17 metres.

g. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at a point 72 metres south of its intersection with Conway Street and extending in a southerly direction to its intersection with Stanbury Avenue.

h. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Stanbury Avenue and extending in a southerly direction for a distance of 16.5 metres.

i. That the stopping of vehicles be prohibited at any time on the west side of Lyttelton Street, commencing at a point 200 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 13 metres.

j. That the west side of Lyttelton Street, commencing at a point 213 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 22.5 metres, be reserved for Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of an Excluded Passenger Service as defined in the Land Transport Management Act 2003, Section 5. This restriction is to apply from 8.15am to 8.45am and 2:45pm to 3:15pm on school days.

k. That the stopping of vehicles be prohibited at any time on the west side of Lyttelton Street, commencing at a point 237 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 5 metres.

l. That the stopping of vehicles be prohibited at any time on the west side of Lyttelton Street, commencing at a point 247 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 9.5 metres.

Lyttelton Street - West Spreydon School

m. That the stopping of vehicles be prohibited at any time on the northeast side of Lyttelton Street, commencing at a point 154 metres southeast of its intersection with Wychbury Street and extending in a south-easterly direction for a distance of 51 metres.

n. That the stopping of vehicles be prohibited at any time on the south-west side of Lyttelton Street, commencing at a point 157 metres south-east of its intersection with Urella Place and extending in a south-easterly direction for a distance of 44.5 metres.

5. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a pedestrian crossing be installed on Lyttelton Street, located 178 metres southeast of its intersection with Wychbury Street, and as detailed on plan 60720368-SHT-SK-4050, dated 27/05/2025 and attached to this report as **Attachment B**.

6. Revoke 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 resolution 4 and 5 above.

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

That the Waihoro Spreydon-Cashmere-Heathcote Community Board recommend that Council:

8. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017 as defined in Section 11.1A of the Land Transport (Road User) Rule 2004:

   a. For the use of southbound road users, excepting pedestrians and riders of mobility devices, be installed on the east side of Lyttelton Street, commencing at a point 11.5 metres south of its intersection with Frankleigh Street and extending in a southerly direction for a distance of 556.5 metres.

   b. For the use of northbound users, excepting pedestrians and riders of mobility devices, be installed on the west side of Lyttelton Street, commencing at a point 11 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 571 metres.

4. Waihoro Spreydon-Cashmere-Heathcote Community Board Decisions Under Delegation Ngā Mana kua Tukuna

That the Waihoro Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street safety improvements Report on the agenda.

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 design, including kerb alignments, raised safety platform, road surface treatments, widening and resurfacing footpaths, tactile pavers, road markings and pedestrian islands as detailed on plans 60720368-SHT-SK-4003, dated 09/06/2025 and 60720368-SHT-SK-4050, dated 27/05/2025 and attached to the agenda report as **Attachments A and B.**

4. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

Lyttelton Street – Frankleigh Street to Rose Street

a. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at a point 56 metres from its intersection with Frankleigh Street and extending in a southerly direction for a distance of 34 metres.

b. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Roberta Drive and extending in a northerly direction for a distance of 12 metres.

c. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Roberta Drive and extending in a southerly direction for a distance of 117 metres.

d. That a Bus Stop be installed on the east side of Lyttelton Street, commencing at a point 117 metres south of its intersection with Roberta Drive and extending in a southerly direction for a distance of 26.5 metres.

e. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at a point 143.5 metres south of its intersection with Roberta Drive and extending in a southerly direction to its intersection with Conway Street.

f. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Conway Street and extending in a southerly direction for a distance of 17 metres.

g. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at a point 72 metres south of its intersection with Conway Street and extending in a southerly direction to its intersection with Stanbury Avenue.

h. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Stanbury Avenue and extending in a southerly direction for a distance of 16.5 metres.

i. That the stopping of vehicles be prohibited at any time on the west side of Lyttelton Street, commencing at a point 200 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 13 metres.

j. That the west side of Lyttelton Street, commencing at a point 213 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 22.5 metres, be reserved for Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of an Excluded Passenger Service as defined in the Land Transport Management Act 2003, Section 5. This restriction is to apply from 8.15am to 8.45am and 2:45pm to 3:15pm on school days.

k. That the stopping of vehicles be prohibited at any time on the west side of Lyttelton Street, commencing at a point 237 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 5 metres.

l. That the stopping of vehicles be prohibited at any time on the west side of Lyttelton Street, commencing at a point 247 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 9.5 metres.

Lyttelton Street - West Spreydon School

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n. That the stopping of vehicles be prohibited at any time on the south-west side of Lyttelton Street, commencing at a point 157 metres south-east of its intersection with Urella Place and extending in a south-easterly direction for a distance of 44.5 metres.

5. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a pedestrian crossing be installed on Lyttelton Street, located 178 metres southeast of its intersection with Wychbury Street, and as detailed on plan 60720368-SHT-SK-4050, dated 27/05/2025 and attached to the agenda report as **Attachment B**.

6. Revoke 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 resolution 4 and 5 above.

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

8. Requests staff investigate kerb cutdowns at the Pedestrian Crossing on Lyttelton Street, in resolution 5, as part of the detailed design process.

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

Document Name – Location / File Link
Not applicable

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street safety improvements	24/1756989	208

No.	Title	Reference	Page
A	SSWB CRAF - Lyttelton Street, Frankleigh Street to Rose Street	25/80569	218
B	SSWB CRAF - West Spreydon School pedestrian improvements	25/412853	219

Christchurch City Council

Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street safety improvements

Reference Te Tohutoro:	24/1756989
Responsible Officer(s) Te Pou Matua:	Ann Tomlinson, Project Manager Hannah Ballantyne, Senior Engagement Advisor
Accountable ELT Member Pouwhakarae:	Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waihoro Spreydon-Cashmere-Heathcote Community Board to consider the Lyttelton Street safety improvements scheme designs following community engagement. This would allow the project to proceed to detailed design and construction.

1.2 The proposed Lyttelton Street safety works are a component of the Barrington Street, Milton Street, Lyttelton Street improvements project, which sits within the Spreydon, Somerfield, Waltham and Beckenham Christchurch Regeneration Acceleration Facility (CRAF) programme.

1.3 The report has been written to address safety improvements of the transport assets on Lyttelton Street.

2. Officer Recommendations Ngā Tūtohu

That the Waihoro Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street 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.
3. Approves the design, including kerb alignments, raised safety platform, road surface treatments, widening and resurfacing footpaths, tactile pavers, road markings and pedestrian islands as detailed on plans 60720368-SHT-SK-4003, dated 09/06/2025 and 60720368-SHT-SK-4050, dated 27/05/2025 and attached to this report as **Attachments A and B.**
4. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

   Lyttelton Street – Frankleigh Street to Rose Street

   a. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at a point 56 metres from its intersection with Frankleigh Street and extending in a southerly direction for a distance of 34 metres.

   b. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Roberta Drive and extending in a northerly direction for a distance of 12 metres.

   c. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Roberta Drive and extending in a southerly direction for a distance of 117 metres.

d. That a Bus Stop be installed on the east side of Lyttelton Street, commencing at a point 117 metres south of its intersection with Roberta Drive and extending in a southerly direction for a distance of 26.5 metres.

e. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at a point 143.5 metres south of its intersection with Roberta Drive and extending in a southerly direction to its intersection with Conway Street.

f. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Conway Street and extending in a southerly direction for a distance of 17 metres.

g. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at a point 72 metres south of its intersection with Conway Street and extending in a southerly direction to its intersection with Stanbury Avenue.

h. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Stanbury Avenue and extending in a southerly direction for a distance of 16.5 metres.

i. That the stopping of vehicles be prohibited at any time on the west side of Lyttelton Street, commencing at a point 200 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 13 metres.

j. That the west side of Lyttelton Street, commencing at a point 213 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 22.5 metres, be reserved for Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of an Excluded Passenger Service as defined in the Land Transport Management Act 2003, Section 5. This restriction is to apply from 8.15am to 8.45am and 2:45pm to 3:15pm on school days.

k. That the stopping of vehicles be prohibited at any time on the west side of Lyttelton Street, commencing at a point 237 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 5 metres.

l. That the stopping of vehicles be prohibited at any time on the west side of Lyttelton Street, commencing at a point 247 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 9.5 metres.

Lyttelton Street - West Spreydon School

m. That the stopping of vehicles be prohibited at any time on the northeast side of Lyttelton Street, commencing at a point 154 metres southeast of its intersection with Wychbury Street and extending in a south-easterly direction for a distance of 51 metres.

n. That the stopping of vehicles be prohibited at any time on the south-west side of Lyttelton Street, commencing at a point 157 metres south-east of its intersection with Urella Place and extending in a south-easterly direction for a distance of 44.5 metres.

5. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a pedestrian crossing be installed on Lyttelton Street, located 178 metres southeast of its intersection with Wychbury Street, and as detailed on plan 60720368-SHT-SK-4050, dated 27/05/2025 and attached to this report as **Attachment B**.

6. Revoke 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 resolution 4 and 5 above.

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

That the Waihoro Spreydon-Cashmere-Heathcote Community Board recommend that Council:

8. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017 as defined in Section 11.1A of the Land Transport (Road User) Rule 2004:

   a. For the use of southbound road users, excepting pedestrians and riders of mobility devices, be installed on the east side of Lyttelton Street, commencing at a point 11.5 metres south of its intersection with Frankleigh Street and extending in a southerly direction for a distance of 556.5 metres.

   b. For the use of northbound users, excepting pedestrians and riders of mobility devices, be installed on the west side of Lyttelton Street, commencing at a point 11 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 571 metres.

3. Executive Summary Te Whakarāpopoto Matua

3.1 In August 2022, staff presented a package of improvements to the Waihoro Spreydon-Cashmere and Waikura Linwood-Central-Heathcote Community Boards (Agenda, Item 5). The Community Boards jointly approved a number of projects for the Spreydon, Somerfield, Waltham, Beckenham CRAF programme (Minutes, Item 5) which included a package of improvements for Barrington Street, Milton Street and Lyttelton Street.

3.2 The Community Boards requested staff to investigate a number of improvements on Lyttelton Street.

3.2.1 The following sites on Lyttelton Street were identified as Board priorities for improvement:

- A bus bay outside Te Kura Kaupapa Maori O Te Whanau Tahi School on Lyttelton Street.
- Raising the existing crossing outside Te Ara Koropiko West Spreydon School on Lyttelton Street.
- Cycle lanes on Lyttelton Street between Frankleigh Street and Rose Street.
- Green paint at conflict points on Lyttelton Street between Lincoln Road and Rose Street.

Te Kura Kaupapa Maori O Te Whanau Tahi School – Lyttelton Street

3.3 The recommended option is to install improved pedestrian and cycle facilities, as shown in **Attachment A**, and summarised below:

- An extended bus bay, to operate for before and after school drop offs and pick-ups (8.15am – 8.45am and 2.45pm – 3.15pm) on the west side of Lyttelton Street near the entrance to the school. This space will be available for parking outside of these hours.
- New cycle lanes, on both sides of Lyttelton Street between Rose Street and Frankleigh Street.
- Minor relocation of the existing three pedestrian refuge islands to allow space for the new cycle lanes.

3.4 Staff are recommending the proposed improvements as this will provide safer crossing facilities with improved refuge islands, additional space for a safer school bus drop off and pick up location. It also provides safe on road cycle facilities through this section of Lyttelton Street, connecting with the existing cycle lanes on Lyttelton Street north of Frankleigh Street.

Te Ara Koropiko West Spreydon School

3.5 The recommended option is to raise the existing pedestrian crossing outside Te Ara Koropiko West Spreydon School, as shown in **Attachment B**, and summarised below:

- Raised existing pedestrian crossing
- Red paint on the approaches
- Green paint on existing cycle lanes

3.6 Staff are recommending the proposed improvements as this will provide a safer school crossing facility for students at Te Ara Koropiko West Spreydon School and the wider community.

3.7 Once final costs for the above works are known, additional projects identified within this package for Milton Street and Barrington Street will be investigated if there is surplus budget in the project.

4. Background/Context Te Horopaki

4.1 CRAF is a funding package from the Treasury for transport projects in Christchurch. The CRAF investment in roading and transport improvements will address condition and safety and access issues. It will act as a catalyst towards the development of a high-quality, safe and reliable transport network.

4.2 Lyttelton Street has been identified as an important link for pedestrians and cyclists as part of the initial street reviews and through public consultation, with several schools and Centennial Park being high use destinations. The northern end of Lyttelton Street has traffic flows of over 8,000 vehicles per day, and the 85th percentile vehicle speed is 56km/h; and the southern end has traffic flows of over 6,000 vehicles per day, and the 85th percentile vehicle speeds is 48.2 km/h.

4.3 The Community Boards requested staff to work closely with key stakeholders to understand their needs for this project. Schools in the area advised the project team of the improvements they would like that aligned with the project objectives, which were later developed and included in the plan for consultation.

Te Kura Kaupapa Maori O Te Whanau Tahi School – Lyttelton Street

4.4 Many pupils at Te Kura Kaupapa Maori O Te Whanau Tahi School are from out of zone and are being dropped off by private vehicle or buses to the school.

4.5 The roll at the kura is currently at 212 and is expected to reach 250 students by the end of 2025.

4.6 The kura runs three buses every day to drop off and pick up students from across the city.

4.7 There is a housing development at 87 Lyttelton Street (just north of the school) that may impact travel demand on Lyttelton Street.

4.8 Centennial Park, a major sports park, Pioneer Recreation Sports Centre and the Lyttelton Street Playcentre are also located in this section of Lyttelton Street.

Te Ara Koropiko West Spreydon School

4.9 The roll at the kura is approximately 300 students and caters for years 1 to 6.

4.10 The speed limit on Lyttelton Street is 50km/h with a variable speed limit of 30km/h outside Te Ara Koropiko West Spreydon School.

4.11 The existing pedestrian crossing is not raised and operates as a school kea crossing.

4.12 Improvements on Lyttelton Street are designed to improve safety and accessibility. These changes will benefit students attending Te Ara Koropiko West Spreydon School and Te Kura Kaupapa Māori o Te Whānau Tahi, both located on Lyttelton Street within the project areas. The changes will also improve safety and access for users of Centennial Park and Pioneer Sports Stadium in the section of Lyttelton Street between Frankleigh Street and Rose Street.

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

Date	Subject
12 August 2022	Confirmation of Spreydon, Somerfield, Waltham and Beckenham Christchurch Regeneration Acceleration Facility (CRAF) programme https://christchurch.infocouncil.biz/Open/2022/08/JLSB_20220812_AGN_8150_AT.htm
29 August 2024	Spreydon, Somerfield, Waltham, Beckenham CRAF – Project Update https://christchurch.infocouncil.biz/Open/2024/08/ISWS_20240829_AGN_10060_AT.PDF

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.14.1 **Option 1 –** Lyttelton Street safety improvements as shown in **Attachments A and B.**

4.14.2 **Option 2 –** Do nothing.

4.15 The following options were considered but ruled out:

4.15.1 **Relocate the crossing outside Te Ara Koropiko West Spreydon School 40 metres north** – this was ruled out as the crossing would be between two exit/entry points to the school rather than close to one and away from the connection through to Windsor Crescent. This could lead to an increased number of people crossing the road without using the zebra crossing. This would also require the loss of eight carparks and the removal of two street trees, relocation of pedestrian lights and more extensive drainage works.

4.15.2 In most cases, the interventions recommended within this report are distinct and could be installed individually. However, proposing a large number of combinations would likely not help with decision-making, so staff have not included this. However, further advice regarding combinations of the interventions can be supplied to Board on request.

Options Descriptions Ngā Kōwhiringa

4.16 **Preferred Option:** Lyttelton Street safety improvements

4.16.1 **Option Description:** Safety improvements including cycle lanes and green paint at conflict points, new school bus bay, and raising existing school crossing with red paint on the approaches.

4.16.2 **Option Advantages**

- Meets project objectives.
- Aligns with community feedback.

- Aligns with feedback from local schools.
- Provides a cycle network that connects from Rose Street to cycling facilities on Lyttelton Street north of Frankleigh Street.
- Provides improved crossing facilities for two local school students and residents.
- Relocation of school pedestrian crossing slightly north of existing location providing more space for vehicle movements at the school gate at Te Ara Koropiko West Spreydon School.
- Provides a safe school bus drop off and pick up location for Te Kura Kaupapa Māori o Te Whānau Tahi.
- Slows down traffic before pedestrian crossing approaches.
- Allows for improvements to be delivered within the project budget.

4.16.3 **Option Disadvantages**

- Loss of 10 carparks on Lyttelton Street between Frankleigh Street and Rose Street to accommodate the cycle facility.
- Does not allow for any improvements to the landscaping.

4.17 **Option 2 –** Do nothing

4.17.1 **Option Description:** Lyttelton Street remains as it is.

4.17.2 **Option Advantages**

- Budget can be spent elsewhere.
- No parking loss on Lyttelton Street within the project area.

4.17.3 **Option Disadvantages**

- Does not meet the project objectives.
- Does not improve pedestrian safety at both school locations.
- Does not provide cycle lanes and additional safety improvements for cyclists.
- Does not provide bus parking improvements for Te Kura Kaupapa Maori O Te Whanau Tahi School.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option 1	Option 2 – Do nothing
Cost to Implement	$700,000.00	No further expenditure
Maintenance/Ongoing Costs	Negligible above existing maintenance allowances	No change to existing
Funding Source	LTP Budget 73836 – Spreydon, Somerfield, Waltham, Beckenham CRAF – Barrington Street, Milton Street, Lyttelton Street improvements	N/A
Funding Availability	Funds are available	N/A

Impact on Rates	Funded from external sources, so no impact on rates	N/A

5.1 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. The safety assessment shows that the proposal has benefits for all road users.

6.3 Public Perception: Cycle lanes and parking loss can generate negative feedback however the scheme has retained as much parking as possible, with the loss of just 10 carparks.

Legal Considerations Ngā Hīraunga ā-Ture

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

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

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

6.4.3 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.

6.5 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.6 The required decisions:

6.6.1 Align with the Christchurch City Council's Strategic Framework.

6.6.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy 2019. 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.

6.7 This report supports the Council's Long Term Plan (2024 - 2034):

6.8 Transport

6.8.1 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: 10.5.3 More people are choosing to travel by cycling - >=12,500 average daily cyclist detections
- 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

Public Consultation Te Tukanga Kōrerorero

6.9 Te Ara Koropiko West Spreydon School were engaged from December 2023. They were supportive of the initial scheme advising that they often observe high speeds from vehicles travelling through the pedestrian crossing and that visibility is limited as the school's driveway is located right on the crossing.

6.10 Te Kura Kaupapa Māori o Te Whānau Tahi were also engaged from December 2023 to understand if they had any issues with crossing to or parking near their kura. A bus bay to service the kura was identified as a need and included in the consultation plans.

6.11 Cashmere High School were engaged in February 2024. They questioned whether the additional cycle connection was required, as they had observed students using the cycle path through Centennial Park.

6.12 Staff discussed the project with Lyttleton Street Playcentre via email in August 2024. They would like support in finding alternative parking locations, as the whānau using their facility typically park on both sides of the road and stay for the duration of the session (9am-1pm). They suggested that the park next to the centre could be turned into a carpark, however this is outside the scope of this project. They have contacted Pioneer Recreation Centre about an informal relationship for parents to park there.

6.13 Public consultation ran from 11 to 29 September 2024. An email was sent to 55 key stakeholders including emergency services, residents' associations, local schools and businesses, and known users of Centennial Park. The consultation was posted on seven local Facebook community pages, inviting submissions on the Kōrero mai | Let's talk webpage.

6.14 Consultation documents were delivered to residents of Lyttelton Street (between Sparks Road and Rose Street, and Stourbridge Street to Wychbury Street) on 11 September 2024. Documents were also available at Pioneer Recreation and Sports Centre.

Summary of Submissions Ngā Tāpaetanga

6.15 Submissions were made by Environment Canterbury, Spreydon Neighbourhood Network, Spokes Canterbury, Te Kura Kaupapa Māori o Te Whānau Tahi, Lyttelton Street Dairy and 80 individuals. All submissions are available on the Kōrero mai webpage.

6.16 53 submitters discussed the proposed crossing upgrade outside Te Ara Koropiko West Spreydon School. Of these, 33 (60%) clearly stated their support while eight (15%) clearly stated their opposition. The remaining 12 provided arguments for and against the proposal or had observations or requests.

- The most common feedback in support of the crossing was:
  - Safety (11)
  - Slowing vehicles down (10)
- The most common feedback critiquing the crossing was:
  - Waste of money (5)
  - It's unnecessary - the crossing is well-supervised when it needs to be (4)
- Five submitters requested the inclusion of a safe crossing point at Lyttelton Street/Neville Street intersection.

6.17 33 submitters discussed the proposed bus bay outside Te Kura Kaupapa Māori O Te Whānau Tahi School. Of these, 23 (70%) clearly stated their support while one (3%) clearly stated their opposition. The remaining nine provided mixed feedback or had observations or requests.

- The most common feedback in support of the bus bay was safety and accessibility improvements for school students (4).

6.18 71 submitters discussed the proposed addition of a cycle lane on both sides of Lyttelton Street, from Sparks Road to Rose Street. Of these, 40 (56%) clearly stated their support of this while 14 (20%) clearly stated their opposition. The remaining 17 provided mixed feedback or had observations or requests.

- The most common feedback in support of the cycle lanes was enhanced safety for cyclists (16).
- The most common feedback critiquing the cycle lanes was:
    - Parking loss (16). Note: seven submitters mentioned their support of parking loss as part of the plan or requested the removal of more.
    - There is already a cycle lane through Centennial Park (9)
    - Not required (7)
    - Waste of money (4)
- Four submitters requested better provision for cyclists and pedestrians crossing at the Pioneer Recreation and Sports Centre entrance.

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

6.19.1 Waihoro Spreydon-Cashmere-Heathcote 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, 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 proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

6.24 This is a minor scheme and will not have a significant impact, however it will provide safer crossings and cycle facilities for the local residents, park users and nearby schools.

7. Next Steps Ngā Mahinga ā-muri

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

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	SSWB CRAF - Lyttelton Street, Frankleigh Street to Rose Street	25/80569	
B	SSWB CRAF - West Spreydon School pedestrian improvements	25/412853	

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

Document Name – Location / File Link

Signatories Ngā Kaiwaitohu

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

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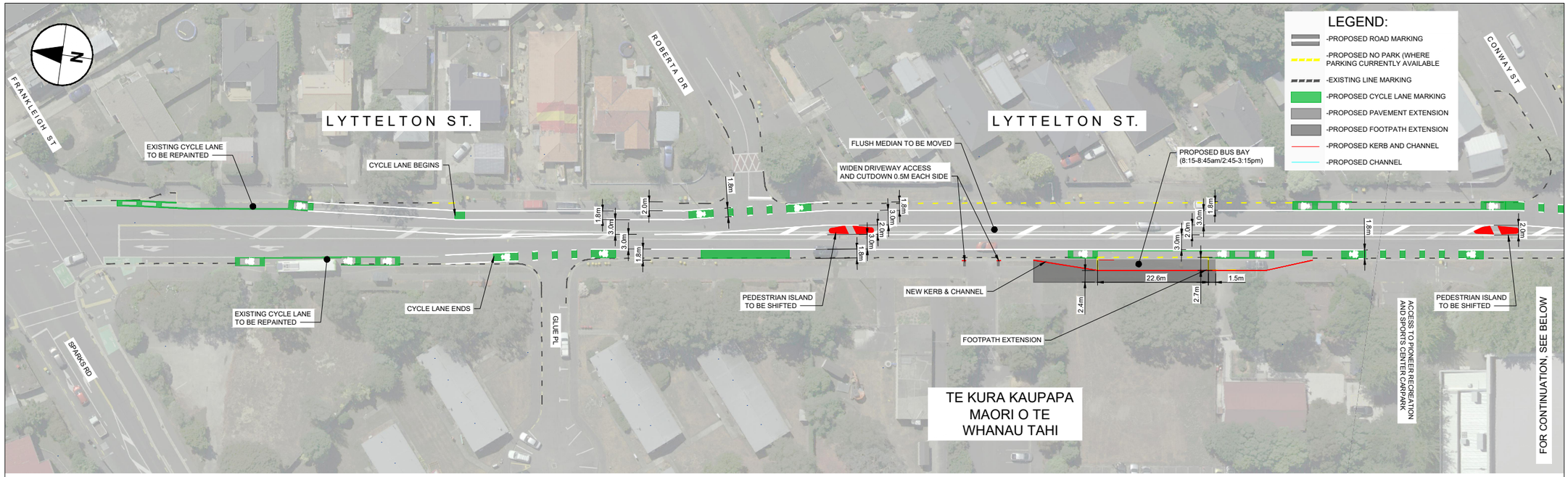

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PROJECT
CCC CRAF Safer Streets
Lyttelton St
Christchurch City Council

CLIENT
Christchurch City Council

PROJECT DATA

DATUM	NZVD2016	SURVEY	TAIETM2000

PROJECT MANAGEMENT INITIALS

RK	AL	NB
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

I/R	DATE	DESCRIPTION
F	09.06.2025	UPDATED SIGN NOTE
E	27.05.2025	REVISED CONCEPT DESIGN
D	05.05.2025	CONCEPT DESIGN
C	13.12.2024	CONCEPT DESIGN
B	30/07/2024	CONCEPT DESIGN
A	24/07/2024	CONCEPT DESIGN

PROJECT NUMBER
60720368

SHEET TITLE
LYTTELTON STREET
FRANKLEIGH ST TO ROSE ST
CONCEPT DESIGN

SHEET NUMBER
60720368-SHT-SK-4003

Christchurch City Council

ISO A1 594mm x 841mm

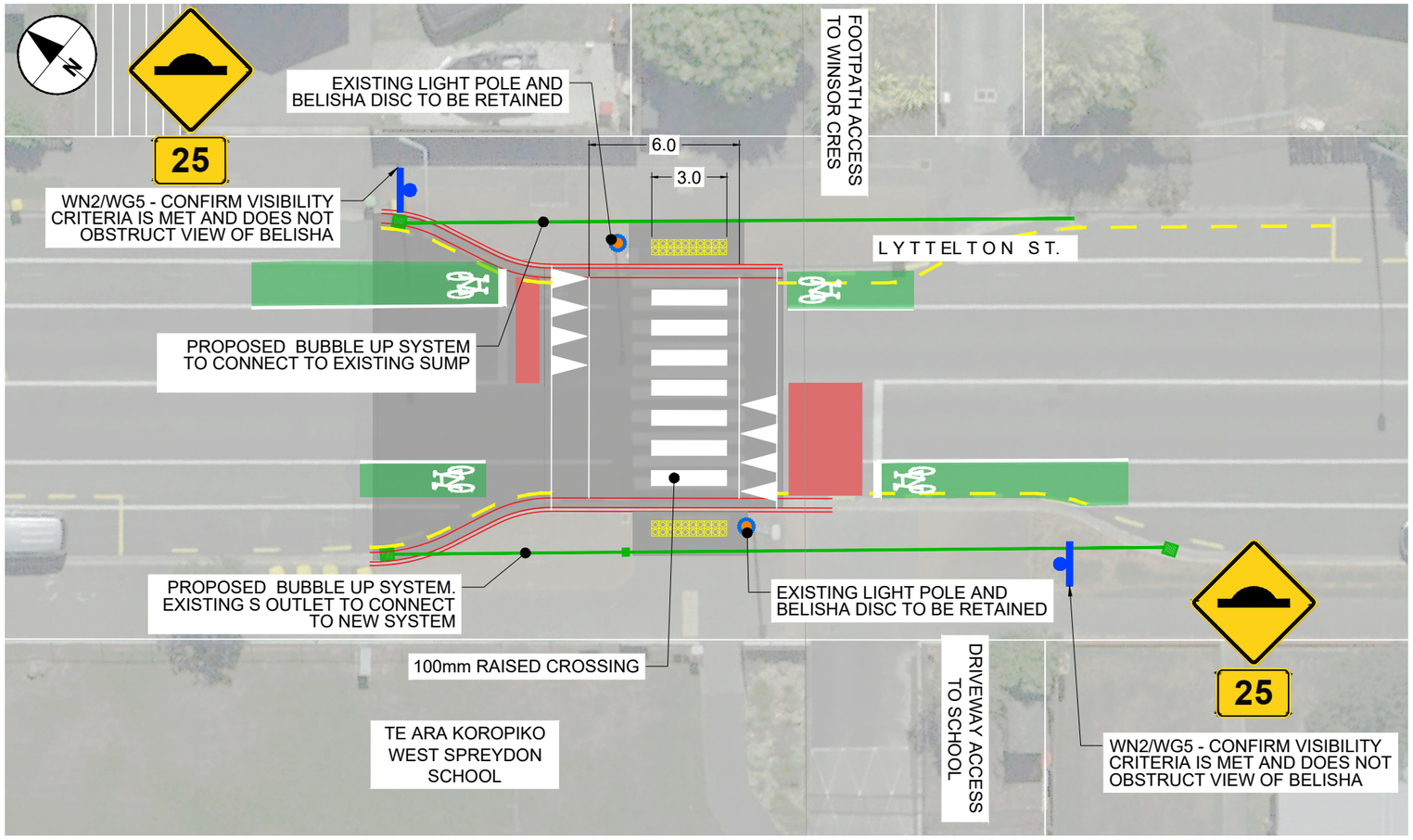
WEST SPREYDON SCHOOL LAYOUT PLAN
NTS

NOTE:
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.

LEGEND:

EXISTING:
- Kerb
- LINZ Property Boundary
- 10A — LINZ Property No.
- Existing Light Pole & Belisha Disc

PROPOSED:
- Kerb
- Pedestrian Kerb Cutdown
- Pavement Reconstruction
- Footpath Reinstatement
- Speed Hump
- Tactile Pavers
- Directional Pavers
- Proposed New Sump
- Proposed New Sign & Post



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PROJECT
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Lyttelton St
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CLIENT
Christchurch City Council

PROJECT DATA

DATUM	NZVD2016	SURVEY	TAIETM2000

PROJECT MANAGEMENT INITIALS

BR	AL	NB
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

I/R	DATE	DESCRIPTION
F	27/05/2025	REVISED CONCEPT DESIGN
E	5/05/2025	VIEWPORT CHANGE
D	19/12/2024	SSA UPDATE
C	12/08/2024	RAMP WIDTH UPDATE
B	31/07/2024	REVISED CONCEPT
A	19/12/2023	CONCEPT DESIGN

PROJECT NUMBER
60720368

SHEET TITLE
LYTTELTON STREET
WEST SPREYDON SCHOOL
CONCEPT DESIGN

SHEET NUMBER
60720368-SHT-SK-4050

Item 16

16. Development Contributions Remission Application - The Arts Centre

Reference Te Tohutoro:	25/925530
Responsible Officer(s) Te Pou Matua:	Katrina Mansell, Team Leader, Planning and Consents Business Support
Accountable ELT Member Pouwhakarae:	John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Council to consider a development contributions remission application from The Arts Centre. The Arts Centre have been levied a development contribution of $17,019.70, under RMA/2024/3600, being a resource consent for the establishment of 20 food trucks.

1.2 The Arts Centre is requesting the Council to remit development contributions under clause 6.3.2 of the Council's Development Contributions Policy 2021 which provides for the remission of development contributions in "unique and compelling circumstances".

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Development Contributions Remission Application - The Arts Centre Report.
2. Notes that the decision sought in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Declines the Development Contributions remission application from the Arts Centre for $17,019.70 in accordance with the Development Contributions Policy 2021 as it is considered that unique and compelling circumstances do not sufficiently exist to justify a remission of development contribution.
4. Notes that if the remission is declined, staff will discuss a payment plan with the Arts Centre to allow the payment of the $17,019.70 to occur over a 24-month timeframe.

3. Executive Summary Te Whakarāpopoto Matua

3.1 This report presents a request from The Arts Centre for remission of development contributions totalling $17,019.70, levied under resource consent RMA/2024/3600 for the establishment of 20 permanent food trucks on site. The Arts Centre seeks remission under clause 6.3.2 of the Council's Development Contributions Policy 2021, citing "unique and compelling circumstances" relating to its heritage status and charitable objectives.

3.2 While the Arts Centre plays a significant cultural and historical role in Christchurch and receives ongoing financial support from the Council, the current Development Contributions Policy does not include a general exemption for heritage buildings or charitable organisations.

3.3 The Council has previously approved very few remission applications, and each has been considered an exceptional case. The Council needs to consider whether the application meets

the high threshold of being sufficiently "unique and compelling" to warrant remission under the current policy framework.

4. Background/Context Te Horopaki

4.1 The Arts Centre Christchurch has applied for a remission of Developments Contributions of $17,019.70 which were levied under RMA/2024/3600. The Resource Consent is to establish 20 food-trucks at the Arts Centre on a permanent basis. A copy of the remission application is attached to this report as **Attachment C**.

4.2 The Arts Centre also applied for a reconsideration of the Development Contributions Assessment on the grounds that the assessment was incorrect, however, the reconsideration was declined as the assessment was completed in accordance with the DC Policy 2021.

4.3 The application notes that the Arts Centre Trust is a charity and limited by the Arts Centre of Christchurch Trust Act 2015[1]. The letter also describes the Arts Centre being protected as a heritage item while noting it is restrictive. A copy of the application is attached to this report and their main points are summarised below.

4.3.1 The Arts Centre is in the process of being recognised by Heritage NZ Pouhere Taonga as a National Historic Landmark.

4.3.2 The Arts Centre is the largest group of protected heritage buildings in the country.

4.3.3 The heritage protections can be restrictive; those restrictions would make the cost of converting one building into a food court unviable.

4.3.4 They are constrained by the Arts Centre of Christchurch Trust Act 2015 and cannot undertake any activity they please in order to grow their revenue. Clause 5(2) of the Act states "*All income, benefits, and advantages received by or accruing to the trust board must be applied for a charitable purpose in advancing the trust's objects.*"

4.3.5 They are visited by almost one million people each year and must provide these visitors with facilities and activities.

4.3.6 They are competing in an open market with other central city businesses that do not have the same restrictions.

4.4 The proposal did draw attention several months ago from some other established businesses who were concerned that food-trucks amounted to unfair competition. This was because they do not carry the same overheads.

5. Development Contributions

5.1 The Council requires development contributions in accordance with Sections 197, 198(2) and 199 of the Local Government Act and in accordance with its Development Contributions Policy. Development contributions enable the Council to require developers to make a fair contribution towards the provision of growth infrastructure. Without this revenue stream, these costs would fall entirely on ratepayers.

5.2 The Development Contributions Policy 2021 (DC Policy)[2] states that the Council can only remit payment of development contributions in unique and compelling circumstances. The term

[1] The Act formally recognises the Arts Centre as a cultural asset and vests ownership of the property in a Trust on behalf of the citizens of Christchurch. The Act outlines the objects of the Trust, its powers, and governance structure, ensuring the preservation and promotion of the Arts Centre as a unique cultural and educational hub

[2] https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Policies/Development-contributions/Development-Contributions-Policy-2021.pdf

'unique and compelling' is not defined in the Development Contributions Policy. However, a dictionary definition describes **'unique'** as 'having no like or equal', 'remarkable' or 'unusual, and **'compelling'** as 'not able to be refuted', convincing' or 'persuasive'. The decision for the Council is largely based on whether it considers a specific situation to be unique and compelling in the sense that it is such a remarkable case that it justifies a remission to be granted.

5.3 The Council can also develop a rebate scheme to waive development contributions where strategic outcomes are sought. There are no rebate schemes that would relate to the Arts Centre site or food-trucks.

5.4 Two remission applications have previously been approved for The Cancer Society, and The Brain Tree Trust, on the basis that both organisations were considered unique and compelling circumstances. This related to the specific services they provided.

5.5 A further remission was approved to adapt and reuse Spreydon Lodge as a café/restaurant as part of Halswell Commons – being part of an exemplar development site following the earthquakes. However, this development did not proceed. All other requests for remissions have been declined.

6. Discussion

6.1 The Arts Centre has previously been provided with significant funding from the Council and at the Council Long Term Plan meeting on 25 June 2024, the Council agreed to provide the following funding to the Arts Centre:

6.1.1 $500,000 per annum for the life of the Long-Term Plan (10 Years).

6.1.2 $250,000 from the Capital Endowment Fund in FY24/25 and in FY25/26.

6.1.3 Noted the continuation of $110,000 per year in FY24/25 and FY25/26 from the Strengthening Communities Fund.

6.1.4 In addition to the above, they have received grants through various funds and information on these are attached as **Attachment B**.

6.2 At the Long-Term Plan meeting on 25 June 2024, the Council requested staff to work with the Arts Centre to develop a sustainable funding model and asset management plan, and report back in time for the Annual Plan process for Year three of the Long-Term Plan. Staff will report back to the Council on this separately.

6.3 In addition to the funding provided by the Council, the food truck operators pay a monthly licence fee. Details of these fees are attached to this report as **Public Excluded Attachment A**. The agreements are on a month-to-month basis, with no long-term commitments.

6.4 While each remission request must be assessed on its own merits, any remission granted must clearly demonstrate that the development qualifies as "unique and compelling."

6.5 The Arts Centre's value to Christchurch is undeniable. Its heritage values are significant, and the heritage buildings are notable in a national context, reflected in its Category 1 heritage listing by Heritage NZ Pouhere Taonga.

6.6 Notwithstanding the importance of the site in a national, regional and local context, the resource consent against which the development contributions are payable is for 20 permanent food trucks.

6.7 Consistency and clarity in applying the Policy are essential. Granting a remission may not align with the Council's advice to move toward greater commercial sustainability. Other charities

and heritage buildings have also been required to pay development contributions, as have other food truck operators.

6.8 Approving a remission in this case could set a precedent for similar developments and on this basis, it is recommended that the application for a remission be declined. Staff note this is a finely balanced recommendation given the significance the of the Arts Centre to Christchurch and the initiative to generate more income from the site.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

6.9.1 Decline the remission application.

6.9.2 Approve the remission application.

6.9.3 Approve a partial remission of the application.

Options Descriptions Ngā Kōwhiringa

6.10 **Preferred Option:** Decline the remission application.

6.10.1 Option Description: The application for remission of the development contributions payable by the Arts Centre Trust ($17,019.70) is declined.

6.10.2 Option Advantages

- It aligns with the Council's current Development Contributions Policy 2021 that there are not unique and compelling circumstances.
- Costs will fall to the Trust rather than the ratepayer.

6.10.3 Option Disadvantages

- It will increase costs for the Arts Centre.
- It may negate the benefits for the Arts Centre of additional revenue associated with the food trucks.

6.11 **Option 2: Approve the remission application of $17,019.70.**

6.11.1 Option Description: The application for remission of the development contributions payable by the Arts Centre Trust ($17,019.70) is approved.

6.11.2 Option Advantages

- The Arts Centre Trust benefit from the additional revenue associated with the food trucks without the expense of development contributions.
- The amount remitted contributes towards the Trust's objects in accordance with clause 5(2) of the Arts Centre of Christchurch Trust Act 2015.

6.11.3 Option Disadvantages

- It does not align with the Council's current Development Contributions Policy as it is not considered that unique and compelling circumstances sufficiently exist.
- Costs will fall to the ratepayer rather than the Trust.
- It sets a precedent for other circumstances that are similar in nature such that the integrity of the Policy is eroded.

- It may be viewed as supporting business activities in an inequitable manner i.e., the Council not contributing to the costs that other businesses incur.

6.12 **Option 3: Approve a partial remission of the application**

6.12.1 Option Description: The application for remission of the development contributions payable by the Arts Centre Trust is partially approved, with a reduction in the amount payable.

6.12.2 Option Advantages

- Same as Option 2 but to a lesser extent

6.12.3 Option Disadvantages

- Same as Option 2 but to a lesser extent

Analysis Criteria Ngā Paearu Wetekina

6.13 The considerations in evaluating the options include the following:

6.13.1 Whether it is in accordance with the Development Contributions Policy 2021.

6.13.2 Any precedent, effect or impact on the integrity of the Policy.

6.13.3 Who bears the costs of the remission.

7. Financial Implications Ngā Hīraunga Rauemi Capex/Opex Ngā Utu Whakahaere

	Recommended Option Decline the remission application	Option 2 – Approve the remission	Option 3 – Approve a partial remission
Cost to Implement	Nil	Nil	Nil
Maintenance/Ongoing Costs	Nil	$1,400 per annum over 30 years.	% of $1,400 per annum over 30 years, proportionate to remission granted.
Funding Source	N/A	Rates	Rates
Funding Availability	N/A	Via debt	Via debt
Impact on Rates	Nil	0.0001%	% of 0.0001% p. a, proportionate to remission granted.

7.1 If the development contributions are remitted, the amount remitted will need to be funded from rates. As development contributions revenue is largely used to repay debt incurred to fund infrastructure to service growth, the cost of the remission will be funded over time as though it is debt.

8. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

8.1 As set out below, approving a remission may set a precedent and an expectation that other similar applications be accepted.

Legal Considerations Ngā Hīraunga ā-Ture

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

8.2.1 The Council's ability to levy development contributions comes from section 198 of the Local Government Act 2002. This is a discretionary power, meaning that the Council retains the discretion to remit a development contribution if it chooses to do so. This discretion has not been sub-delegated.

8.2.2 Clause 4.2.1 of the Council's Development Contributions Policy 2021 provides that the Council will exercise its discretion in "unique and compelling" circumstances and that Council officers will provide the Council with a report such as this analysing whether the remission should be granted.

8.2.3 Approving a remission may set a precedent and set an expectation that other similar applications be accepted. The Council has previously approved remissions for two charitable organisations (see paragraph 5.4 above).

8.3 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

8.4 The required decision:

8.4.1 Aligns with the Christchurch City Council's Strategic Framework, in particular the community outcome to be a thriving and prosperous city.

8.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of persons affected by the remission.

8.4.3 Is consistent with the Council's Plans and Policies. The Council's Development Contributions Policy 2021 provides for the Council to approve remission applications in unique and compelling circumstances, which do not apply here.

Community Impacts and Views Ngā Mariu ā-Hāpori

8.5 The remission application from the Arts Centre Trust does not have wider impacts on the community beyond the Arts Centre Trust. Notwithstanding this, there may be secondary impacts associated with the costs incurred by the Trust in paying the development contributions i.e. reduced revenue towards the objects of the Arts Centre and wider public benefits.

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

8.6.1 Waipapa Papanui-Innes-Central Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

8.8 The decisions do not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga

8.9 The consideration of the development contributions remission is directly related to the Arts centre and has no impact of Mana Whenua, their culture, and traditions.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

8.11 The consideration of the development contributions remission does not impact climate change.

9. Next Steps Ngā Mahinga ā-muri

9.1 If the Council declines the application for a remission as per the Officer recommendation, staff will notify the Arts Centre Trust of the Council's decision in writing. If declined, staff could explore a payment plan over 24 months to ease the financial burden.

9.2 If the Council approves the application for a remission, staff will make the necessary arrangements to remit the development contributions payable.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Arts Centre Food Vendor licence fees. *(Under Separate Cover)* - **CONFIDENTIAL**	25/1419074	
B	Arts Centre previous funding	25/1415251	228
C	Arts Centre Development Contributions Remission Application	25/1501858	229

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Katrina Mansell - Team Leader Planning & Consents Support Mark Stevenson - Head of Planning & Consents Andrew Campbell - Legal Counsel
Approved By	Mark Stevenson - Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services

stchurch Trust Board

Funding Pool	Name/Subject	Status	Requested Amount	Granted Amt	Paid Amount	Owner Name	Date Opened
[redacted]							
Events & Festivals Sponsorship Fund 2024/25	Matariki Festival 2025 - 2027	5 - Closed - Declined	$10,000	$0.00	$0.00	Marks, Chloe	8/03/2024
2023/24 Creative Communities Fund Round 2	"The People Are Resting" Exhibition at Te Whare Tapere - Celebrating the Tools of Māori Artists	5 - Closed - Completed	$4,970	$4,970.00	$4,970.00	Hanton, Jamie	21/02/2024
2023/24 Place Partnership Fund	Tumanako	5 - Closed - Completed	$10,000	$10,000.00	$10,000.00	Joy, Brindi	15/11/2023
2025/26 SCF Metropolitan	Keep The Arts Centre buzzing - by helping fund the creative team who provide programming and events (Yr 3 of 3)	2 - Assessment	$200,000	$110,000.00	$0.00	Jarden, Kiri	11/09/2023
2024/25 SCF Metropolitan	Keep The Arts Centre buzzing - by helping fund the creative team who provide programming and events (Yr 2 of 3)	4 - Monitor	$200,000	$110,000.00	$110,000.00	Jarden, Kiri	11/09/2023
2023/24 SCF Metropolitan	Keep The Arts Centre buzzing - by helping fund the creative team who provide programming and events (Yr 1 of 3)	5 - Closed - Completed	$200,000	$110,000.00	$110,000.00	Jarden, Kiri	14/04/2023
Events & Festivals Sponsorship Fund 2023/24	Off Centre Festival 2024 - 2026	5 - Closed - Declined	$25,000	$0.00	$0.00	Marks, Chloe	12/03/2023
2022/23 DRF Metropolitan	Kaiwhakahaere or Māori Programmes Manager	4 - Monitor	$100,509	$30,000.00	$30,000.00	Jarden, Kiri	12/07/2022
2021/22 Place Partnership Fund	Mr G "Tūmanako" (Hope) Project (Place Partnership Fund)	2 - Assessment	$14,500	$0.00	$0.00	Joy, Brindi	1/06/2022
2021/22 Creative Communities Fund Round 2	The Arts Centre Beats (once a month gig for a year, total of 12 sessions)	5 - Closed - Declined	$8,940	$0.00	$0.00	Jarden, Kiri	4/03/2022
2022/23 SCF Metropolitan	Keep The Arts Centre up and running - by helping offset the annual operational costs (Yr 2 of 2)	5 - Closed - Completed	$150,000	$75,000.00	$75,000.00	Jarden, Kiri	15/09/2021
Events & Festivals Sponsorship Fund 2023/24	Matariki Festival 2024 (Year 3 of 3)	5 - Closed - Completed	$10,000	$8,000.00	$8,000.00	Marks, Chloe	9/07/2021
Events & Festivals Sponsorship Fund 2022/23	Matariki Festival 2023 (Year 2 of 3)	4 - Monitor	$10,000	$8,000.00	$8,000.00	Marks, Chloe	9/07/2021
2021/22 SCF Metropolitan	Keep The Arts Centre up and running - by helping offset the annual operational costs (Yr 1 of 2)	5 - Closed - Completed	$150,000	$75,000.00	$75,000.00	Jarden, Kiri	12/04/2021
Events & Festivals Sponsorship Fund 2022/23	Matariki Festival 2022 (Y1 of 3)	5 - Closed - Completed	$10,000	$7,000.00	$7,000.00	Marks, Chloe	24/03/2021
2020/21 Creative Communities Fund Round 2	Tirama Mai - "Colourful History" lighting The Arts Centre	5 - Closed - Completed	$5,000	$5,000.00	$5,000.00	Jarden, Kiri	25/01/2021
2020/21 DRF Metropolitan	Keep the Arts Centre Open	5 - Closed - Completed	$150,000	$150,000.00	$150,000.00	Jarden, Kiri	13/07/2020
Events & Festivals Sponsorship Fund 2020/21	Matariki Festival 2021	4 - Monitor	$10,000	$7,000.00	$7,000.00	Marks, Chloe	22/04/2020
Training Funding Pool	Matariki Festival 2021	5 - Closed - Withdrawn	$10,000	$0.00	$0.00	Jarden, Kiri	22/04/2020
2019/20 SCF Metropolitan	Matariki Community Activities 2020	5 - Closed - Completed	$25,000	$6,000.00	$6,000.00	Jarden, Kiri	12/04/2019
2018/19 SCF Metropolitan	Matariki Activities 2019	5 - Closed - Completed	$27,500	$5,000.00	$5,000.00	Amazinnia, Sarah	8/05/2018
Events & Festivals Sponsorship Fund 2018/19	Midwinter Night Markets	2 - Assessment	$12,000	$0.00	$0.00	Dunford, Rachel	26/03/2018
2017/18 SCF Metropolitan	Arts Centre Community Access Space	5 - Closed - Completed	$72,859	$7,000.00	$7,000.00	Jarden, Kiri	6/06/2017
2009/10 Creative Communities Fund Round 2	For Artist in residence programme	4 - Monitor	$4,268	$1,000.00	$1,000.00	Rigby, Paula	7/04/2010
2010/11 SCF Metropolitan	Outdoor Performance Programme and the Lunchtime Concert Series	5 - Closed - Completed	$61,000	$10,000.00	$10,000.00	LeCren, Marlene	1/04/2010

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Te Matatiki Toi Ora
The Arts Centre

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Mary Richardson
Chief Executive
Christchurch City Council
53 Hereford Street
Christchurch 8013

9 June 2025

Tēnā koe Mary

Developer Contributions Appeal

The Arts Centre's Resource Consent application to continuing operating food trucks on our site (RMA/2024/3600) has been granted by Council. We are extremely grateful to Council for this decision. However, Development Contributions of $17,019.70 have been proposed, which is a barrier for The Arts Centre to implement its food truck plan.

We have been informed by the Council's Planning team that the Development Contributions are based on a set formula for calculating the impact of development on the City's transport network. I understand that the planning team has no discretion in this matter and that the only means by which we may appeal is directly to Councillors, through you, with a decision to be made at a Council meeting. You will find the relevant Request for Reconsideration form enclosed with this letter.

The formula used in this instance is based on an estimate of the additional daily trips made by private vehicle, public transport or active travel to a market, based on the number of stalls at the market. The grounds for our appeal are threefold: Firstly, that The Arts Centre is an exceptional case because of its charitable and heritage statuses. Secondly, that our food trucks do not constitute a market in the normal sense. And thirdly, that they will not generate more than a negligible number of extra journeys each day by vehicle or public transport.

1. As both a charity and a heritage site, The Arts Centre is an exceptional case:
    - The Arts Centre is in the process of being recognised by Heritage NZ as a National Historic Landmark. There are only two others, the Waitangi Treaty Grounds and the National War Memorial. There can be no clearer definition of "exceptional".
    - The Arts Centre is the largest group of protected heritage buildings in the country. We need to raise enough money for their ongoing operation and maintenance.
    - BUT those heritage protections can be restrictive. For example, to convert one into a food court would require a more detailed, more robust consenting process than a new build, involving heritage architects, stakeholder consultation, etc. The costs incurred would make such a scheme unviable.
    - We are also constrained by the 2015 Act of Parliament. We cannot undertake any activity we please in order to grow revenue. Our activities must be aligned with the objectives of our Act.

- We are visited each year by close to 1 million people, both locals and tourists. For the sake of The Arts Centre's reputation and that of the city, we must provide these visitors with facilities and activities. Our buildings alone cannot provide the hospitality required, hence our intention to use our outdoor spaces as well.
- We are competing in an open market with other central city businesses, but most of those other businesses do not have the same severe restrictions under which we must operate. It is therefore not a level playing field.

Waiving the proposed Development Contributions would go some way towards levelling this playing field and would contribute significantly to supporting The Arts Centre's charitable objectives by facilitating a new revenue stream.

2. The proposed food trucks do not constitute a market:
   The food truck locations proposed in the application are spread across The Arts Centre. There will be small groups of four or five, but each grouping will be largely separate from the next. Furthermore, food trucks are by nature moveable and as such, our agreements with them need to be flexible. We will not require them to be at The Arts Centre for set, regular hours, so from one day to the next there will be a different configuration as some trucks arrive and others depart. By contrast, a market has defined dates and times, and usually has all stalls located together as a large group in a defined area.

3. There will be little to no impact on transport systems:
   The purpose of adding more food trucks at The Arts Centre is not to bring in customers from across Greater Christchurch by vehicle. Rather, it is to attract workers and visitors already in the local area to visit The Arts Centre for lunch or immediately after work. The independent economic assessment commissioned by Council in consideration of our Resource Consent application concurred with this view. Few, if any, prospective customers will visit the food trucks by vehicle or public transport – they will walk.

It is around one year since Council advised The Arts Centre through the Long Term Plan process that we need to develop into a financially viable, commercially minded business. We have spent the intervening 12 months trying to do exactly that, but the Development Contribution proposed by Council is a barrier. It is worth reiterating – we are trying to follow Council's advice to be more commercial, but The Arts Centre is ultimately a charity. Given this, and our belief that the formula used to calculate Development Contributions is incorrect in this instance, we appeal to Council to waive the proposed Development Contribution charge.

[redacted]

Philip Aldridge
Director
Te Matatiki Toi Ora The Arts Centre

Christchurch City Council

17. 151/153 Gilberthorpes Road - Future Use Issues and Options

Reference Te Tohutoro:	25/1222434
Responsible Officer(s) Te Pou Matua:	Matthew Pratt, Principal Policy Advisor, Strategic Policy & Resilience Barry Woodland, Property Consultant, Property Consultancy
Accountable ELT Member Pouwhakarae:	Anne Columbus, General Manager Corporate Services/Chief People Officer

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to seek a decision from the Council regarding the future use of the Council-owned land and buildings located at 151/153 Gilberthorpes Road.

1.2 The Council approved the sale of the property in June 2021. At its 4 September 2024 Council meeting in accordance with Standing Order 6.8:

"Item 13 – 151 Gilberthorpes Road – Future Use issues and Options was withdrawn from the agenda on the basis that new information was presented at the meeting and to allow time for staff to come back with further information on use of the facility by interested community groups".

1.3 This report is staff generated and outlines the current status of the property, presents viable options for its future use, and recommends a course of action to address the ongoing inertia.

1.4 The recommendations ensure that the site will be used in a way that aligns with the Council's strategic priorities, delivers value to the community, and supports long-term sustainability for the site.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the 151/153 Gilberthorpes Road - Future Use Issues and Options 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 sale of 151/153 Gilberthorpes Road (described as Part Lot 1 DP 9514 and part Lot DP 15320 held in Record of Title CB674/99 and Lot 2 DP 20850 held in Record of Title CB6C/339) to the Purapura Whetu Trust for community and social housing purposes and subject to:
    a. The Purapura Whetu Trust being responsible for securing all required resource, building or other statutory consents required to operate from the Land; and
    b. The sale being at a financially viable figure having regard to market value.
4. Authorises the Property Consultancy Manager to do all things necessary to make any decisions at his sole discretion that are consistent with the intent of this report to implement the recommendation above including but not limited to finalising the documentation necessary to implement the sale.
5. Notes that staff will continue to work with the MenzShed and the Philipino Church (if required) to help meet their needs at other existing Council owned community locations.

3. Executive Summary Te Whakarāpopoto Matua

3.1 The sale of the Council owned property at 151/153 Gilberthorpes Road was approved by the Council through the Council's Long Term Plan 2021 - 31.

3.2 An initial Expression of Interest (EOI) process was conducted in 2022, followed by a second process, at the request of Council, in 2023. Both processes attracted proposals from local community groups, however, none of the submissions were assessed as sustainable or financially viable in the long term.

3.3 In September 2024, a staff report was due to be presented to the Council recommending the sale of the property at 151/153 Gilberthorpes Road.

3.4 This recommendation was prompted by growing interest from several community-based entities expressing a desire to develop the site for social and affordable housing. The staff report acknowledged that, while previous EOI processes had not yielded viable proposals, the renewed interest in housing development presented a potential opportunity to repurpose the site in a way that aligned with the Council's strategic objectives and address local housing needs.

3.5 Following deputations to the Council, the September 2024 staff report recommending the sale of the property was withdrawn. The Council resolved to provide community-based groups with additional time to develop and submit proposals for the future use of the site.

3.6 To facilitate this, a Request for Proposal (RFP) process was initiated in March 2025. The outcome of this process forms the basis and purpose of this report, which seeks a decision on the future use of the property at 151/153 Gilberthorpes Road.

3.7 Following the RFP process, three proposals were received from not-for-profit community-based entities: Purapura Whetu Trust, Home Capital Partners, and Philipino Church (God's Ministry Christian Church).

3.8 Each proposal was evaluated against a set of criteria designed to ensure alignment with Council objectives and long-term viability. The criteria included: conceptual plan, funding and financial viability, capability and experience, and community impact.

3.9 Following this evaluation, the proposal from Purapura Whetu Trust was identified as the preferred option. Staff recommend the sale of the property to Purapura Whetu Trust based on the strength of their submission and its potential to deliver meaningful outcomes for the local community.

4. Background/Context Te Horopaki

Context

4.1 The property at 151/153 Gilberthorpes Road was identified as not meeting Council's retention criteria and therefore considered for disposal through the Council's 2021-2031 Long Term Plan (LTP). This resulted in a resolution to declare it surplus and therefore sell it.

4.2 The property (the land and the Hall and Barracks buildings) has been vacant since January 2022.

4.3 An initial Expression of Interest (EOI) in 2022 sought proposals from parties interested in taking over ownership of the property on an as is where is, no cost to Council, basis.

4.4 Four EOI's were received from commercial entities interested in clearing the site for development as social / affordable housing. A further EOI from a coalition of Hornby Community groups was declined on the basis that it lacked a sustainable business case and a

staff assessment that the coalitions property requirements could be satisfied within other existing Council owned community facilities.

4.5 Subsequent steps to sell the property were suspended following the Council's approval of a Notice of Motion at its March 2023 meeting (CNCL/2023/00025) which required staff to:

"Put on hold the commencement of the sale of 151-153 Gilberthorpes Road, Hornby, for at least 6 months to allow time for the community to refine their work on alternative options, including community ownership and operation of part or all of the facility, noting that there has been insufficient time for this to occur in robust and genuine manner".

4.6 Two alternative EOI proposals on behalf of the coalition of Hornby groups were subsequently received. The resulting staff report to be considered at the 4 September 2024 Council meeting recommended that the Council sell the property as the two proposals failed to provide for a sustainable, financial, no cost to ratepayer solution.

4.7 However, in accordance with Standing Order 6.8, the report was withdrawn as follows: "*Item 13 – 151/153 Gilberthorpes Road - Future Use Issues and Options was withdrawn from the agenda on the basis that new information was presented at the meeting and to allow time for staff to come back with further information on use of the facility by interested community groups* (referenced as *"MenzShed, the Philipino Church, etc"*).

4.8 As such, the future use of the vacant property has been the subject of continued discussions, meetings and reports over a four-year period and there is yet to be a decision about the future use of the property.

4.9 To address this inertia, and to enable the Council to reach a decision based on sound community and social outcomes, and sustainable financial principles, a Request for Proposal (RFP) process was initiated, the outcome of which is the purpose of this report.

The Property

4.10 The property is situated on the corner of Gilberthorpes Road and Kaniere Avenue in Hei Hei. Access is currently off Gilberthorpes Road. The fee simple site has a land area of 3146m2 and is held in two contiguous titles outlined green and pink in Figure 1 below.

151 Gilberthorpes Road (Green) – Part Lot DP 9514 and Part Lot DP 15320 (CB674/99) – 2245m2.

153 Gilberthorpes Road (Pink) – Lot 2 DP 20850 (CB6C/339) – 901m2.

Figure 1

Figure 2

4.11 There are two buildings on the site.

4.12 *The Hall Building (A)*, constructed circa 1960, is a single-storey portal framed building with reinforced and filled concrete masonry walls. It incorporates a main hall with ancillary office and kitchen space and rear toilet block with a gross floor area of around 200m2.

4.13 *The Administration Building (B)* comprises a number of interconnected single storey former barrack buildings of weatherboard construction dating from the 1940's, providing general office and toilet facilities.

4.14 The land and buildings were acquired by the Council from The Presbyterian Church Property Trustees in the late 1990's. Their intended use as a multicultural centre failed to materialise as envisaged and the property has remained vacant since the departure of the last tenant (Te Puawaitanga o Ōtautahi) in January 2022.

Current Physical Status of the Land and Buildings

4.15 The land and buildings have been vacant and fenced off to the public since January 2022.

4.16 Both buildings are generally suitable for occupation in terms of the structural code but require significant works to meet a healthy building standard to achieve building and fire code compliance and consent prior to reoccupation.

4.17 A broad assessment of the works required, and associated costs, for both buildings is appended as **Attachment A**.

4.18 *Hall Building*: repair and refurbishment costs are broadly estimated to be in the region of $360,000, a significant portion of which is associated with the demolition and rebuild of the rear toilet block, works to achieve code compliance and general site works.

4.19 *Administration Building*: the northwest part of the building was damaged by fire in August 2022 and demolished (refer Figure 2 above). The remainder of the building, which consists of aging, semi-temporary, construction is in poor condition. Estimated costs to strip out, refit and potentially rebuild the buildings to meet current code requirements could be as much as $1,000,000.

4.20 The estimated timeframe (excluding design and consenting) for completing the repair and compliance work to either of the buildings to enable re-occupation is in the order of 6 to 9 months.

4.21 Estimated costs to demolish each building is in the order of $30,000 - $50,000.

Planning Context

4.22 The site, which is flat and categorised TC1 Grey, has frontages to both Gilberthorpes Road and Kaniere Avenue. It is zoned Residential Suburban and is suitable for intensive development with the usual services available at the property boundary.

4.23 Permitted activities include housing, educational and spiritual activities, welfare and community garden activities, social housing, multi-unit residential complexes and retirement villages.

4.24 Resource consent requirements will be dependent on the nature of the activity and design proposed for the site.

4.25 Environment Canterbury's Listed Land Use register has no hazardous activities and industries noted on the site.

Request for Proposal (RFP)

4.26 In context, there is no LTP-approved Council funding for the repair, operation or management of the property. Proposals were invited from respondents committed to operating the site for community-based purposes on an as is where is, no cost to Council, basis.

4.27 The RFP noted that respondents may include community groups, not-for-profit organisations and church groups as well as entities interested in developing the site for community purposes or social / affordable housing.

4.28 The RFP process went live on 31 March 2025 and closed on 6 June 2025.

4.29 The RFP was advertised via the GETs website, The Press and Council's Public Notice site. Details were also provided to the Council's Community Governance Managers for circulation to their respective Community Boards and extensive local networks.

4.30 Three submissions were received.

Response 1 - Purapura Whetu Trust Proposal

4.31 The Purapura Whetu Trusts (PWT) preference is to own the land and buildings. Their proposal is based on purchasing the property at a viable figure having regard to market value. A copy of their proposal is appended as **Attachment B**.

4.32 PWT is a not-for-profit Māori health, wellbeing and social service provider in the Canterbury region addressing mental health needs within the local Māori and wider community to enable supported housing people '*to have a home, a stable and constant place to live, love, grow and become citizens of Otautahi'.*

4.33 The proposal is to demolish the Administration Building, redevelop the site for community housing with outdoor communal areas and repurpose the existing Hall as a community hub for the wider Hornby community.

Option 1: 15units (18+ people) - 23 units (26+ people)

4.34 Their staged concept is to provide 15-23 one bed and two bed units. This will include 15 single unit dwellings for male and female rangatahi aged 16 to 24 who have been in Oranga Tamariki or Youth Justice care.

4.35 The additional tenants will meet social housing criteria and will either be: young parents with State care history; women coming out of Refuge or residential care; women reintegrating into

society after time in prison; Kaumatua in an intergenerational living community for ongoing support for our rangatahi; those who may be on a wait list for the Youth Hub Hostel in Bealey Avenue.

4.36 The Hall will be available for use as a communal space for group / support activities for the tenants and a community hub available for use and hire by the wider Hei Hei and Hornby community e.g. Church service on Sundays, community meetings during the weekdays and evenings and regular sports events.

4.37 The design and construction of Stage 1 is expected to take 18 months. A similar period is anticipated for Stage 2, which contemplates the demolition and replacement of the Hall with a purpose-built communal and community hub building with staff office space and activity space as well as additional housing.

4.38 PWT's proposal provides robust financials with audited accounts, positive cashflows, detailed capital and operational budgets, confirmed funding sources and strong financial partnerships. As such it indicates that the proposal would be funded by the PWT with or without external funding i.e. no cost to the Council.

4.39 PWT has extensive experience and a track record in developing and operating successful community-based facilities for their 27 wellbeing services across multiple sites.

4.40 Development of the property would be managed by Rangzen Pro, who have considerable experience in managing and delivering community housing and community hall construction / development projects.

4.41 Day to day operation would be managed by PWT's Purapura Whetu Management and Ngā Maihi staff and team onsite.

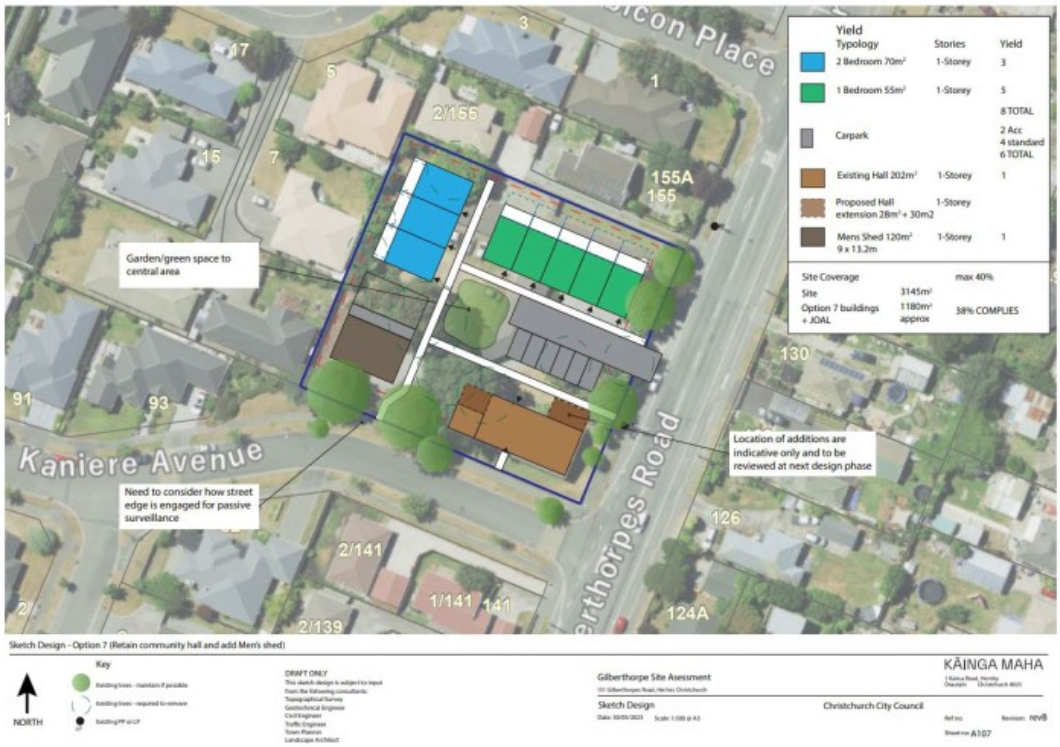
Response 2 - Home Capital Partners Proposal

4.42 Home Capital Partners' (HCP) preference is to own the land and buildings. Their proposal contemplates the property being transferred to HCP for a nominal sum of $1. A copy of their proposal is appended as **Attachment C**.

4.43 HCP is part of the Home Group which is a collective of organisations with a shared purpose: '*Through Homes, flourishing communities – because a home is the foundation of a thriving life'.*

4.44 HCP is an investment fund manager which collaborates and partners with Community Housing Providers and other stakeholders to use investment funds to create affordable, secure, and healthy housing solutions.

4.45 Their concept has been developed in conjunction with the Greater Hornby Residents Association (GHRA), Philipino Church (God's Ministry Christian Church), Te Whare Awhero and Hornby MenzShed.



4.46 It contemplates the demolition of the Administration Building, retention and refurbishment of the Hall (and potential future extension), the provision of 400m2 for a MenzShed (Hornby Chapter) and the construction of eight (8) Older Persons Housing (OPH) villas.

4.47 HCP propose that the OPH will address a critical shortage of fit-fit-purpose accessible housing for over 65's in the area. The extended Hall will provide Te Whare Awhero with a base for its social services and a shared space for multiple community stakeholders.

4.48 A staged design and construction timeframe of around 24 months is envisaged beginning with site clearance and demolition, enabling works, repairs to the Hall, and then proceeding with the new build elements (MenzShed and OPH villas).

4.49 From a capital expenditure perspective HCP's proposal suggests that it has the financial capability and committed resources necessary to fund the development and ongoing maintenance of the OPH and refurbishment and extension of the Hall 'at no net cost to Council'. In this context HCP's model is to partner with Councils, Government, Community Housing Providers, Impact Investors and Philanthropic Donors to provide the required investment funds.

4.50 It is not clear from the proposal response, however, exactly how this model would be implemented. HCP's financial status is unclear as is their financial position within the project. The financial information provided is limited. It is also apparent that the development would be contingent on a significant interest only loan with no indication of how that debt would be serviced during design and construction when there would be no rental income.

4.51 The Hall is intended to operate under a head lease arrangement with operational costs being funded through lease and hire income. The MenzShed would construct and own their own building and lease their space from the head lessee.

4.52 Aside from HCP, the Home Group encompasses: Kainga Maha (residential development management company); Home Construction (construction company); Te Wawata Kainga (property and tenancy management service); and Home Foundation (charitable trust and Kaitiaki of the Home Group). This collaboration, and experienced personnel, has delivered and managed a number of similar community focused development initiatives.

Response 3 – Philipino Church (God's Ministry Christian Church) Proposal

4.53 The proposal from the Philipino Church assumes ownership of the Hall and utilising only around 50% of the land area of 151 Gilberthorpes Road (shown cross-hatched in Figure 1 below) under a ground lease at a peppercorn from the Council. The balance of the site, including the Administration Building, would not be required. A copy of their proposal is appended as **Attachment D**.

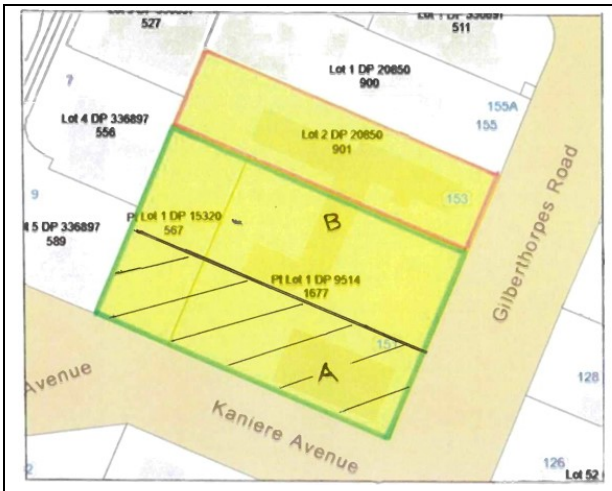


Figure 1

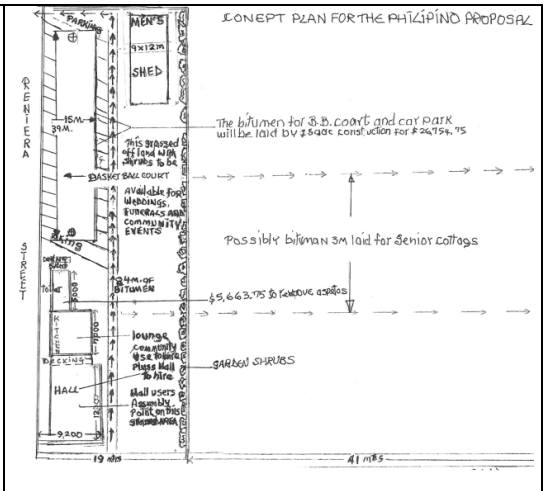


Figure 2

4.54 Their concept plan (refer Figure 2 above) envisages upgrading the Hall and toilet, providing an area for the MenzShed and incorporating an outdoor basketball court. It is noted that a larger land area would likely be required to accommodate these features.

4.55 The Philipino Church clearly have a strong community ethic and have access to an experienced construction workforce. However, the general approach to the design, consenting and construction process and the costs associated with that appears to be under-estimated. Equally the funds available to the Philipino Church for capital works are relatively limited.

4.56 Operating income would be derived from community groups and other users of the Hall.

4.57 In isolation this proposal would require the Council to subdivide the site and run a further process (i.e. RFP, open market sale) to resolve the future use of the balance of the site, including the demolition of the Administration building.

4.58 It is noted that the Philipino Church have collaborated with HCP and MenzShed in developing their proposal. Given that both the PWT and HCP proposals intend to retain and upgrade the Hall for community purposes it is suggested that these may provide better, and more feasible, options for accommodating the requirements of the Philipino Church.

RFP Evaluation

4.59 The submissions were reviewed and evaluated by a panel of three: one each from the Council's Community Support and Partnerships, Finance, and Facilities and Property Units. Probity was provided by the Legal and Democratic Services Unit.

4.60 The RFP responses were graded in relation to the RFP weighted attribute criteria, summarised as follows:

- **Eligible Applicant - 10%**: an incorporated non-profit with charitable purpose, charitable trust, church group, community housing provider, or private entity committed to a community use.
- **Concept Plan – 15%**: a clear vision for the site/buildings including a high-level implementation plan.
- **Funding & Financial Viability – 50%**: a robust business case demonstrating secured financial resources (at no cost to Council) including: pre-planning (design, consents); structural repairs and site works; demolition and subdivision (if required); staged development; cash-flow projections.
- **Capability and Experience – 10%**: demonstrate an ability to manage, deliver and operate the proposed community initiative.
- **Community Impact – 15%**: demonstrate the extent of community benefit and outreach.

4.61 The RFP responses were graded with results as scheduled below:

	Purapura Whetu Trust	Home Capital Partners	Philipino Church (GMCC)
Ranking	1	2	Fail – Funding and Financial viability

4.62 The completed evaluation process has determined Purapura Whetu Trust as the preferred respondent, with Home Capital Partners second. The Philipino Church submission was deemed a fail due principally to insufficient financial and project delivery information.

Valuation and Costs to Council

4.63 In April 2024 Bayley's were commissioned to provide an independent valuation report to inform this decision-making process. This assessment of value has been updated recently and is referenced within the **Public Excluded Attachment E**.

4.64 The current book value of the property is $857,000. The rateable value is $820,000.

4.65 These factors would inform negotiations around the sale of the property.

4.66 The total costs associated with the facility including both non-controllable costs (depreciation, insurance, and rates) and controllable costs (maintenance and operating expenses), amounted to $138,609.84 over the three fiscal years from FY 2023 to FY 2025.

4.67 Annual breakdown:

- **FY 2023**: $45,417.43
- **FY 2024**: $47,736.47
- **FY 2025**: $45,455.94

4.68 These figures reflect the ongoing financial commitment required to maintain the property in its current state.

4.69 In addition to direct facility costs, it is estimated that approximately $80,000 in staff time has been charged to the disposal process for the property since June 2021, when the Council approved the sale through the LTP process.

4.70 This figure reflects the cumulative staff effort involved in managing the ongoing decision-making, community engagement, and administrative processes related to the property.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.71.1 **Purapura Whetu Trust Proposal**: PWT purchase the property, demolish the Administration building, develop and operate the site for 15-23 social housing units and repurpose (and eventually redevelop) the Hall for PWT staff, tenant and wider community use.

4.71.2 **Council Retains the Property**: repairs the Hall, demolishes the Administration Building, leases the land and Hall building to community groups.

4.71.3 **Council Sells the Property**: as is where is on the open market.

4.72 The following options were considered but ruled out:

4.72.1 ***Retain the Status Quo***: the land and buildings remain fenced and closed.

The property continues to deteriorate, provides a target for ongoing vandalism and the inertia around the future use of the site will continue indefinitely.

4.72.2 ***Home Capital Partners Proposal***: HCP acquire the property for $1, demolish the Administration Building, develop and operate the site for 8 Older Person Housing (OPH) villas, repurpose (and potentially extend) the Hall for community use and provide space for a MenzShed building.

All proposals provide community space through the repurpose of the hall. In comparison to PWT's proposal HCP's mixed model delivers more community use, less social housing and a lower financial benefit to the ratepayer. The proposal comes from a new subsidiary of a Group with a proven track record, however, there is a lack of clarity in the proposal around the financial and development framework.

4.72.3 ***Philipino Church (God's Ministry Christian Church) Proposal:*** repurpose the Hall, set aside space for a MenzShed building and a basketball court and utilise approximately one third of the site on a ground lease.

Although well intentioned, and with a strong community focus, their proposal lacked financial and funding rigour and under-estimated the likely costs and resources required to support the lifecycle of a project of this nature. In isolation the proposal would require the Council to invest in the sub-division of the site and further work required to determine the future use of the balance of the site.

Options Descriptions Ngā Kōwhiringa

4.73 **Option 1 (Preferred Option) - Purapura Whetu Trust Proposal**

4.74 **Option Description:** PWT purchase the property, demolish the Administrative Building, develop and operate the site for 15-23 social housing units and re-purpose (and eventually redevelop) the Hall for PWT staff, tenants and wider community use.

Advantages	Disadvantages
A positive response to ongoing inertia and vandalism	MenzShed requirements not accommodated on site
No cost to Council	Possible negative response from neighbours

Council receives revenue from the sale of the property	
Council's unbudgeted CAPEX/OPEX liability is extinguished	
Significant social housing / community benefit	
Hall repurposed for community / other uses – i.e., Philipino Church, GHRA etc.	
Staff continue to work with MenzShed / other groups to resolve their accommodation requirements	

4.75 **Option 2 - Council Retain and Repair the Property**

4.76 **Option Description:** Council repairs the Hall, demolishes the Administration Building, leases the land and re-purposed Hall building to community groups.

Advantages	Disadvantages
The property remains in Council ownership	Unbudgeted CAPEX – Hall Repair and siteworks (c$360k); Demolition (c$50k);
Hall and land available for use by community groups	Unbudgeted OPEX – annual repair, maintenance and management (c$10 - $20k)
A positive response to the current inertia and vandalism	Retention not supported by the Council's approved Community Facilities Network Plan 2020 – i.e. community need is adequately provided for within existing Council community facilities
	While there is claimed demand for additional community space, the evidence that the existing network of facilities is failing to meet this is less clear.
	Direct impact on rates

4.77 **Option 3 - Council Sells the Property**

4.78 **Option Description:** as is where is on the open market.

Advantages	Disadvantages
No cost to Council (net of selling agents fees)	No control over the development / future use of the site
Council receives revenue from the sale of the property	Potential use of the site to address social housing and / or local community issues cannot be guaranteed
Council's unbudgeted CAPEX / OPEX liabilities extinguished	
A positive response to the current inertia and vandalism	

Analysis Criteria Ngā Paearu Wetekina

4.79 The key elements of the three proposals received are outlined above at 4.31 to 4.58. These were evaluated against the weighted RFP criteria listed at 4.60 to 4.62 and further discussed, together with several other alternative options, within the 'Options Description' section above at 4.73 to 4.78.

4.80 This evaluation process has determined that the proposal from the PWT provides the most favourable option in terms of beneficial social and community outcomes and, also, in terms of an as is where is, no cost to Council, basis.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option – PWT Proposal	Option 2 – CCC Retain & Repair Property	Option 3 – CCC Sell the Property
Cost to Implement	Nil (staff time only)	Est $410k to repair the Hall/Demolish Admin Building (forego sale proceeds)	Nil (selling agents fees / legal costs deducted from sale proceeds)
Maintenance/Ongoing Costs	Nil (assuming early sale)	Est $10-20k per annum	Nil (assuming early sale)
Funding Source	Unbudgeted	Unbudgeted	Unbudgeted
Funding Availability	Unbudgeted	Unbudgeted	Unbudgeted
Impact on Rates	Nil	Nominal	Nil

5.1 With regard to property sales, the Council has an LTP revenue budget of $3.0 million per annum. Revenue from the sale off the property to PWT will provide a significant contribution and reduce the risk of not achieving that target.

5.2 This report has been reviewed by Finance.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Although site security is in place, further delay is likely to increase the ongoing risk to the land and buildings of vandalism and arson. While the property remains unoccupied the negative visual and anti-social impact on the adjoining neighbours and neighbourhood will continue.

6.2 There may be some residual feedback from immediate neighbours regarding the provision of social and community housing on the site.

6.3 While considered low, there is a risk around securing a mutually acceptable Sale and Purchase Agreement with the PWT.

Legal Considerations Ngā Hīraunga ā-Ture

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

6.4.1 The disposal of the property was approved by the Council through the Long-Term Plan 2021-2031 (resolution C-LTP/2021/00106 (M191A).

6.4.2 The powers of competence set out in section 12(2) "Status and Powers" of the Local Government Act.

6.5 Other Legal Implications:

6.5.1 The legal consideration is the Council's 'Disposal of Council Property' policy which was addressed when the property was deemed available for disposal through the 2021-2023 LTP process.

6.5.2 The previous owner of the property, The Presbyterian Church Property Trustees, declined the opportunity to purchase the property pursuant to section 40 Public Works Act 1981.

6.5.3 Ngāi Tahu confirmed that they have no right of first refusal over the site.

6.5.4 This report has been reviewed by Legal Services.

Strategy and Policy Considerations Te Whai Kaupapa here

6.6 The required decision:

6.6.1 Aligns with the Christchurch City Council's Strategic Framework. The decision will facilitate the sale of an operationally redundant property and save ongoing repair, maintenance and holding costs and, through development of the site, mitigate the existing vandalism and arson issues.

6.6.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by recognising that the decision is of a local nature, affects a small number of the city and local community and recognises that the preferred proposal provides shared community space in addition to the available space within existing Council community facilities.

6.6.3 Is consistent with the Council's Plans and Policies as the disposal of the property is provided for within the 2021-2031 LTP.

6.7 This report supports the Council's Long Term Plan (2024 - 2034):

6.8 Communities & Citizens

6.8.1 Activity: Community Development and Facilities

- Level of Service: 2.0.1.1 Provide a sustainable network of community facilities to empower resilient, active, and connected communities owning their own future - 78 - 82 Facilities

Community Impacts and Views Ngā Mariu ā-Hāpori

6.9 Through the LTP 2021-31 process, the Council made the decision in June 2021 to sell 57 properties that were no longer required for their purposes. One of the properties declared surplus was 151-153 Gilberthorpes Road.

6.10 In arriving at the decision, the Council undertook both general and targeted consultation, resulting in over 500 submissions. Targeted consultation went to Community Boards, the 6 Rūnanga, Ngāi Tahu (both Iwi and corporate), tenants, and housing providers. 253 submissions clearly supported disposals, 54 clearly opposed and 180 suggested a mix of outcomes. There were no submissions on Gilberthorpes Road.

6.11 The Waipuna Halswell-Hornby-Riccarton Community Board was aware of the consultation and made a submission on other properties but did not mention Gilberthorpes Road.

6.12 Following the adoption of the 2021-31 LTP where the sale of 151-153 Gilberthorpes Road was approved, there was a level of surprise within the local Hornby and Hei Hei communities over the decision. Community members expressed a lack of awareness of the proposal within the LTP and requested that the facility be retained for community use.

6.13 The Waipuna Halswell-Hornby-Riccarton Community Board 's submission to the 2022-23 Annual Plan included that *"The Board….supports in principle the disposal of properties that are surplus to the Council's requirements but cautions against disposal of property for which there is or could be a current or future community use….the Board has become aware that there are now a number of potential community uses being put forward for these premises and it therefore ask that the disposal of this property be revisited"*.

6.14 Two subsequent widely promoted EOI processes were run which attracted proposals from local community groups. None of these were assessed as sustainable or financially viable which precipitated the 2024 staff report to Council recommending the sale of the property.

6.15 A further process, the RFP which is the subject of this report, was initiated to provide a further opportunity for local community groups and community-based entities to submit sustainable ana financially viable proposals for the future use of the property.

6.16 The decision affects the Waipuna Halswell-Hornby-Riccarton Community Board area.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.17 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.

6.18 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.

6.19 The proposal to dispose of the property has been communicated to Mana Whenua through the LTP and the previous EOI process.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.20 The decision attempts to create certainty over the future use of the property. The preferred use and development of the property is unlikely to have a direct effect on climate change or emissions reduction.

6.21 Users of the facility will ultimately access the site through a range of transport measures, which are considered by other Council policies and regulatory processes.

7. Next Steps Ngā Mahinga ā-muri

7.1 If the Council resolves to approve the Officer recommendation, which endorses a prior Council resolution, staff will negotiate the sale of the property to PWT on an as is where is, no cost to Council, basis.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Cost Estimates *(Under Separate Cover)*	25/1405208	
B	Purapura Whetu Trust Proposal *(Under Separate Cover)*	25/1408419	
C	Home Capital Partners Proposal *(Under Separate Cover)*	25/1475322	
D	Philipino Church (GMCC) Proposal *(Under Separate Cover)*	25/1476055	
E	Property Purchase Context *(Under Separate Cover)* - **CONFIDENTIAL**	25/1418994	

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Barry Woodland - Property Consultant Angus Smith - Manager Property Consultancy Matthew Pratt - Principal Policy Advisor
Approved By	Angus Smith - Manager Property Consultancy Bruce Rendall - Head of Facilities & Property Anne Columbus - General Manager Corporate Services/Chief People Officer

Item 18

18. Proposed Locky Dock cycle parking and charging station in Rauora Park, Lichfield St

Reference Te Tohutoro:	25/672349
Responsible Officer(s) Te Pou Matua:	Anne Heins, Community Travel Advisor Sarah Anderson, Team Leader Travel Demand Management
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 Council's approval for a Locky Dock to be installed in Rauora Park on Lichfield St.

1.2 This report follows a 2023/24 Annual Plan action for staff to work with Big Street Bikers to investigate a network of Locky Docks on Council land, and the Memo of 5 February 2025 outlining progress including the signing of a Licence to Occupy (**Attachment A**).

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Proposed Locky Dock cycle parking and charging station in Rauora Park, Lichfield St 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 site in Rauora Park (200R Cashel St) adjacent to 133 Lichfield St (shown in **Attachment B** of this report) to be added to the Licence to Occupy (public excluded **Attachment C** to this report) to enable the installation of a Locky Dock cycle parking and charging station, subject to the granting of a Resource Consent.
4. Subject to the approval of Recommendation 3:
    a. Delegates to the Manager Property Consultancy the power to sign all required documentation to complete the Licence to Occupy.
5. Notes that Public Excluded Attachment C to this report, the Licence to Occupy signed with Locky Docks, will be released upon the review of Head of Transport.

3. Executive Summary Te Whakarāpopoto Matua

3.1 Locky Docks are cycle infrastructure which provide free secure parking and charging, and associated marketing screens, the revenue of which funds Big Street Bikers' capital and operational costs of the infrastructure (plus a commercial profit margin).

3.2 In December 2024, the Council entered into an initial 3-year Licence to Occupy agreement with Big Street Bikers to pilot up to three Locky Dock stations on Council land.

3.3 The pilot is designed to be cost neutral for the Council, with the exception of staff time. Any costs for installation, operations, and removal sit with Big Street Bikers

3.4 Two of the three sites for Locky Docks, situated on Road Reserve land, have been agreed in the Licence to Occupy as per the Memo that was sent to the Mayor and Councillors on 5 February

2025 **(Attachment A)**. These two locations are now installed and operational. This report recommends a third and final Locky Dock site to fulfill the pilot agreement. This third site, unlike the other two sites, requires approval by the Council because it is situated on park land within the Central City area.

3.5 The proposed site is in Rauora Park (200R Cashel St), located adjacent to 133 Lichfield St.

3.6 The Locky Dock, if approved, would have space for up to 10 bicycles, depending on detailed site investigations and Resource Consent process.

4. Background/Context Te Horopaki

4.1 As part of the 2023/24 Annual Plan, an action was agreed by the Council for staff to work with Big Street Bikers on a network of Locky Docks across the city.

4.2 In December 2024, the Council entered into an initial 3-year Licence to Occupy agreement with Big Street Bikers to pilot up to three Locky Dock stations on Council land. The license was granted and signed off through the Manager of Property Consultancy in accordance with their delegated authority. This Licence to Occupy is included in this report as Public Excluded **Attachment C**.

4.3 Two of the three sites for the pilot of Locky Docks on public Council land have been agreed in the Licence to Occupy, as per the Memo sent to the Mayor and Councillors on 5 February 2025 **(Attachment A)**. This report recommends a third and final Locky Dock site to fulfill the pilot agreement. This third site, unlike the other two sites, requires approval by the Council because it is situated on park land within the Central City area.

4.4 The approach of the pilot is to test the demand and usage of Locky Docks. It will allow for collection of public feedback for the facilities as well as test the marketing return that could generate future revenue for Council, should there be a decision to extend the network and/or renew the license agreements for the trial sites.

4.5 Council staff have been working with Big Street Bikers to determine an appropriate third site for the 3-year pilot.

4.6 Many other site options have been considered to date. It is noted that finding a workable site is difficult because:

4.6.1 Often a location with high cycle parking demand is at odds with Big Street Bikers' requirement for high levels of adjacent vehicle and foot traffic to provide sufficient profile for the marketing screen.

4.6.2 In many locations there is simply insufficient space on the footpath or other public Council land to install a Locky Dock without severely impeding pedestrian thoroughfare.

4.6.3 To be workable, a site needs nearby power access, as trenching and surface reinstatement can make installation costs prohibitive for Big Street Bikers.

4.6.4 The Locky Dock's associated large marketing screen has the potential to impede road user sightlines, especially near vehicle exits or intersections, as well sensitivities around marketing screens in public spaces of high cultural, historical or civic value.

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

Date	Subject
5 February 2025	Locky Docks Pilot - Memo

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.8.1 **Option 1: Approve the proposed site**: Grant approval (subject to Resource Consent and any other relevant Council requirements) for a Locky Dock to be installed on the triangle of land at the edge of Rauora Park, adjacent to the terraced housing at 133 Lichfield St, and directly bordering the footpath.

4.8.2 **Option 2: Do not approve the site for Locky Dock installation, seek alternative site**

4.8.3 **Option 3: Do not agree to a third site for the 3-year pilot**

4.9 The following options were considered but ruled out:

4.9.1 **Installation on one of five sites on Cashel and High Streets in the pedestrian mall**: ruled out because the area is already busy with people and existing street furniture, and a Locky Dock would add clutter and impede pedestrian circulation. Local commercial property owners were opposed, and the proximity to the tram tracks was problematic from a safety point of view. The Heritage layer in the District Plan was also likely to cause resistance to additional marketing screens being visible from key historical sites like the Bridge of Remembrance.

4.9.2 **Installation near Margaret Mahy Playground**: ruled out because of a lack of projected demand for cycle parking there, as the proposed site was a greater distance from the playground than existing and underutilised cycle parks, and the site was adjacent to a Phantom Billboard bollard creating a high cumulative impact of advertising in public space.

4.9.3 **Installation on the footpath outside Child Sister café on Manchester St**: ruled out because a Resource Consent application for the adjacent bare land shows a future vehicle entrance across the proposed Locky Dock location.

4.9.4 **Installation on the footpath adjacent to the Court Theatre**: ruled out because the footpath width is insufficient to accommodate it without creating narrow pinchpoints in a prime pedestrian area.

4.9.5 **Installation on one of the Tūranga frontages**: ruled out because the footpath widths were insufficient on the Gloucester St side. On the Cathedral Square side of Tūranga, the marketing screen would have obscured the view of the flagship entrance and Tūranga signage. It would impede pedestrian circulation, as well as complications with the Heritage protection of Cathedral Square.

4.9.6 **Installation near the Mt Pleasant Community Centre to serve the centre, preschool, and weekend market**: ruled out because the vehicle and foot traffic in the area were deemed to provide insufficient profile for the marketing screen.

4.9.7 **Installation adjacent or near to the new Sumner Skate Park**: ruled out because there is not enough space on the footpath to install a Locky Dock without severely impeding pedestrian thoroughfare.

Options Descriptions Ngā Kōwhiringa

4.10 **Option 1: Approve the proposed site** Grant approval (subject to Resource Consent and any other relevant Council requirements) for a Locky Dock to be installed on the triangle of land at the edge of Rauora Park, adjacent to the terraced housing at 133 Lichfield St, and directly bordering the footpath.

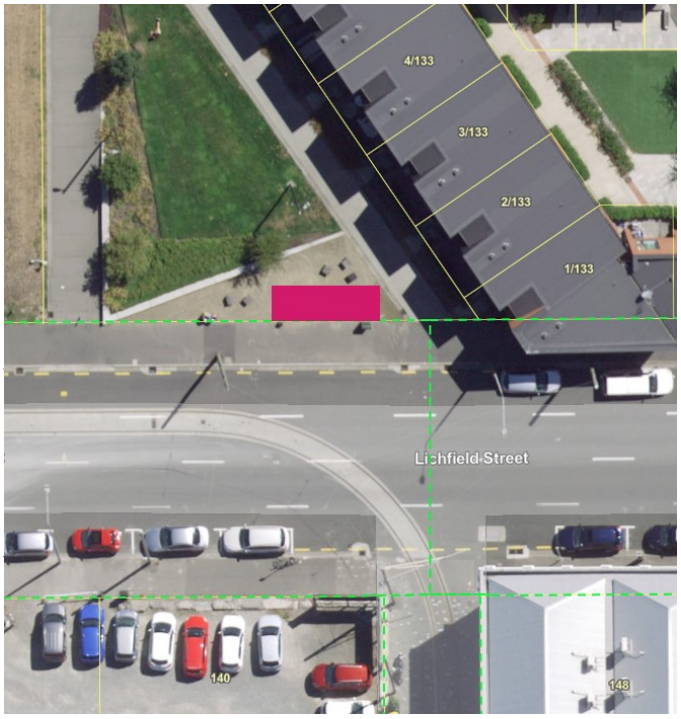


Figure 1: Aerial showing proposed location in pink: Rauora Park (200R Cashel St), adjacent to 133 Lichfield St

4.10.1 Option Advantages

- There is proven demand for cycle parking in this area with its nearby restaurants and bars, and small offices without their own secure cycle parking for staff.
- There is an existing Locky Dock diagonally across the road next to Earl Restaurant which has space for 10 bikes, but it will soon be removed as the vacant site it is on is being developed. This Locky Dock is well-used, with the third highest use rate of all of Christchurch's Locky Docks.
- The Parks Team support the proposal.
- An initial assessment from the Resource Consents team raised no concerns that cannot be managed via the consent process.
- The proposed location is marked up in Figure 1 above, and is shown in **Attachment B**.

4.10.2 Option Disadvantages

- None identified.

4.11 **Option 2: Do not approve the site for Locky Dock installation, seek alternative site**

4.11.1 Option Advantages

- It is possible that a more optimal site exists.

4.11.2 Option Disadvantages

- Further staff time is committed to trying to identify an alternative feasible site.

- A further delay in installing the third and final Locky Dock site, to assess against the criteria of the 3-year pilot.

4.12 **Option 3: Do not agree to a third site for the 3-year pilot**

4.12.1 Option Advantages:

- Does not cost additional staff time.

4.12.2 Option Disadvantages:

- Limits the pilot to only two Locky Dock sites.
- Undermines staff's informal agreement with Big Street Bikers to identify a third site under the pilot agreement.

Analysis Criteria Ngā Paearu Wetekina

4.13 Criteria that potential sites are assessed against include:

4.13.1 Are there trip generators (shops, restaurants, bars, small businesses, other facilities) nearby to drive demand for cycle parking in the area.

4.13.2 Is there sufficient physical space on the footpath or other area for a Locky Dock without impeding pedestrian circulation or access.

4.13.3 Does the site have longevity, i.e. are there likely changes in the near future that will require removal of the Locky Dock, such as adjacent development or plans to put a vehicle access across the site to access adjacent land.

4.13.4 Is there a power source nearby that can be connected to for the Locky Dock's operation (trenching and surface reinstatement is expensive and highly dependent on distance).

4.13.5 Does the site have a high enough profile for the marketing screen to reach a large audience, i.e. minimum pedestrian and vehicle traffic volumes.

4.13.6 Are there road safety concerns, such as the marketing screen obstructing sightlines or creating distractions around vehicle entrances or intersections.

4.13.7 Are there Heritage protections over the site that make the marketing screen inappropriate.

4.13.8 Are there significant Urban Design and Cultural design factors for the public space that make a Locky Dock marketing screen there inappropriate.

4.13.9 Are there other outdoor advertising structures nearby that would create a high cumulative impact of advertising in a public space.

5. Financial Implications Ngā Hīraunga Rauemi Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - Do not approve the site for Locky Dock installation, seek alternative site	Option 3 - Do not agree to a third site for the 3-year pilot
Cost to Implement	$2000 (cost to complete this report)	Estimated $5,000 - $10,000 for further staff time	$2000 (cost to complete this report)
Maintenance/Ongoing Costs	N/A	N/A	N/A
Funding Source	Workplace Travel Planning budget	Workplace Travel Planning budget	Workplace Travel Planning budget
Funding Availability	Existing LTP budget	Existing LTP budget	Existing LTP budget
Impact on Rates	None	None	None

5.1 The 3-year pilot under which all three Locky Docks are to be installed is designed to be cost neutral for the Council, aside from staff time involved in the partnership with Big Street Bikers to identify feasible sites and monitor the pilot parameters. Any costs for installation, operation and removal of the Locky Docks sit with Big Street Bikers as per the pilot agreement.

5.2 While being rates-neutral, it is noted that staff time invested in this project over the past 2 years has been substantial, due to the broad range of Council teams involved in providing advice on the marketing screens in particular and the complexity of negotiating the Licence to Occupy.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 There is a small risk that members of the public will object to additional marketing screens in the public realm. This wider issue will be considered through the development of the *Advertising on structures in Road Reserve/Public Places* policy.

Legal Considerations Ngā Hīraunga ā-Ture

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

6.2.1 The Council has the power under the Local Government Act 2002 to enter into licences of land.

6.2.2 The proposed site, unlike the other two confirmed sites which are on Road Reserve land, requires approval by the Council because it is situated on park land within the Central City area.

6.3 Other Legal Implications:

6.3.1 The proposed site is 'park' in accordance with section 138 of the Local Government Act 2002. The Council is not required to consult in accordance with s138(1), as the proposed licence does not have the effect of excluding or substantially interfering with the public's access to the park.

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 reflects the strategic priority of reducing emissions, and the community outcome of a thriving and prosperous city in Council partnering with enterprises to trial innovative ideas like Locky Docks.

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 fact that this relates to one site for cycle parking infrastructure, which has marginal alternative public use.

6.4.3 Is consistent with the Council's Plans and Policies.

6.5 This report supports the Council's Long Term Plan (2024 - 2034):

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.5.39 Increase the numbers of people cycling in the central city - >=2,000 cyclists
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=37% of trips undertaken by non-car modes

6.7 It is noted that the Council is currently reviewing its *Advertising on structures in Road Reserve/Public Places* policy, which is one of the reasons for the short term of the Licence to Occupy of three years. The *Advertising on structures in Road Reserve/Public Places* policy is expected to be finalised and operative by the time the 3-year licence expires at the end of 2027.

Community Impacts and Views Ngā Mariu ā-Hāpori

6.8 A letter was sent to residents who might have sightline of the Locky Dock marketing screen from their property (133 Lichfield Street, units 1-5) on 14 May 2025. The letter provided information on the proposal for a Locky Dock in this location and invited them to provide feedback if there was anything we needed to know before a decision was made. No feedback was received.

6.9 Fletcher Residential who are currently building an apartment building next to the site were also informed of the plans through their Development Manager and given the opportunity to provide information. Fletcher raised no concerns, providing the site is well maintained. This is covered by the Maintenance Schedule of the Licence to Occupy.

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

6.10.1 Waipapa Papanui-Innes-Central Ward.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

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

6.13 The decisions in this report:

6.13.1 Have the potential to contribute positively to emissions reductions by helping provide travel choice, and more secure cycle parking options.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, and subject to the granting of a Resource Consent, Big Street Bikers will install, operate and maintain the Locky Dock and its associated marketing screen at this site in accordance with the agreed Licence to Occupy.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Locky Dock Pilot Memo 5 February 2025	25/700653	255
B	Lichfield St Rauora Park 10-berth Locky Dock Plan	25/1369234	257
C	Locky Docks Licence to Occupy, 20.12.2024 *(Under Separate Cover)* - **CONFIDENTIAL**	25/1376322	

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Anne Heins - Community Travel Advisor Sarah Anderson - Team Leader Travel Demand Management
Approved By	Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure

Memo

Date: 5 February 2025
From: Sarah Anderson - Team Leader Travel Demand Management
To: Mayor and Councillors
Cc: Executive Leadership Team
Waipapa Papanui Innes Central Community Board
Waipuna Halswell Hornby Riccarton Community Board
Reference: 25/9973

Locky Docks Pilot

1. Purpose of this Memo Te take o tēnei Pānui

1.1 The purpose of this memo is to update Councillors on a planned Locky Dock trial.

1.2 The 2023/24 Annual Plan had an action for staff to work with Big Street Bikers to investigate a network of Locky Docks across the city. Advice given at that time was that work was underway.

1.3 Locky Docks are cycle infrastructure which provides free secure parking, charging, digital wayfinding, and media for bikes and e-bikes.

1.4 The information in this memo is not confidential and can be made public.

2. Update He Pānui

2.1 Through Property delegations, Part C, sub part 3 – 4, Christchurch City Council has entered into an initial three-year agreement with Big Street Bikers to pilot up to 3 Locky Dock stations on public land. The license has been granted and signed off through Manager of Property Consultancy.

2.2 The approach is to focus on road reserve land to test the demand and usage. It will also allow for collection of public feedback for the facilities as well as test the marketing return that could generate future revenue for Council, should there be a decision to extend the network and/or renew the license agreements for the trial sites.

2.3 The pilot is designed to be entirely cost neutral for Council. Any costs for installation, removal and operations sit with Big Street Bikers as per the trial agreement. The identified locations will still be required to gain a resource consent and there are marketing guidelines in place. Furthermore, this agreement requires comprehensive KPIs and reporting to be provided by Big Street Bikers.

2.4 For this pilot there is $0 license fee. This is in consideration that the costs/risks for this pilot sit entirely with Big Street Bikers and with it being a trial the intentions to gather further data. A specific marketing offering for CCC has been negotiated. As already mentioned, following the pilot Council may seek a license fee and/or gather revenue from the marketing component of the project.

2.5 Two locations are confirmed (subject to resource consents) with a third yet to be agreed.

Location 1: Upper Riccarton Library

Location 2: Opposite City Fitness Hereford St

3. Next Steps

3.1 The ongoing relationship with Big Street Bikers will be managed through the Travel Demand Management Team.

3.2 A team to evaluate the pilot and consider future actions will be established before the end of the trial period.

3.3 Future actions will need to consider the "Advertising in public spaces" policy and any other related policies.

Attachments Ngā Tāpirihanga

There are no attachments for this report.

Signatories Ngā Kaiwaitohu

Author	Sarah Anderson - Team Leader Travel Demand Management
Approved By	Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management

PROJECT DESCRIPTION

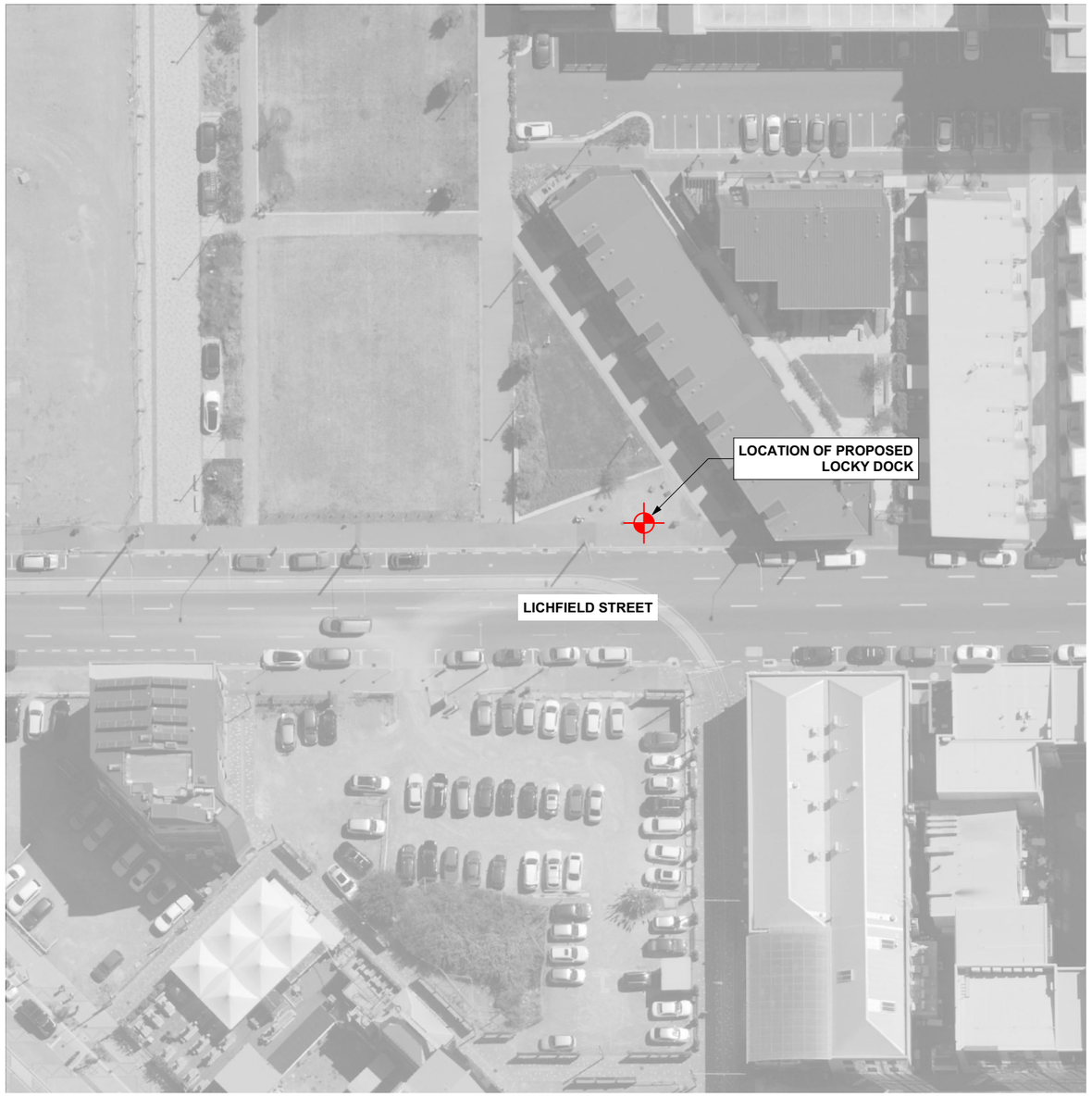
Site Location:	133 LICHFIELD STREET, CENTRAL CITY, CHRISTCHURCH 8011
Legal Description:	LOT 606 DP 524104

Installation and operation of 10 berth "Locky Dock" secure cycle parking with included free e-bike charging.

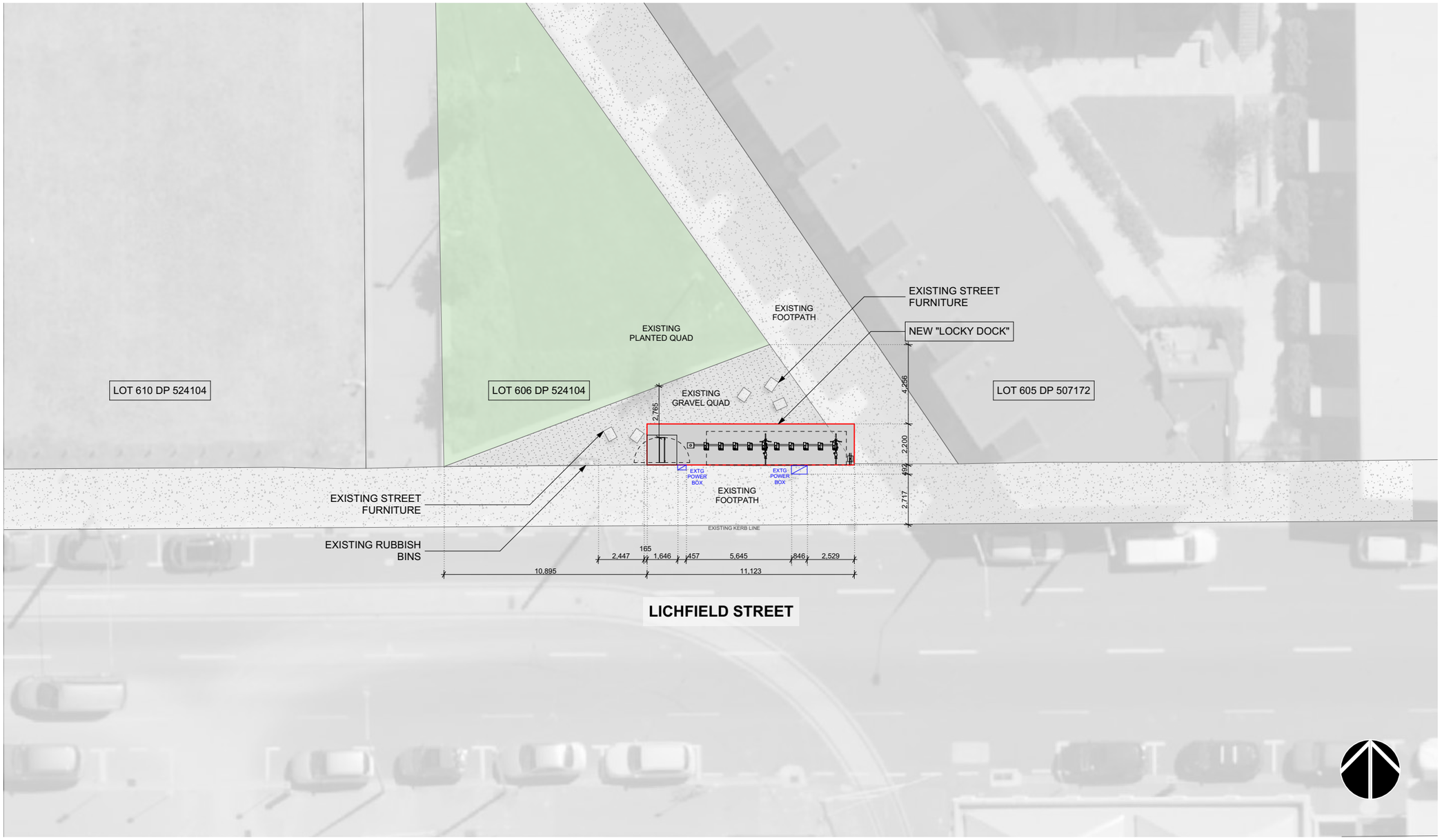
"Locky Dock" to be installed on concrete foundations.

Availability of charging facilities denoted with a way finding sign known as "Lightning Wheel Sign."

One digital signage unit to be installed. This has one illuminated screen on each side, with each screen having a surface area of 1.53m^2.



LOCKY DOCK



SITE LOCATION PLAN

1:200

LOCKY DOCK

A01

DESCRIPTION
SITE LOCATION PLAN
DRAWN BY
LB

SITE
133 LICHFIELD STREET, CENTRAL CITY, CHRISTCHURCH 8011

REVISIONS

PERSPECTIVE RENDER

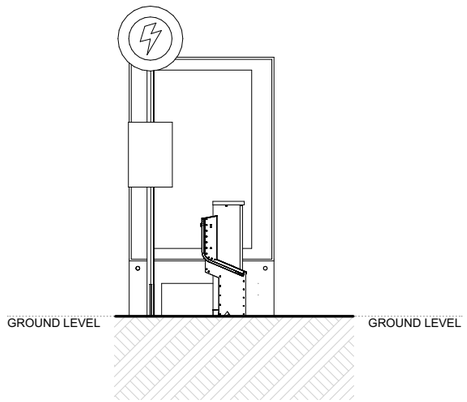
LOCKY DOCK

A02

DESCRIPTION
PERSPECTIVE RENDER
DRAWN BY
LB

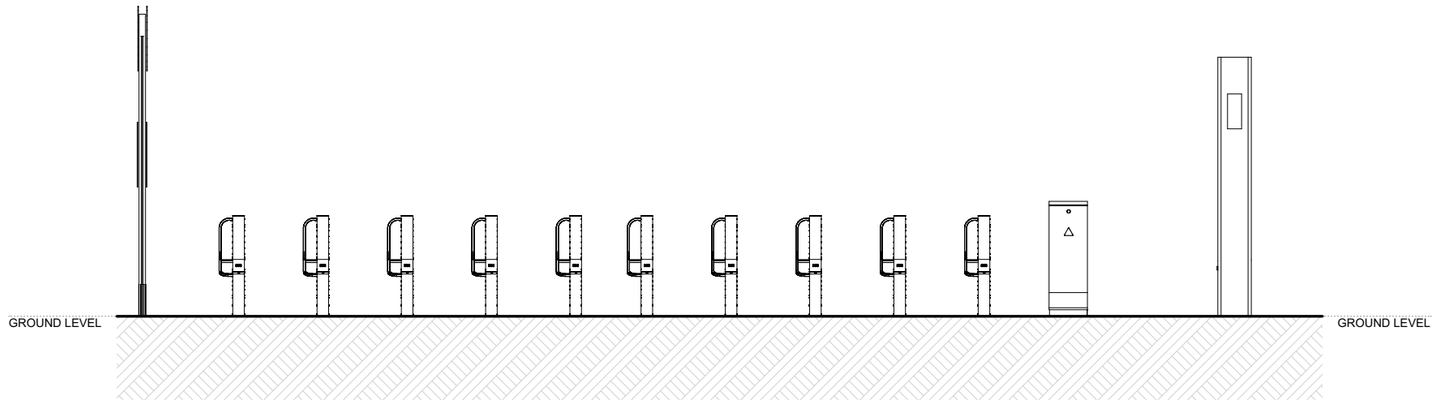
SITE
133 LICHFIELD STREET, CENTRAL CITY, CHRISTCHURCH 8011

REVISIONS



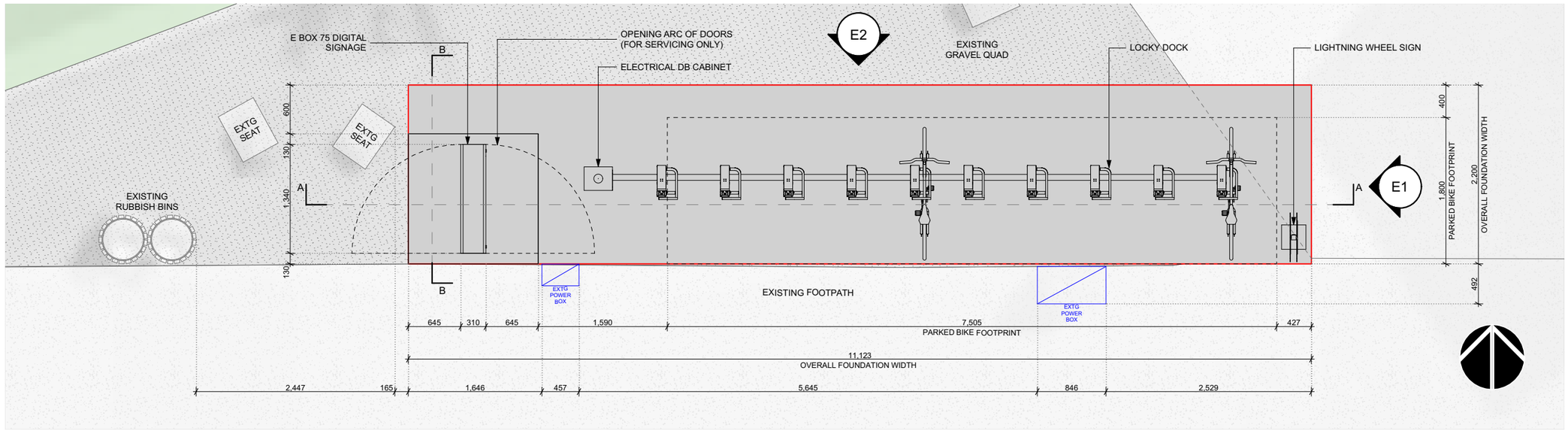
E1- ELEVATION 1

1:50



E2 - ELEVATION 2

1:50



SET OUT PLAN

1:50

LOCKY DOCK

A03

DESCRIPTION

SET OUT PLAN & ELEVATIONS

DRAWN BY

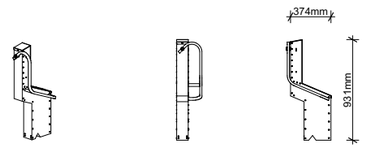
LB

SITE

133 LICHFIELD STREET, CENTRAL CITY, CHRISTCHURCH 8011

REVISIONS

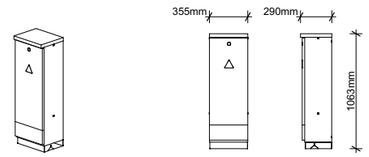
Locky Dock Berths
Secure bike parking
With integrated e-bike charging



LOCKY DOCK BERTH

scale: 1:50 @ A3

Electrical DB Cabinet
Houses electrical switchgear,
Mobile data connection, and dock controller.
Space for new connection metering allowed.

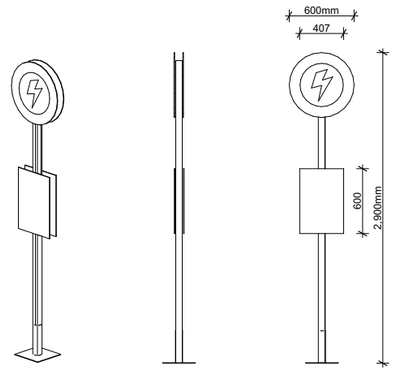


ELECTRICAL DB CABINET

scale: 1:50 @ A3

Lightning wheel Sign
E-bike charging facilities are denoted with a wayfinding signpost know as a "lightning wheel sign"

Signage area per side: 0.53m^2

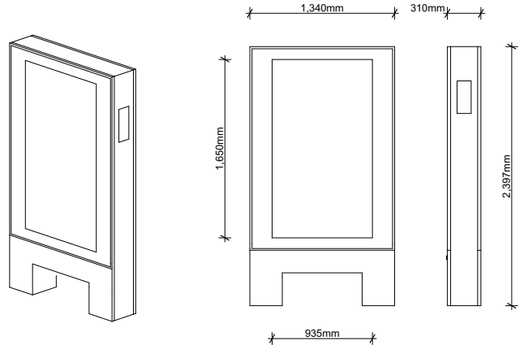


LIGHTNING WHEEL SIGN

scale: 1:50 @ A3

E-Box 75 Digital Signage
Illuminated double sided digital signage unit

Signage area per side: 1.53m^2



E-BOX 75

scale: 1:50 @ A3

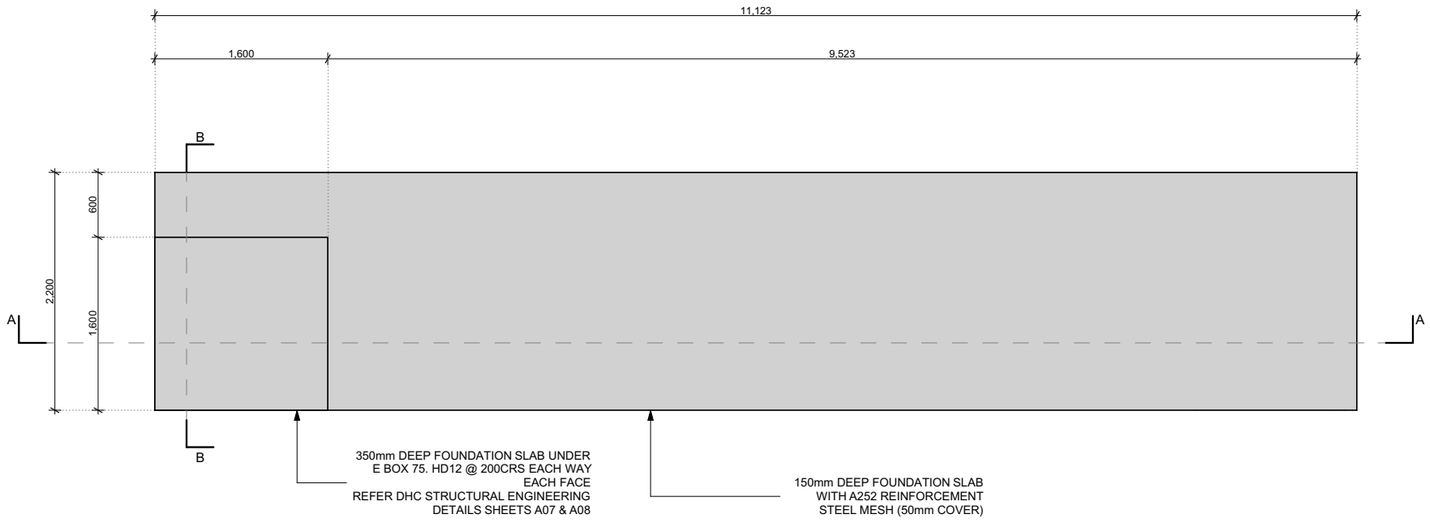
LOCKY DOCK

A04

DESCRIPTION
TYPICAL COMPONENTS
DRAWN BY
LB

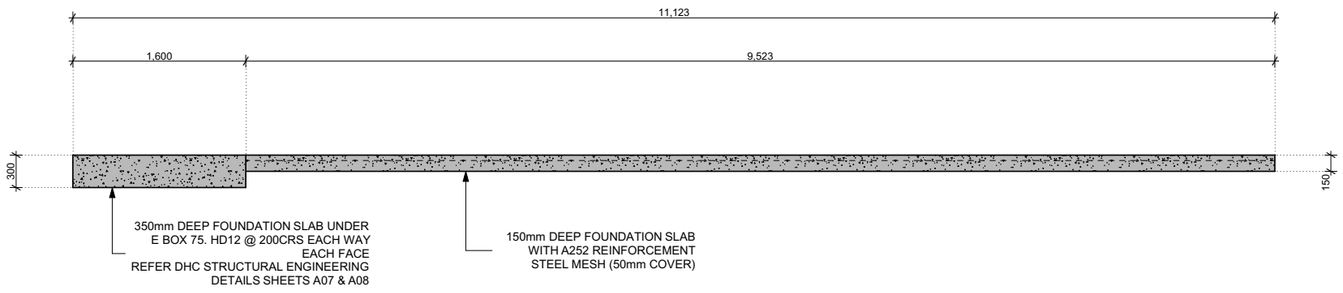
SITE
133 LICHFIELD STREET, CENTRAL CITY, CHRISTCHURCH 8011

REVISIONS



FOUNDATION SLAB PLAN

1:50



SECTION A

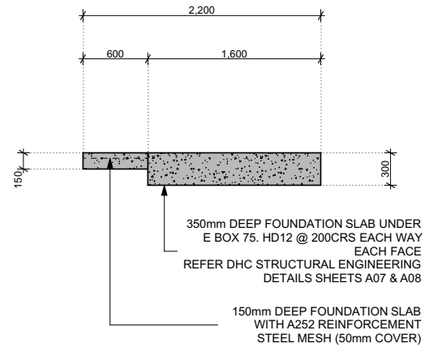
1:50

NOTES:

ELECTRICAL CONDUITS
SEE CONDUIT PLAN FOR CONDUIT THAT NEEDS TO BE INSTALLED PRE-POUR

CONTRACTOR TO VERIFY ALL CONDUIT POSITIONS PRE-POUR & DURING POURING

CONCRETE TO BE -
10% BLACK OXIDE
TROWEL FINISH



SECTION B

1:50

LOCKY DOCK

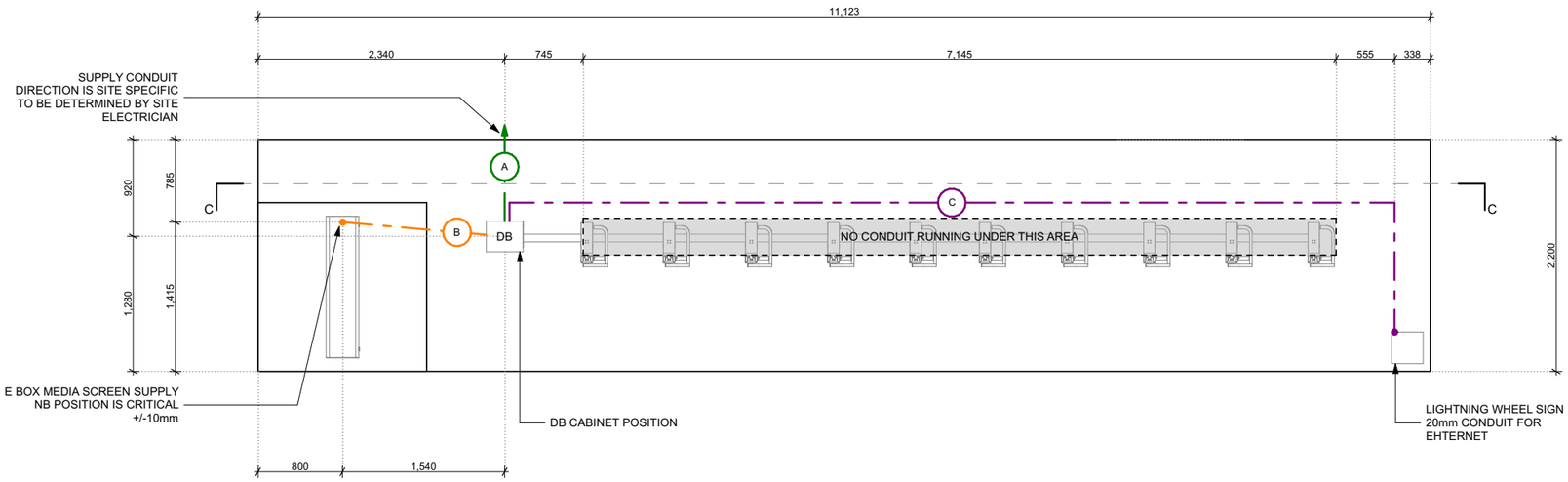
A05

DESCRIPTION
FOUNDATION DETAIL

DRAWN BY
LB

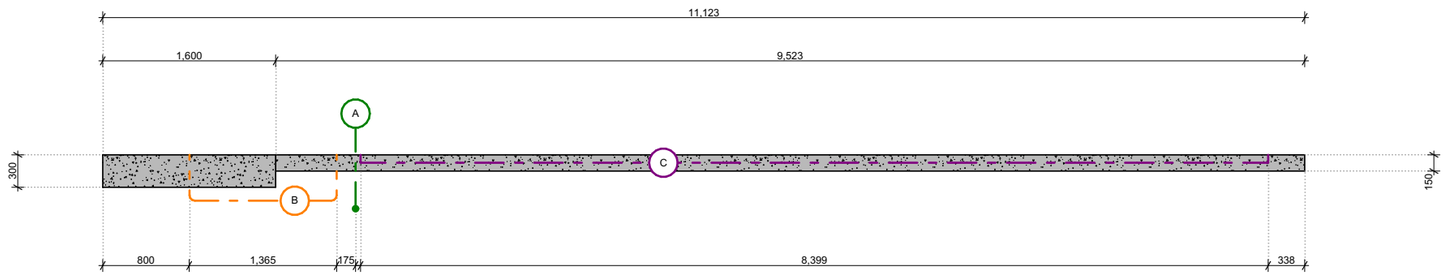
SITE
133 LICHFIELD STREET, CENTRAL CITY, CHRISTCHURCH 8011

REVISIONS



IN-SLAB CONDUIT PLAN

1:50



SECTION C

1:50

KEY:

- A — 25mm SUPPLY CONDUIT. DIRECTION IS SITE SPECIFIC. TO BE DETERMINED BY SITE ELECTRICIAN.
- B — 25mm CONDUIT FROM DB CABINET TO MEDIA KIOSK POSITION.
- C — 20mm CONDUIT FROM DB CABINET TO LIGHTNING WHEEL SIGN POSITION (ETHERNET ONLY).

SWEEPING BENDS TO ALL. DRAW WIRES INSTALLED.

NOTES:

NEW CONNECTION EARTH STAKE
IF THIS SITE IS A NEW POWER CONNECTION THEN AN ALLOWANCE FOR EARTHING THE DB CABINET NEEDS TO BE MADE. EITHER A PIT ADJACENT, OR A SECOND CONDUIT EXITING THE SLAB FOR AN EARTH STAKE ADJACENT TO SLAB.

NO RCBO ON SUPPLY
LOCKY DOCK DB CABINET HANDLES RCBO PROTECTION FOR INSTALLATION.

DB CABINET SUPPLIED & INSTALLED BY LOCKY DOCK ELECTRICIAN (SEE BELOW)

Electrical DB Cabinet
Houses electrical switchgear, Mobile data connection, and dock controller.
Space for new connection metering allowed.

LOCKY DOCK

A06

DESCRIPTION
IN-SLAB CONDUIT DETAIL
DRAWN BY
LB

SITE
133 LICHFIELD STREET, CENTRAL CITY, CHRISTCHURCH 8011

REVISIONS

1. GENERAL NOTES

1.1 ALL WORK TO BE IN ACCORDANCE WITH NEW ZEALAND BUILDING CODE. ALL CODES REFER TO THE CURRENT EDITION PLUS ALL AMENDMENTS.
1.2 THESE DRAWINGS ARE TO READ IN CONJUNCTION WITH THE CONTRACT DOCUMENT, DRAWINGS AND SPECIFICATION OF OTHER CONSULTANTS E.G. ARCHITECT, MECHANICAL, BUILDING SERVICES, ELECTRICAL ETC. THE PRINCIPAL CONSULTANT MUST BE NOTIFIED OF ANY DISCREPANCY.
1.3 VERIFY ALL SETTING OUT DIMENSIONS WITH THE SIGN MANUFACTURER. NO DIMENSION ARE TO BE SCALED FROM THESE DRAWINGS. ALL DIMENSIONS TO BE ESTABLISHED ON SITE.
1.4 DURING CONSTRUCTION, THE STRUCTURE SHALL BE MAINTAINED IN A STABLE STATE BY MEANS OF TEMPORARY PROPPING, BRACING AND GUYING AND NO PART SHALL BE OVERSTRESSED.
1.5 SHOULD ANY AMBIGUITY, ERROR, OMISSION, DISCREPANCY, INCONSISTENCY OR OTHER FAULT EXIST OR SEEM TO EXIST IN THE CONTRACT DOCUMENTS, IMMEDIATELY NOTIFY IN WRITING TO THE SUPERINTRNDENT.
1.6 TEMPORARY PROPPING IS THE RESPONSIBILITY OF THE CONTRACTOR.

2. CONCRETE NOTES:

2.1 MATERIALS AND WORKMANSHIP TO BE ACCORDANCE WITH N.Z.S. 3109.
2.2 OR MINIMUM COVER TO PRINCIPAL REINFORCEMENT REFER TO NZ 3101 CLAUSE 5.11.3.3 OR SHALL BE MINIMUM:

MEMBER	AGAINST NATURAL GROUND	AGAINST BOXING OR SCREED CONC.	EXPOSED TO WEATHER
FOUNDATIONS, BEAMS, COLUMNS (PRINCIPAL REINFORCING)	75mm	50mm	50mm

2.3 SLUMP AND MIX DESIGN SHALL BE:

MEMBER	CONCRETE SLUMP MAX
FOUNDATIONS	80mm

2.4 NO HOLES OR CHASE ARE TO BE MADE IN CONCRETE MEMBERS OTHER THAN THOSE SHOWN ON DRAWINGS.
2.5 FOUNDATION CONCRETE GRADE: 25MPa
2.6 NO HOLES OR CHASES SHALL BE MADE IN FOOTING WITHOUT APPROVAL OF THE ENGINEER.
2.7 WORST CASE EXPOSURE CLASSIFICATION AS PER NZS3101: B2

3. REINFORCMENT NOTES:

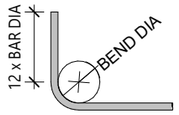
3.1 REINFORCEMENT IS SHOWN DIAGRAMMATICALLY AND IS NOT NECESSARILY SHOWN IN TRUE PROJECTION.
3.2 REINFORCING HAS BEEN DESIGNATED:

(A) HIGH YIELD DEFORMED GRADE 500E (fy = 500 MPa) e.g. HD20
(B) HIGH YIELD PLAIN GRADE 500E (fy = 500 MPa) e.g. HR20
(C) MILD STEEL DEFORMED GRADE 300E (fy = 300 MPa) e.g. D16
(D) MILD STEEL PLAIN GRADE 300E (fy = 300 MPa) e.g. R6

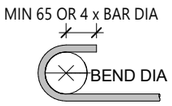
3.3 LAPS IN CONCRETE REINFORCEMENT TO BE MADE ONLY IN THE POSITIONS SHOWN AND SHALL BE UNO:

DEFORMED BARS	D10	D12	D16	D20	D25	D32	D40
GRADE 300	400	480	640	800	1000	1250	1600
GRADE 500	650	800	1050	1300	1650	2100	2600

3.4 NO WELDING, HEATING OR REVERSE BENDING OF BARS IS PERMITTED WITHOUT THE CONSENT OF THE ENGINEER.
3.5 REINFORCEMENT IN SLABS IS TO BE SUPPORTED ON STOOLS OR OTHER APPROVED METHODS.
3.6 BENDS FAR ALL BARS EXCEPT STIRRUPS AND TIES.



STANDARD 90° HOOK



STANDARD 180° HOOK

STEEL GRADE	BAR DIAMETER	MINIMUM BEND DIAMETER
GRADE 300 & 500	6 TO 20 25 TO 40	5 x BAR DIAMETER 6 x BAR DIAMETER
GRADE 300 & 500 GALVANISED BEFORE OR AFTER WELDING	6 TO 16 20 TO 40	5 x BAR DIAMETERS 8 x BAR DIAMETERS

4. FOOTING NOTES:

4.1 FOUNDATIONS HAVE BEEN DESIGNED FOR AN ALLOWABLE BEARING PRESSURE OF 100kPA
4.2 A GEOTECHNICAL ENGINEER IS TO CONFIRM BEARING CAPACITY ONCE THE FOOTING HAS BEEN EXCAVATED.
4.3 LOCATE ALL PIPES, RETAINING WALLS AND EXCAVATION OUTSIDE A 1:2 (VERTICAL:HORIZONTAL) ZONE OF INFLUENCE FROM THE BOTTOM EDGE OF THE FOOTING.
4.4 FOOTINGS SHALL BE LOCATED CENTRALLY UNDER SIGNS.
4.5 FOOTINGS TO BE CONSTRUCTED AND BACKFILLED AS SOON AS POSSIBLE FOLLOWING EXCAVATION TO AVOID SOFTENING OR DRYING OUT BY EXPOSURE.
4.6 BUILDER TO CONFIRM FOOTING DEPTH SHOWN IS SUITABLE FOR SIGN BASE ANCHORS PRIOR TO EXCAVATION AND SETTING REINFORCEMENT.

DESIGN LOADS					
WIND LOADS:			**EARTHQUAKE LOADS:**		
IMPORTANCE LEVEL	=	1.	HAZARD FACTOR Z	=	0.55
DESIGN LIFE	=	25 YEARS.	SUBSOIL CLASS	=	D
RECURRENCE PERIOD	=	100 YEARS.	DUCTILITY	=	1
V_{SITE}	=	48 M/S.	SP	=	1
REGION	=	NZ1, NZ2, NZ3.	CH(T)	=	0.58
TERRAIN CATEGORY	=	2.0			

REV	DATE	AMENDMENT
A	2024.01.24	FOR REVIEW

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THE STRUCTURAL DRAWINGS MUST BE READ IN CONJUNCTION WITH THE ARCHITECTURAL AND ALL OTHER RELEVANT DRAWINGS ASSOCIATED WITH THE PROJECT.

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SIGNAGE PAD FOOTINGS

NOTES - GENERAL

JOB NUMBER	DWG NUMBER	REVISION
11720	**S001**	**A**

LOCKY DOCK

A07

DESCRIPTION
FOUNDATION ENGINEERING

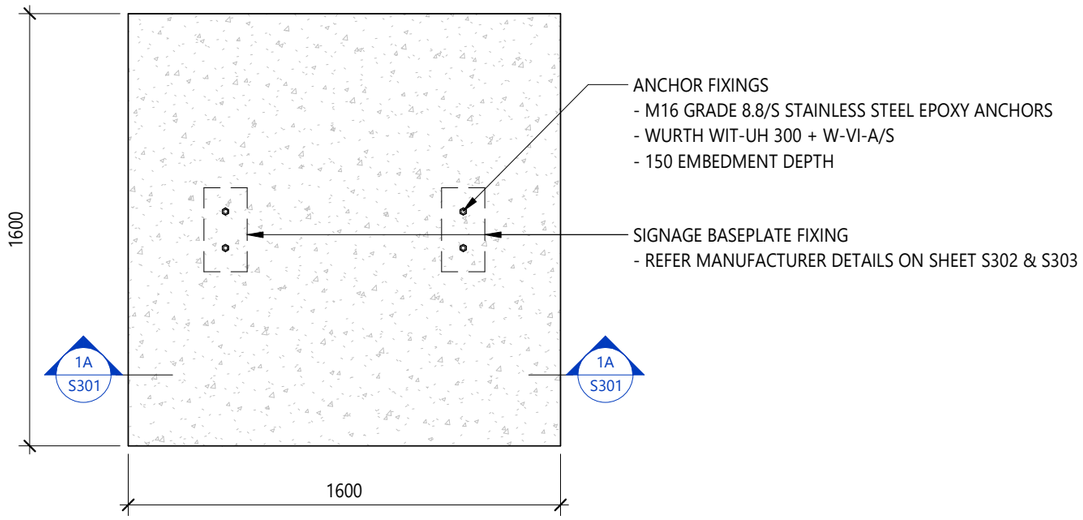
DRAWN BY
LB

SITE
133 LICHFIELD STREET, CENTRAL CITY, CHRISTCHURCH 8011

REVISIONS

NOTE:
STRUCTURAL ENGINEER TO CONFIRM THAT THE SITE WIND SPEED AND EARTHQUAKE LOADING DON'T EXCEED THE DESIGN LOADING.

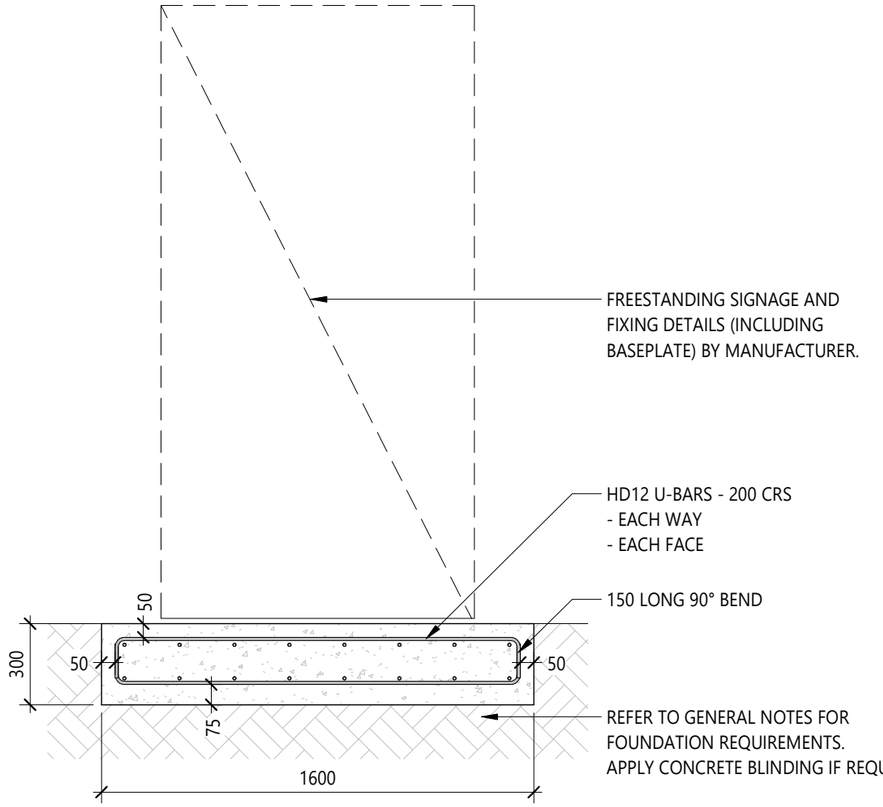
REFER TO SHEETS S302 & S303 FOR SIGNAGE TYPES.



PLAN VIEW

1:20

1 DETAIL



FRONT ELEVATION

1:20

1A DETAIL

REV	DATE	AMENDMENT
A	2024.01.24	FOR REVIEW

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FOR REVIEW

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SIGNAGE PAD FOOTINGS

DETAILS - PAD FOOTINGS

JOB NUMBER	DWG NUMBER	REVISION
11720	**S301**	**A**

LOCKY DOCK

A08

DESCRIPTION
FOUNDATION ENGINEERING
DRAWN BY
LB

SITE
133 LICHFIELD STREET, CENTRAL CITY, CHRISTCHURCH 8011

REVISIONS

Item 19

19. Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Nor'West Arc Section 3 (University to Harewood Road)

Reference Te Tohutoro:	25/1199106
Responsible Officer(s) Te Pou Matua:	Jacob Bradbury, Manager Planning and Delivery Transport
Accountable ELT Member Pouwhakarae:	Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Council to consider next steps for Nor'West Arc Major Cycle Route along Ilam Road, Aorangi Road, Condell Ave, Matsons Ave and associated cul-de-sacs, where its previously approved speed limit changes cannot now be installed due to a change in the law.

1.2 The report is in response to the *Land Transport Rule: Setting of Speed Limits 2024* which came into force in October 2024, and after feedback from Councillors during an Information Session held on 20 May 2025.

1.3 Background to the change in the law was supplied to Elected Members via Memo on 14 April 2025, and supplied here as **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Nor'West Arc Section 3 (University to Harewood Road) Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. In accordance with the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024:
    a. Revokes the 40km/h speed limits approved by the Urban Development and Transport Committee on 3 February 2022 for Nor'West Arc Section 3 [UDATC/2022/00005 resolution 2, see **Attachment C**] on streets where Detailed Traffic Resolutions were not approved before the Rule. This applies to the following streets:
        i. Aorangi Road (Ilam Road – Condell Ave).
        ii. Condell Ave (Aorangi Road – Matsons Ave).
        iii. Matsons Ave (Condell Ave – Matsons Ave).
        iv. Kemp Lane (full length).
        v. 14-14a Aorangi Road (full length).
        vi. Royal Elm Lane (full length).
        vii. 102 Aorangi Road (full length).

b. Revokes the 40km/h speed limits approved by the Council on 25 August 2022 for Nor'West Arc Section 3A [CNCL/2022/00091 resolutions 61 a ii – ix, see **Attachment D**] on streets where the limits had not been installed before the Rule. This applies to the following streets:

   i. Moorpark Place (full length).

   ii. Joyce Crescent (full length).

   iii. Tuirau Place (full length).

   iv. Swanleigh Place (full length).

   v. Ryeland Ave (full length).

   vi. Braithwaite Street (full length).

   vii. Chateau Drive (full length).

   viii. Matisse Place (full length).

4. Approves the removal of all associated signage and road markings from the design, that are associated with the revocation of the 40km/h speed limit as outlined in Recommendation 3 above.

5. Approves that the existing 50km/h speed limit be retained for the streets set out in Recommendations 3(a)(i)-(vii) and 3(b)(i)-(viii) above.

3. Executive Summary Te Whakarāpopoto Matua

3.1 Due to changes in the law, it is not possible to install the changes to speed limits that were approved before the date the law came into force.

3.1.1 This has affected the change to 40km/h speed limits previously approved for much of Nor'West Arc Section 3. These streets are currently 50km/h.

3.1.2 It is likely that the Council could install a 40km/h speed limit on Aorangi Road, Condell Ave, and Matsons Ave. Due to the proposed Major Cycleway these would likely fall into the classification of an "*Urban street with significant levels of pedestrian and/or cycling activity*".

3.1.3 However, it is unlikely that the associated cul-de-sacs would meet the bar of pedestrian/cycle activity to be classified in this way, so would need to remain at 50km/h.

3.1.4 Should the Council wish to pursue a change in speed limit for Aorangi, Condell and/or Matsons, this would require public consultation and a further Council decision.

3.2 Staff are therefore seeking direction from the Council on proposed changes to Aorangi Road, Condell Avenue (Aorangi to Matsons), and Matsons Avenue; and whether it wishes to consult on changing to a 40km/h speed limit or retain the existing 50km/h speed limit.

3.3 The staff recommendation is to retain the existing speed limits (50km/h). This is due to:

3.3.1 The proposed design in this area should support lower operational speeds, due to the narrower vehicle lanes, and physical features such as chicanes, buildouts and surfacing changes.

3.3.2 Vulnerable users are physically separated from the roadway along the length, in most cases with wide separators with landscaping.

3.3.3 The additional cost and time associated with consultation, redesign and approval, and installation of the new design. Due to the requirements of the law and local body elections, it is extremely likely that:

- Any Council recommendation to request a speed limit change from the Director of Land Transport would happen after local body elections.
- Some sections of the route are currently under construction, so would incur additional revisit costs to install signage.

3.4 However, staff note that this recommendation is finely balanced, and not reducing the speeds would also have significant disbenefits:

3.4.1 The posted speeds would be at odds to the desired operational speeds and street design.

3.4.2 Maintaining the speed limit does not reflect the cycle priority of the route.

3.4.3 This would not reflect feedback received during the original public consultation.

4. Background/Context Te Horopaki

Speed Limit Rule Changes

4.1 On 28 September 2024, the Land Transport Rule: Setting of Speed Limits 2024 was signed, before coming into force on the 30 October 2024.

4.1.1 The Rule change was widely publicised as reversing previous blanket speed limit changes.

4.1.2 However, it also does not allow for implementation of speeds which have not yet been installed, that were set by the Council under the Setting of Speed Limits 2022 Rule or previous Council Bylaws.

4.2 For all future speed limit changes on existing roads, the Rule also places restrictions on Road Controlling Authorities (RCAs) around the limits that can be set, depending on the street classification.

4.2.1 Most notably, it is no longer possible to install 30km/h limits on normal urban streets.

4.2.2 The full list of urban street classifications and allowable speed limits is shown in Schedule 3 (page 58) of **Attachment A**.

4.3 The process for changing speed limits has changed in recent years compared to the previous rules and bylaws. Key facets of the requirements in the 2024 Rule are:

4.3.1 Any proposed change to speed limits must be submitted to the Director of Land Transport for approval.

4.3.2 In order to submit proposals for consideration, the Council must have carried out a public consultation process with the following requirements:

- Minimum consultation period of 6 weeks, notified on an internet site.
- The material must include information showing:

- The role and function of the road; how the road is used (including the different types of road user); and why a speed limit change has been proposed rather than any other speed management intervention.
- An explanation of how the road safety aspects of the [Government Policy Statement] have been had regard to.
- A cost benefit disclosure statement.

- Must have used reasonable efforts to reach a number of groups, including: schools, communities, road users (including freight providers), businesses, and adjoining RCAs.
- Must have reasonably practicable efforts to consult with Māori where the changes affect Māori land or land subject to any Māori claims settlement act.

4.3.3 A summary of feedback must be provided, including an explanation of how feedback was taken into account in any final draft plan. This point in particular is no change to the current engagement processes.

4.3.4 The RCA must have considered this information and feedback when making a decision about their proposal for the speed limit on a piece of road.

Affected Council Projects

4.4 The Council has identified a number of projects with speed limit changes that have been approved but, due to the law changes, cannot be installed in their current form.

4.4.1 Two of these projects have, or are, being dealt with separately:

- Gloucester Street: the Council decision to retain the pre-existing speed limit of 30km/h (Council meeting 16 April 2025).
- Te Kaha Surrounding Streets: At the time of writing, the Council is consulting on amended speed limits.

4.4.2 Three remaining projects require an agreement from the Council on how to proceed:

- Antigua Street (Moorhouse to St Asaph).
- Worcester Street (Latimer Square to Fitzgerald Ave).
- Nor'West Arc along Aorangi Road, Condell Ave and Matsons Ave (Ilam Road to Harewood Road).

Nor'West Arc Section 3 (University to Harewood Road)

4.5 The design for Section 3 of Nor'West Arc (from the University to Harewood Road) was approved at the Urban Development and Transport Committee meeting of 3 February 2022 (see **Attachment B**), following the design and feedback being considered by a Hearings Panel which convened on 15 November 2021.

4.5.1 Detailed Traffic Resolutions were approved for the southern section (from the University to the Ilam/Aorangi intersection) at the Council meeting of 25 August 2022. This included the speed limit reductions, using the Christchurch City Council Traffic and Parking Bylaw 2017.

4.5.2 Detailed Traffic Resolutions for the northern section (from the Ilam/Aorangi intersection to Harewood Road) were approved by the Council on 16 October 2024.

Due to uncertainty around speed limits caused by the Land Transport Rule Setting of Speed Limits 2024, this did not include the approved reductions to 40km/h for this section.

4.6 The delivery of this work is funded from #23101 Major Cycleway - Nor'West Arc Route (Section 3) University to Harewood, with the project included within (and receiving funding from) the "Shovel Ready" programme

4.6.1 Section 3A – from the University to the Aorangi/Ilam intersection: Physical works were completed in July 2024. This installed 40km/h speed limits along Ilam Road. However, speed limit changes on the associated cul-de-sacs were not installed at that time, as it was felt that it would be more consistent for these to be installed with the wider speed management changes planned for the area.

Section 3B – from the Aorangi/Ilam intersection to Harewood Road. This is being delivered in three phases, which will also incorporate planned 3 Waters renewals along the route. As the speed limit changes have not had Detailed Traffic Resolutions approved, the contracts will not currently install the slower speeds along Aorangi Road, Condell Ave, Matsons Ave, or associated cul-de-sacs.

Planning Context

4.7 Nor'West Arc is one of the 13 Major Cycle Routes (MCRs) that were identified in the original business case. It runs from Princess Margaret Hospital in the south, to Harewood Road in Papanui in the north.

4.7.1 Nor'West Arc has an important function within the cycle network, as it is one of only two MCRs that runs around the city, rather than providing a link into the Central City. At completion of the network, this is planned to provide links to 7 other MCRs.

4.7.2 Much of the Nor'West Arc route is complete, meaning it is possible to use MCR-standard facilities to travel from Cashmere to Birmingham Drive, and from Blenheim Road to Jellie Park.

4.8 The modelling done for the MCR business case forecast that Section 3 of Nor'West Arc would grow to some of the highest cycle numbers on the network. This is due to the proximity of a number of high travel generators along the route: the university, a number of schools, Jellie Park recreation centre, etc.

Current Usage

4.9 Several traffic counts have been taken along Aorangi/Matsons in recent years. These vary slightly depending on the location, but show a pattern of a road with medium usage and speeds often slightly above the current speed limits:

- Average daily traffic between 2,000 and 4,000 vehicles per day, of which 2 to 3% are heavy vehicles
- Average speed: typically around 47 km/h
- 85%ile speed: typically around 53km/h

4.10 A cycle counter was installed on Ilam Road near Joyce Crescent during the construction of the first part of the Section 3 works. Since installation this has picked up an average of 182 cycle movements per day.

4.10.1 As this has only been gathering data since the end of May 2024 it is too early to evaluate if there are any trends in usage.

4.11 There are a number of physical features of the design which would be expected to reduce speeds and/or improve safety from the current layout. These include:

4.11.1 Fully separated, bi-directional cycleway along the majority of the route.

4.11.2 Footpaths behind the cycleway, providing separation between pedestrians and cyclists, for most of the route.

4.11.3 Narrower road corridor, with additional trees in the berms, which would be expected to reduce traffic speeds.

4.11.4 Improved crossing points, including texture changes at many intersections.

4.12 Due to the requirements of the 2024 Rule, and timelines for local body elections, it is extremely unlikely that any speed limit changes could be approved ahead of the completion of construction.

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

Date	Subject
14 Apr 2025	Setting of Speed Limits Rule: Impact on Capital Projects

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

Date	Subject
23 Jul 2025	Antigua Street – Design and Options to Proceed (Information Session)

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.15.1 Revoke speed limit changes

4.15.2 Consult on reducing to a 40km/h speed limit along the MCR route

4.16 The following options were considered but ruled out:

4.16.1 Do not deliver Section 3b of the Nor'West Arc – this has been ruled out as there is an external funding agreement which would be hard to break; the project has received support through multiple Long Term and Annual Plans; and parts of the route are under construction.

4.16.2 Consult on reducing to a 40km/h speed limit on all streets identified by the Hearings Panel – this has been ruled out as staff do not believe that the associated cul-de-sacs would meet the criteria to be accepted for reductions by the Director of Land Transport.

Options Descriptions Ngā Kōwhiringa

4.17 **Preferred Option:** Revoke speed limit changes

4.17.1 **Option Description:** The Council will revoke its previous resolution to convert Aorangi Road, Condell Ave, Matsons Ave, and associated cul-de-sacs to 40km/h streets, and approve that these will retain their existing speed limit (50km/h).

All signage and road markings associated with the speed limit change would be removed from the design. All other features would be installed as per the approved design.

4.17.2 **Option Advantages**

- No budget would be spent on re-consultation, or signage and marking associated with speed limit reductions that are not already in place. Additional cost is limited to a drawing update and some administrative changes.
- No additional resource is required to produce specialist information, carry out consultation, and produce a report to the Council.
- Reduces confusion of having some local roads off the MCR route being one speed limit, and others being another.

4.17.3 **Option Disadvantages**

- Creates inconsistent speed limits along the MCR route when travelling north from the university. The MCR route follows 40km/h roads along Ilam Road, before it would switch to 50km/h roads along Aorangi/Condell/Matsons.
- Speed limits would not reinforce the cycle priority nature of the route.
- May not reflect public sentiment: during the original cycleway consultation, a number of submitters expressed support for the lower speeds. From Attachment D of the report to Hearings Panel (15 November 2021):

  "*We received 29 submissions on the proposal to reduce the speed limit to 40km/h along the entire route. Of those, 23 were in support of the speed reduction - five requested the speed drop to 30km/h and four requested speed humps along the route.*

  Five submitters were in opposition to the reduced speed."

4.18 **Alternative Option** - Consult on reducing to a 40km/h speed limit.

4.18.1 **Option Description:** Staff consult on changing the speed limit along Aorangi Road (Ilam to Condell); Condell Ave (Aorangi to Matsons); and Matsons Ave (Condell to Harewood).

- This would not apply to associated cul-de-sacs: speed limit changes and these would need to be revoked.
- Public feedback, along with Detailed Traffic Resolutions, would then be brought to the Council for consideration. Given the timeframes, it is extremely likely that any report to the Council will be after the local body elections.

4.18.2 **Option Advantages**

- Better aligns with original approval.
- Reinforces the expected operational speeds along the corridor.
- Better reflects the wishes of a number of submitters to the original scheme.

4.18.3 **Option Disadvantages**

- Cost and resource to produce consultation information, carry out public consultation, and produce a report to the Council.
- Potential for re-visit costs to install signage and marking in areas where construction work is complete.

Analysis Criteria Ngā Paearu Wetekina

4.19 Staff believe the decision is finely balanced, and a strong case for either option could be put forward.

4.19.1 There are clear benefits to having a lower speed limit: it would likely improve perceptions of safety; would reinforce the cycle priority intent of the corridor; would be consistent with the physical design; and reflects public support from the original consultation.

4.19.2 Staff believe that the physical design (narrower road corridor, texture changes, etc) will naturally curb higher speeds along this corridor, even in the event that the speed limit is not reduced.

4.19.3 Maintaining the existing speed limit is the easiest from an operational point of view, as it will not impact on staff time and resource availability, would eliminate any additional costs associated with carrying out consultation, and alleviate concerns around consultation fatigue in this area.

4.20 International and local evidence demonstrates that reducing speed limits to around the 30km/h mark typically improves safety. This is due to the reduced likelihood of having accidents, and lower severity outcomes in the event that an accident should occur.

4.20.1 From a purely safety perspective, therefore, it is likely that the alternative option would lead to better safety outcomes over the life of the asset.

4.20.2 However, the Major Cycleway Routes are typically separated facilities, so there are a number that operate successfully with similar layouts and speed limits to that proposed, for example: Frankleigh Street/Sparks Road (Quarryman's Trail); Main South Road (South Express); and Hansons Lane (Nor'West Arc).

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option: Revoke speed limit changes	Alternative Option: Consult for 40km/h
Cost to Implement	$5,000	$45,000 *
Maintenance/Ongoing Costs	Small reduction due to fewer signs and removal of threshold treatments	No change from approved design
Funding Source	#23101 - Major Cycleway - Nor'West Arc Route (Section 3) University to Harewood	#23101 - Major Cycleway - Nor'West Arc Route (Section 3) University to Harewood
Funding Availability	Yes	Yes
Impact on Rates	<0.01%	<0.01%

** This includes an estimate for a revisit to install signs and all other features*

5.1 The majority of the estimated implementation cost in Option 2 is related to the resource cost of producing information, carrying out the consultation and associated marketing costs, and writing and approving the decision report.

5.1.1 There are other costs to the Council for this process that are booked to overheads that are therefore not included in this figure, for example: management oversight and reviews, working time from the engagement and communication teams, etc.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Budget risk: re-consultation and re-design have not been factored into the cost of the project. These additional costs are expected to be relatively small for a Transport project and would be expected to be incorporated through the contingency allowances.

6.2 Engineering/delivery risk: none above BAU

6.3 Reputational risk: There may be a perception from the public that any re-consultation is due to a Council mistake or omission. The reasons for needing to reconsult will be clearly communicated through the supporting information.

6.4 Political risk: Speed limit changes are often contentious, and consultation and decision-making would be required in the lead up to local body elections.

Legal Considerations Ngā Hīraunga ā-Ture

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

6.5.1 The Council is the delegated authority for recommending changes to speed limits.

6.6 Other Legal Implications:

6.6.1 The other legal implications related to the speed limit changes are set out in the body of this report. There is no further legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

6.7 The required decision:

6.7.1 Aligns with the Christchurch City Council's Strategic Framework. As this decision relates to the potential need for consultation, it specifically aligns with the "Build trust and confidence" strategic priority.

6.7.2 Is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the large numbers of people who are resident along the route, the high interest in the MCR programme, and recent political and media interest in the design of Section 3 of Nor'West Arc. However, the overall impact of the speed limit change is low and reversable.

6.7.3 Is consistent with the Council's Plans and Policies.

6.8 This report supports the Council's Long Term Plan (2024 - 2034):

6.9 Transport

6.9.1 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: 10.5.2 Improve the perception (resident satisfaction) that Christchurch is a cycling friendly city - >=67%
- 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

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

6.10.1 Waipapa Papanui-Innes-Central Community Board

6.10.2 Waimāero Fendalton-Waimairi-Harewood Community Board

6.11 However, the Nor'West Arc cycleway continues south into two other board areas, so they may also have an interest in the design for this section:

6.11.1 Waipuna Halswell-Hornby-Riccarton Community Board

6.11.2 Waihoro Spreydon-Cashmere-Heathcote Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.12 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.

6.13 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

6.14 The decisions in this report are likely to:

6.14.1 Contribute neutrally to adaptation to the impacts of climate change.

6.14.2 Contribute positively to emissions reductions.

6.15 This recommendation may slightly suppress cycle use along the Major Cycle Route. However, the effect is likely to be small.

7. Next Steps Ngā Mahinga ā-muri

7.1 Depending on the decision, staff will:

- Remove all speed limit changes that have not yet been installed from the design of Nor'West Arc Section 3; or
- Consult with the public on changing Aorangi Road, Condell Ave and Matsons Ave – along the length of the cycleway – to a 40km/h speed limit.

Attachments Ngā Tāpirihanga

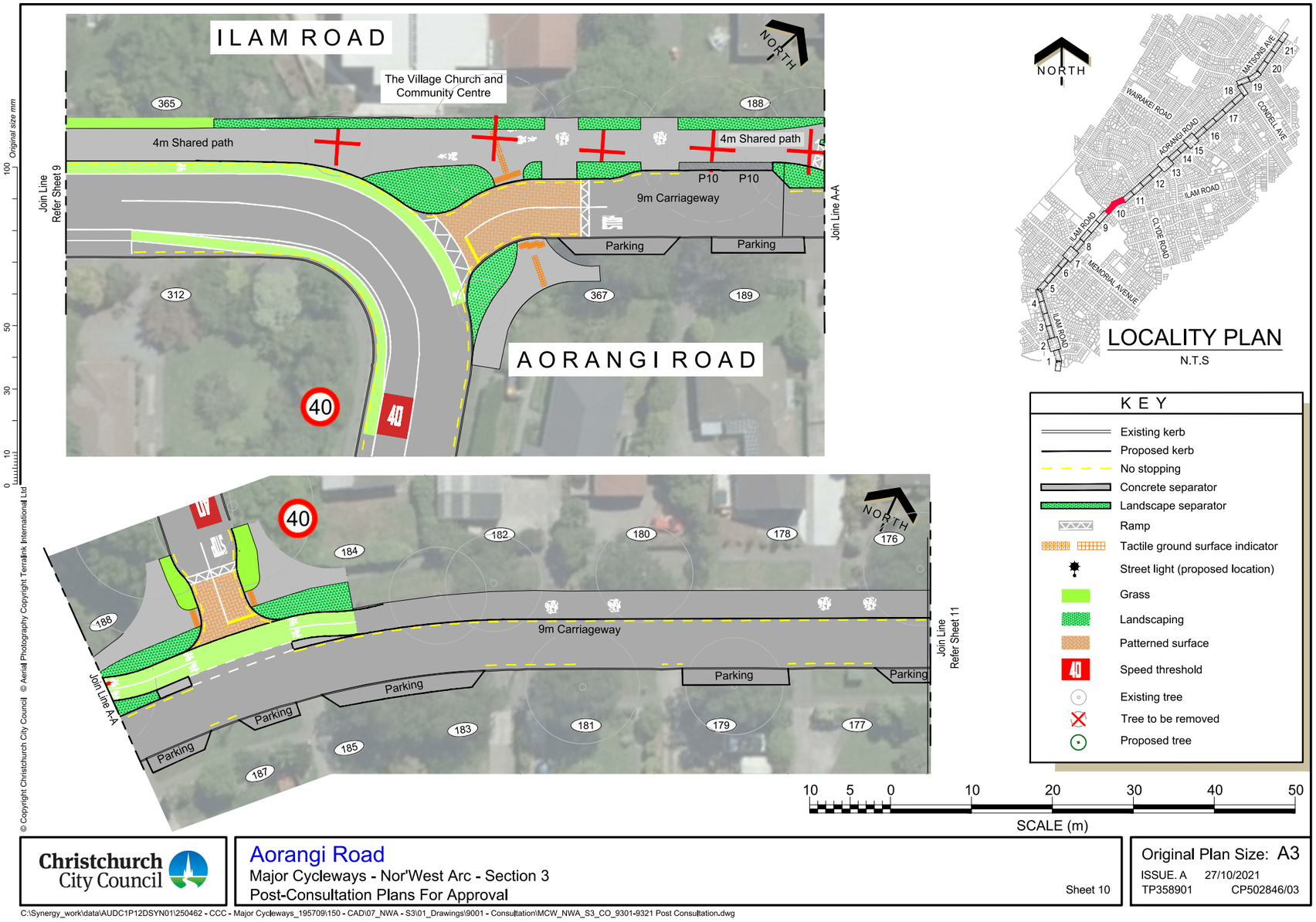
No.	Title	Reference	Page
A	Memo - Setting of Speed Limits Rule *(Under Separate Cover)*	25/1041851	
B	Nor'West Arc design as Approved 03 Feb 2022	25/1199688	278
C	Minutes of Urban Development & Transport Committee 3 February 2022	25/1326579	290
D	Minutes of Council - Thursday, 25 August 2022	25/1326580	293

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Jacob Bradbury - Manager Planning & Delivery Transport Clarrie Pearce - Senior Project Manager
Approved By	Ron Lemm - Manager Legal Service Delivery Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure


ILAM ROAD
NORTH
The Village Church and Community Centre
365
188
4m Shared path
4m Shared path
Join Line Refer Sheet 9
P10
P10
9m Carriageway
Parking
Parking
Join Line A-A
312
367
189
AORANGI ROAD
40
40
NORTH
182
180
178
176
184
188
9m Carriageway
Join Line A-A
Parking
Parking
Parking
Parking
Join Line Refer Sheet 11
183
181
179
177
185
187
LOCALITY PLAN
N.T.S
K E Y
Existing kerb
Proposed kerb
No stopping
Concrete separator
Landscape separator
Ramp
Tactile ground surface indicator
Street light (proposed location)
Grass
Landscaping
Patterned surface
Speed threshold
Existing tree
Tree to be removed
Proposed tree
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Aorangi Road
Major Cycleways - Nor'West Arc - Section 3
Post-Consultation Plans For Approval
Sheet 10
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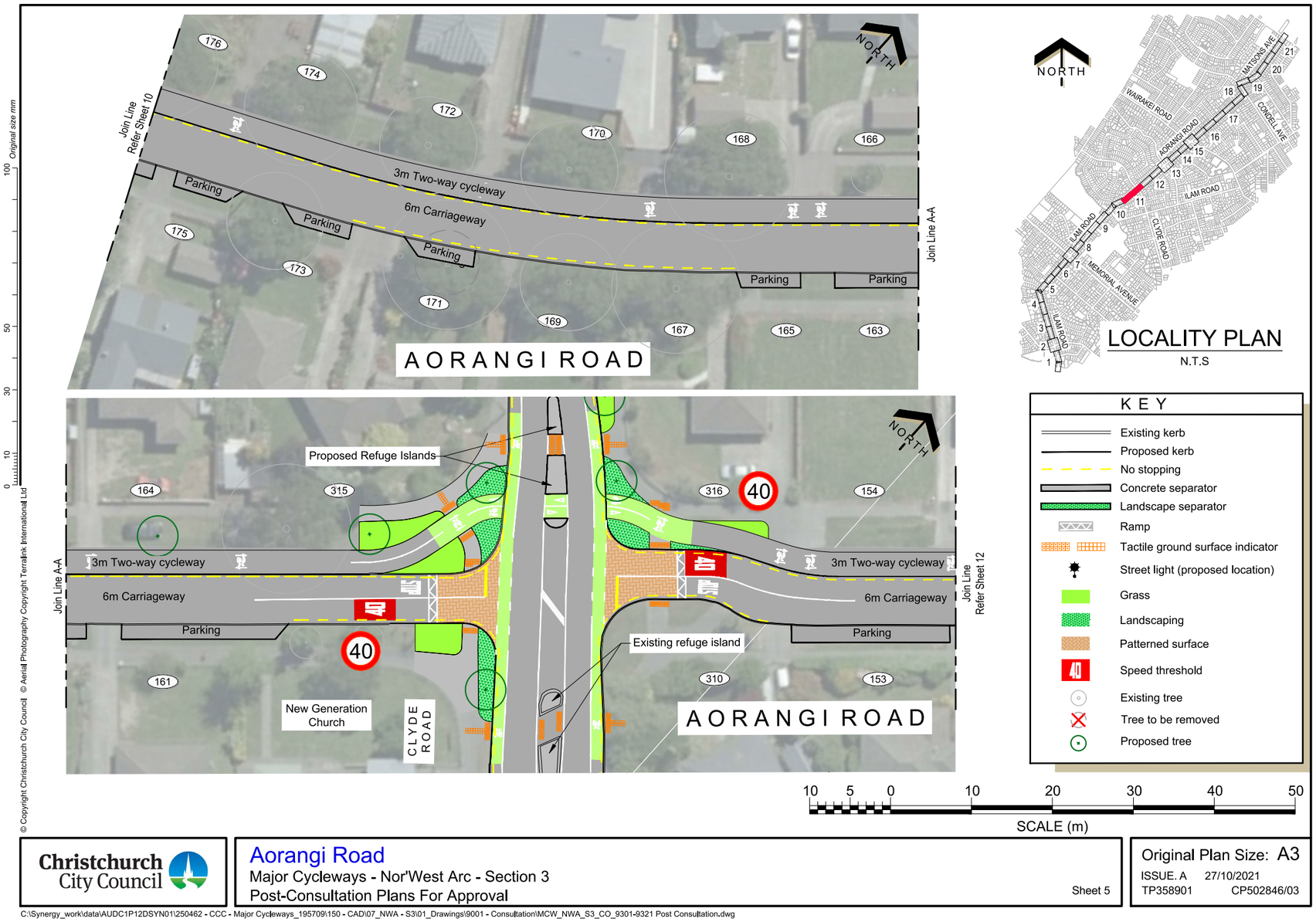

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Aorangi Road
Major Cycleways - Nor'West Arc - Section 3
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Sheet 5

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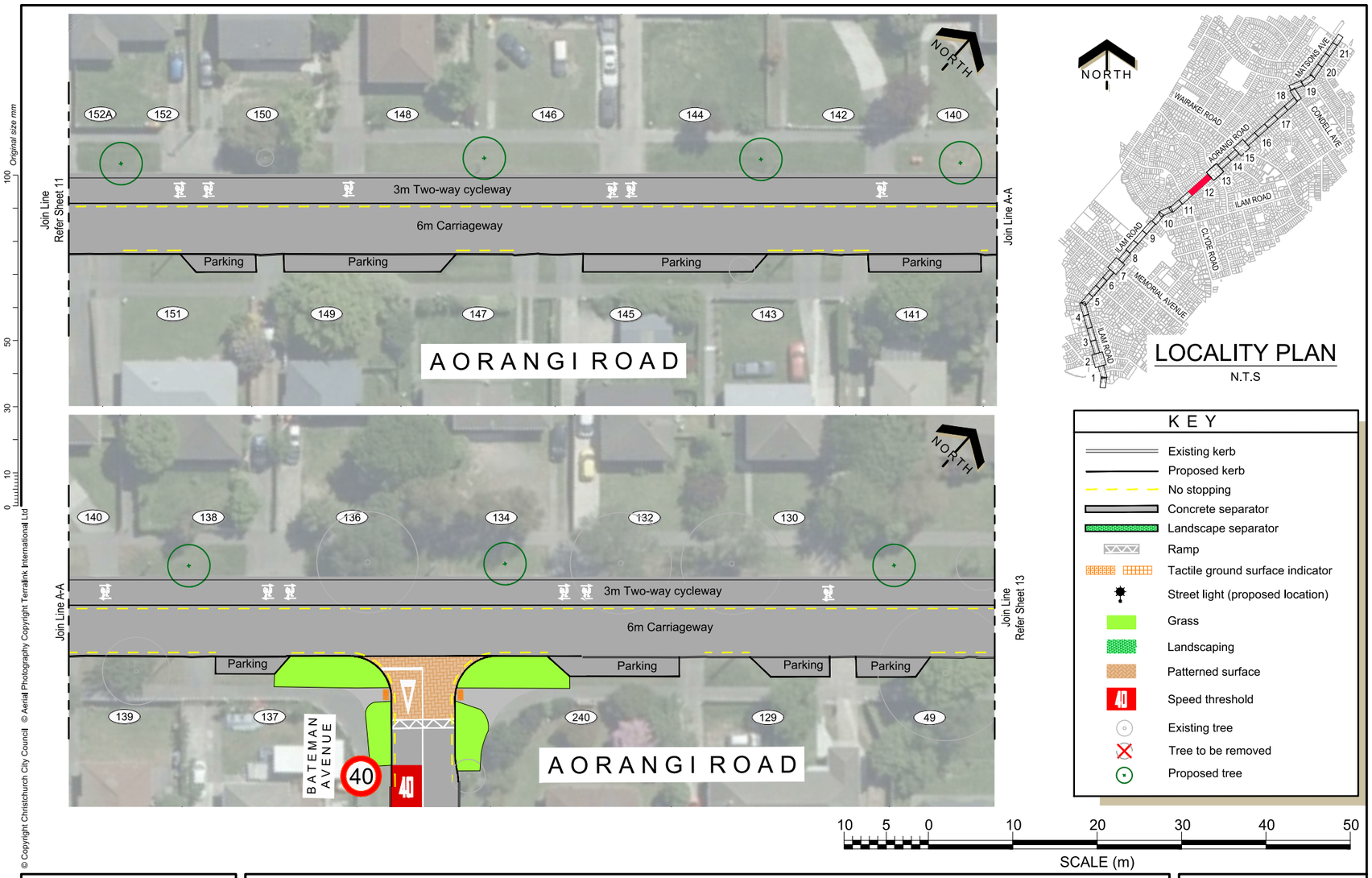

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Aorangi Road
Major Cycleways - Nor'West Arc - Section 3
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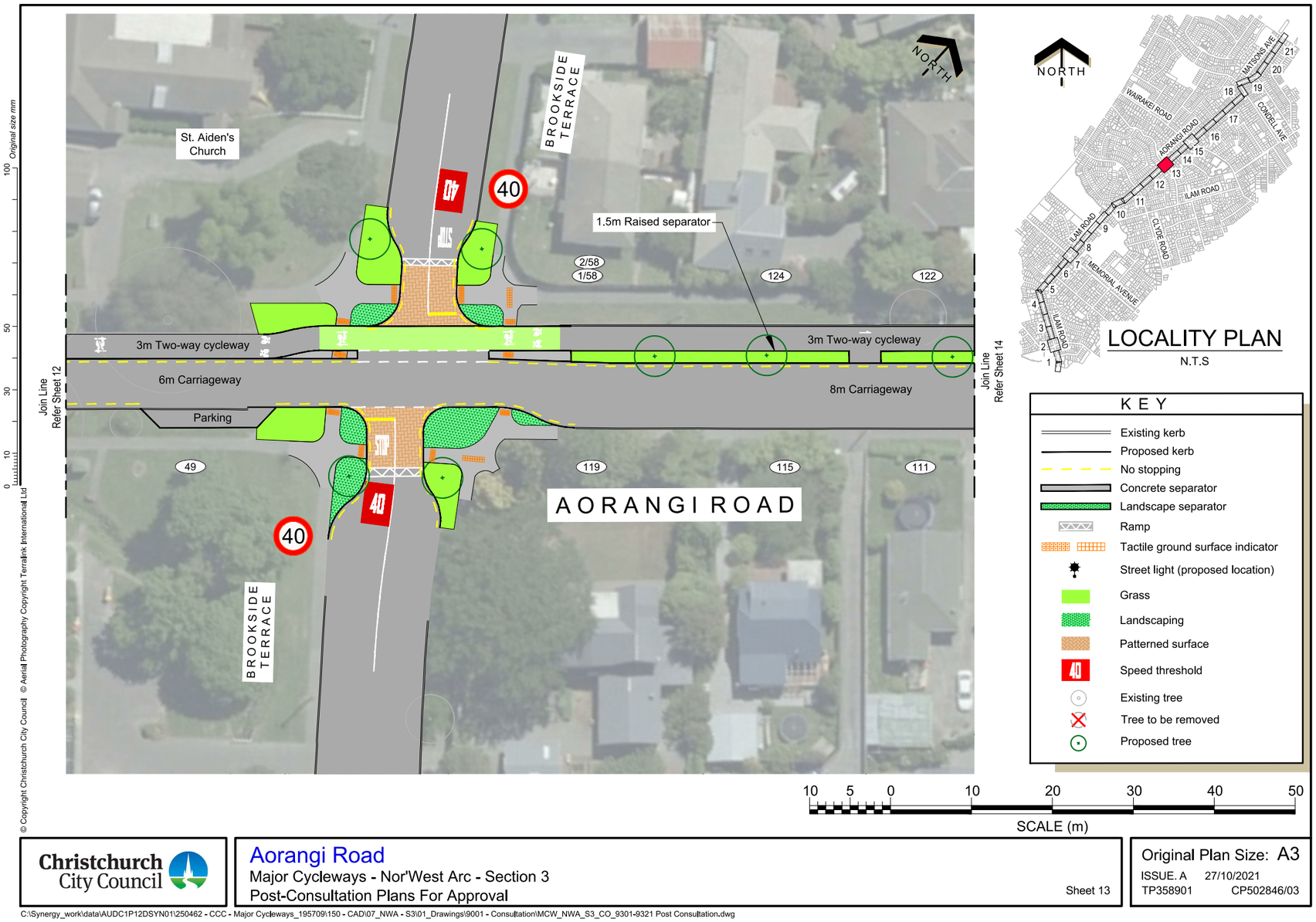
BROOKSIDE TERRACE
St. Aiden's Church
NORTH
40
STOP
1.5m Raised separator
2/58
1/58
124
122
3m Two-way cycleway
3m Two-way cycleway
6m Carriageway
8m Carriageway
Parking
Join Line
Refer Sheet 12
Join Line
Refer Sheet 14
49
119
115
111
AORANGI ROAD
BROOKSIDE TERRACE
LOCALITY PLAN
N.T.S
WAIRAKEI ROAD
AORANGI ROAD
ILAM ROAD
CLYDE ROAD
MEMORIAL AVENUE
MATSONS AVE
CONDELL AVE
K E Y
Existing kerb
Proposed kerb
No stopping
Concrete separator
Landscape separator
Ramp
Tactile ground surface indicator
Street light (proposed location)
Grass
Landscaping
Patterned surface
Speed threshold
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Tree to be removed
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Aorangi Road
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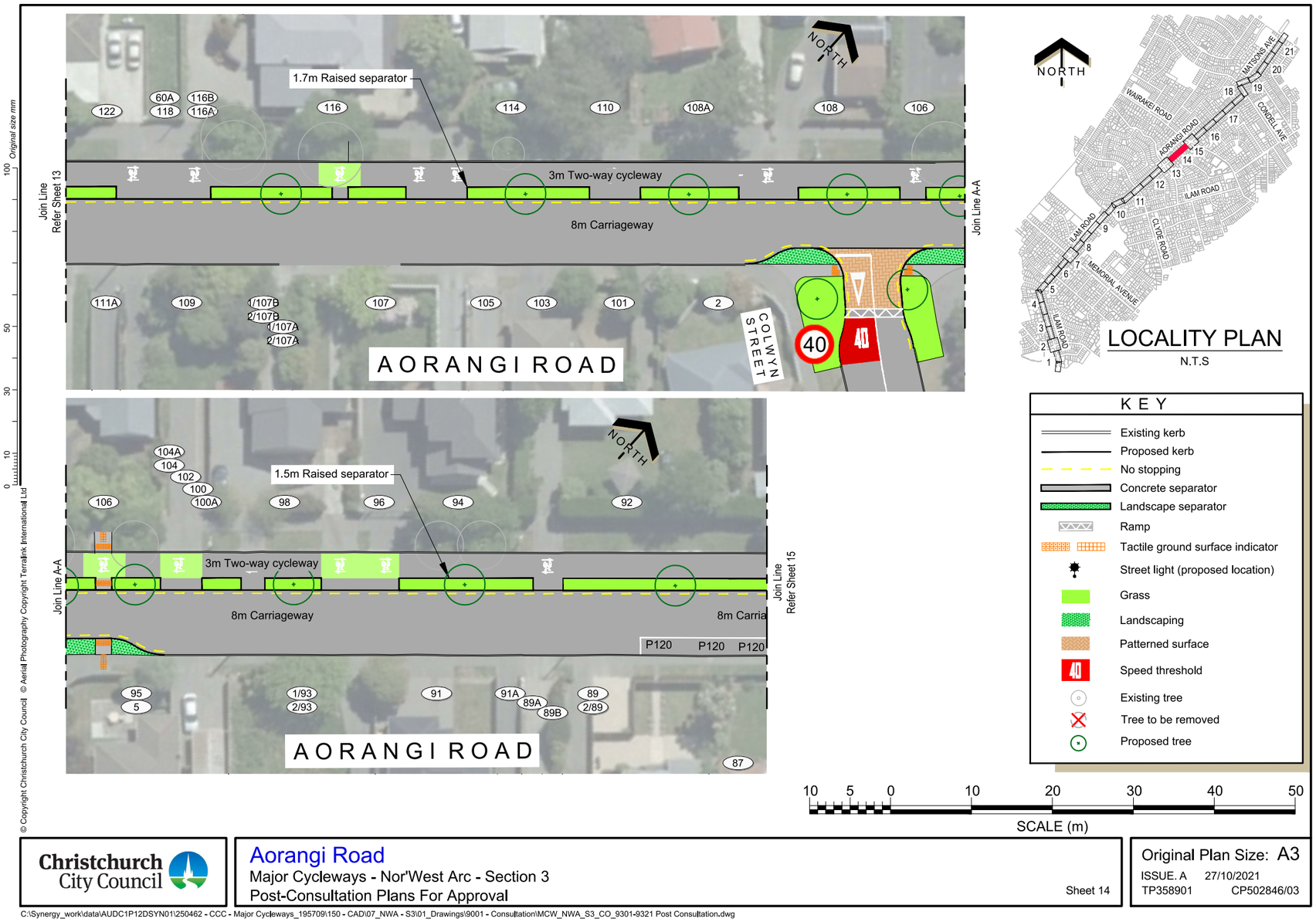
1.7m Raised separator
NORTH
122
60A
118
116B
116A
116
114
110
108A
108
106
3m Two-way cycleway
8m Carriageway
Join Line
Refer Sheet 13
Join Line A-A
111A
109
1/107B
2/107B
1/107A
2/107A
107
105
103
101
2
COLWYN STREET
40
AORANGI ROAD
1.5m Raised separator
104A
104
102
100
100A
106
98
96
94
92
3m Two-way cycleway
8m Carriageway
8m Carria
Join Line A-A
Join Line
Refer Sheet 15
P120
P120
P120
95
5
1/93
2/93
91
91A
89A
89B
89
2/89
87
AORANGI ROAD
LOCALITY PLAN
N.T.S
WAIRAKEI ROAD
AORANGI ROAD
ILAM ROAD
GLYDE ROAD
MEMORIAL AVENUE
MATSONS AVE
CONDELL AVE
KEY
Existing kerb
Proposed kerb
No stopping
Concrete separator
Landscape separator
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Tactile ground surface indicator
Street light (proposed location)
Grass
Landscaping
Patterned surface
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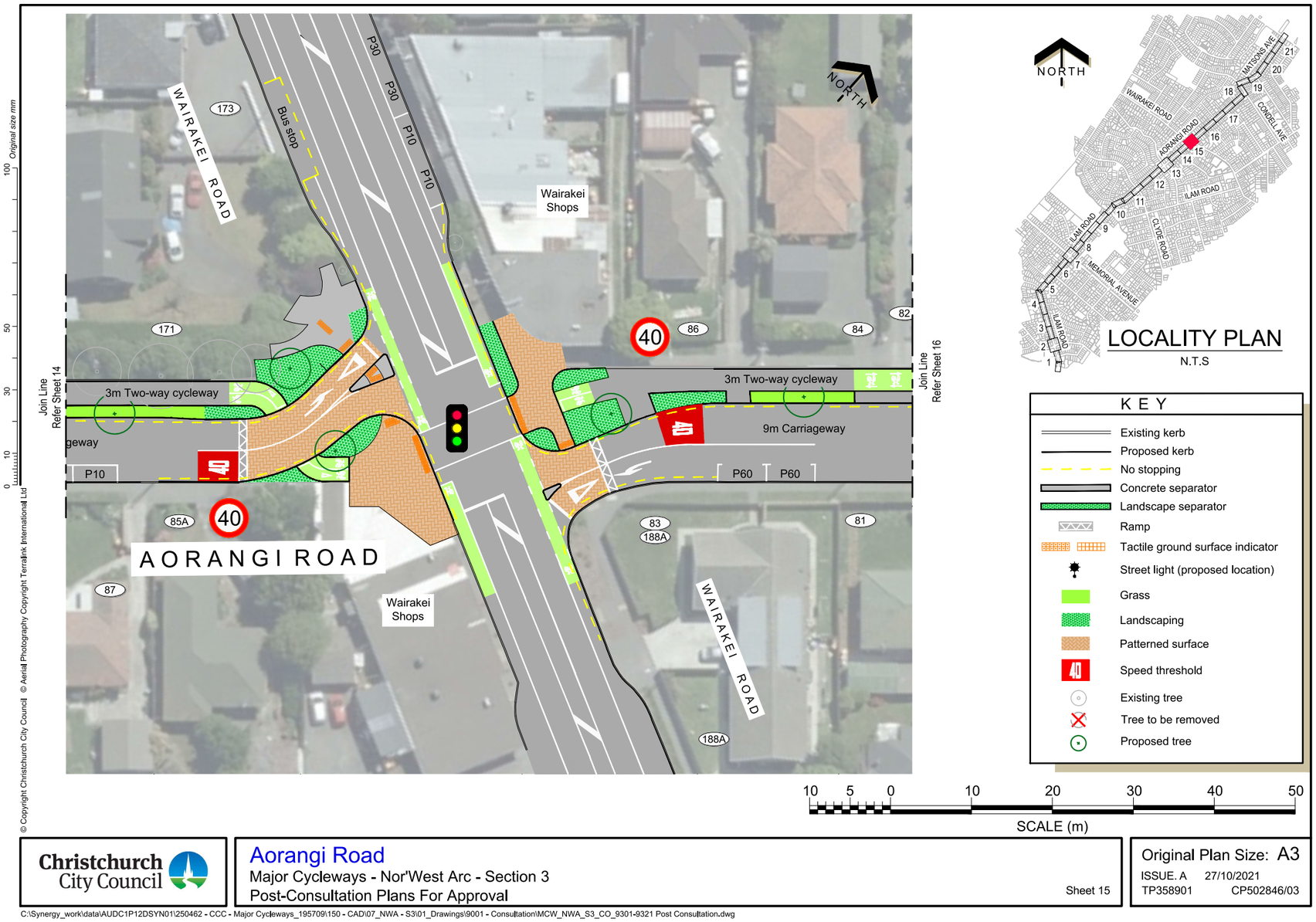
WAIRAKEI ROAD
Bus stop
P30
P30
P10
P10
Wairakei Shops
NORTH
173
171
86
84
82
40
3m Two-way cycleway
Join Line Refer Sheet 14
Join Line Refer Sheet 16
9m Carriageway
P10
P60
P60
85A
40
AORANGI ROAD
87
Wairakei Shops
83
188A
81
WAIRAKEI ROAD
188A
NORTH
WAIRAKEI ROAD
AORANGI ROAD
NATSONS AVE
CONDELL AVE
ILAM ROAD
GLYDE ROAD
MEMORIAL AVENUE
LOCALITY PLAN
N.T.S
K E Y
Existing kerb
Proposed kerb
No stopping
Concrete separator
Landscape separator
Ramp
Tactile ground surface indicator
Street light (proposed location)
Grass
Landscaping
Patterned surface
Speed threshold
Existing tree
Tree to be removed
Proposed tree
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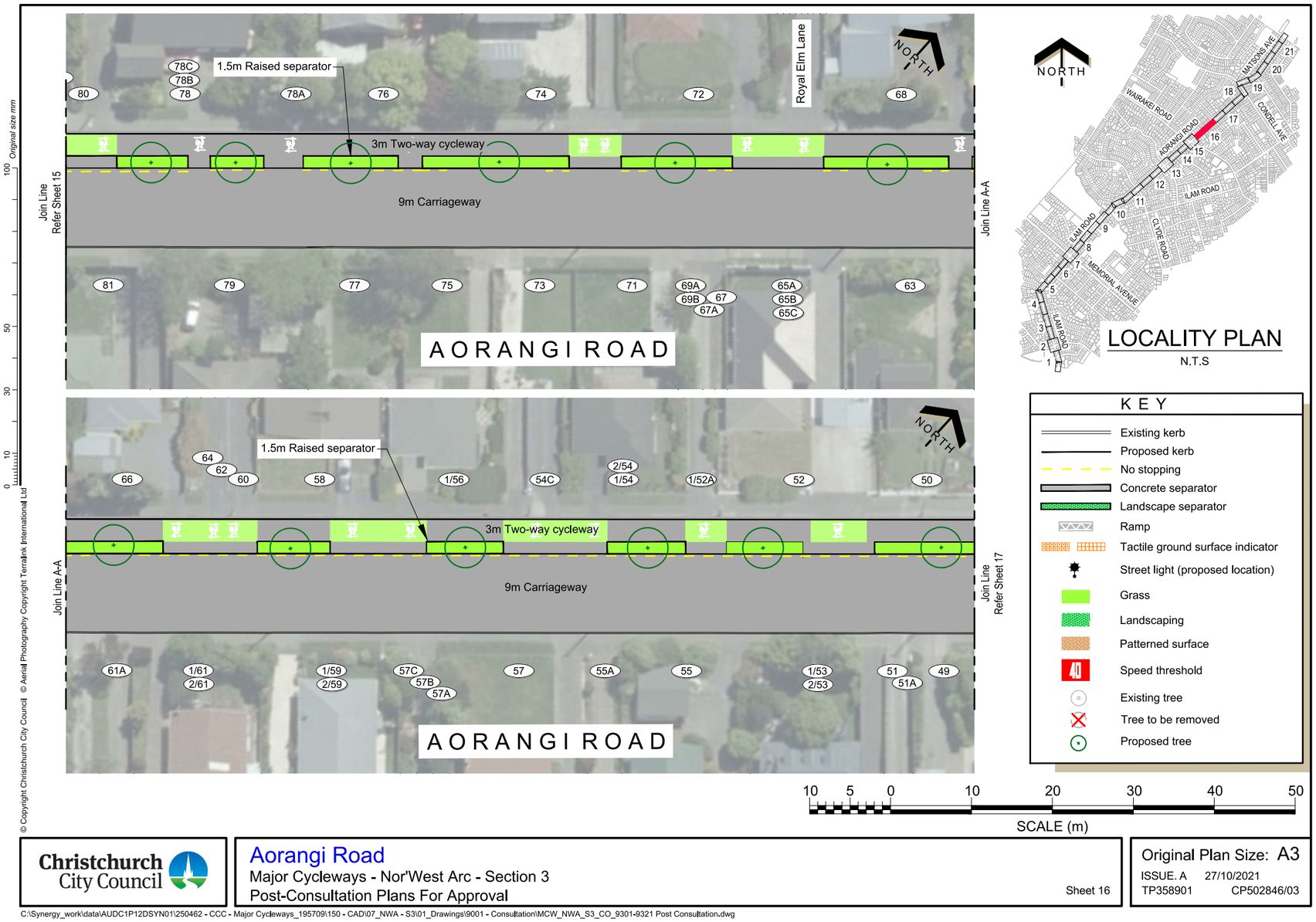

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Aorangi Road
Major Cycleways - Nor'West Arc - Section 3
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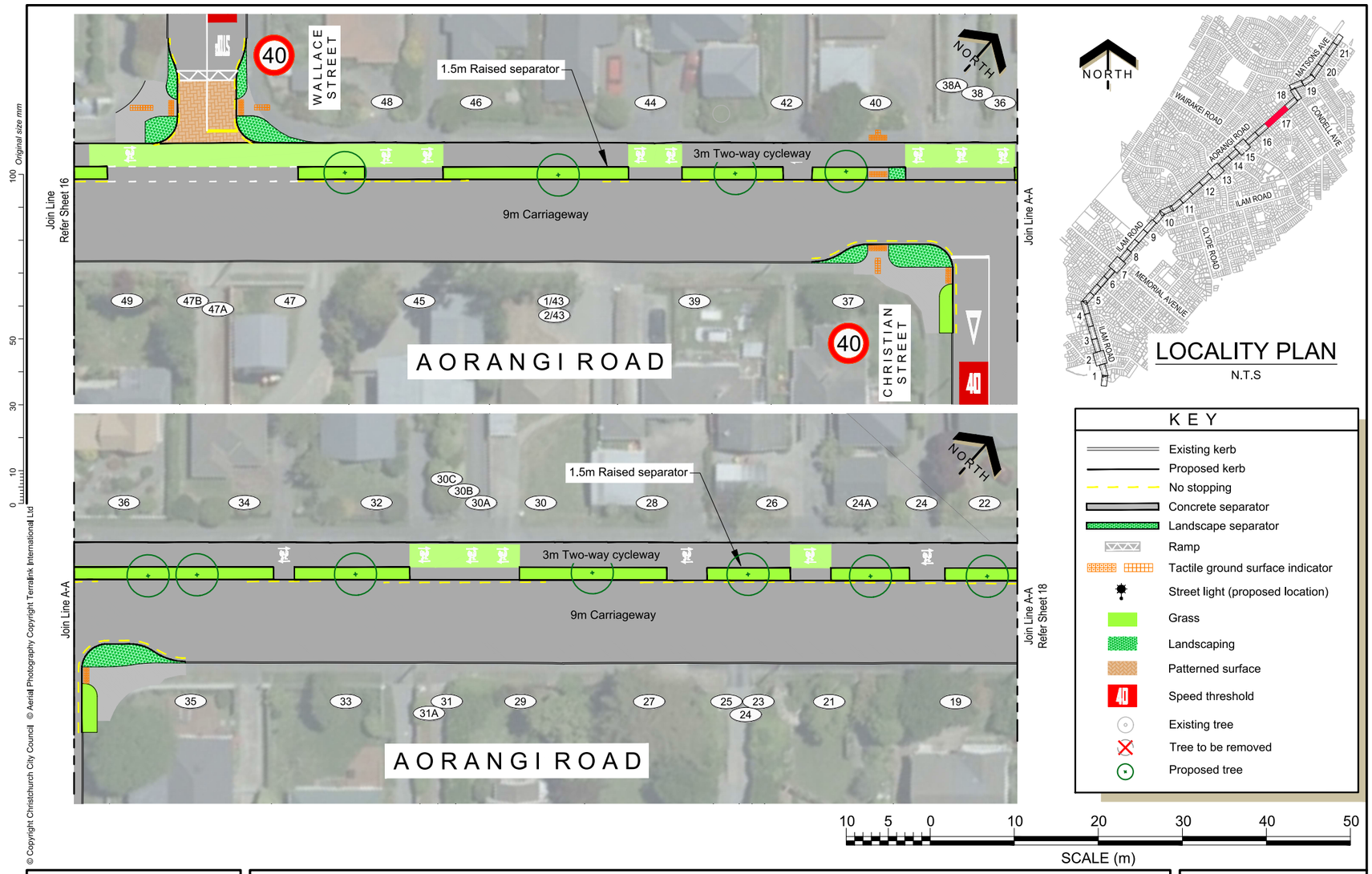

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Aorangi Road
Major Cycleways - Nor'West Arc - Section 3
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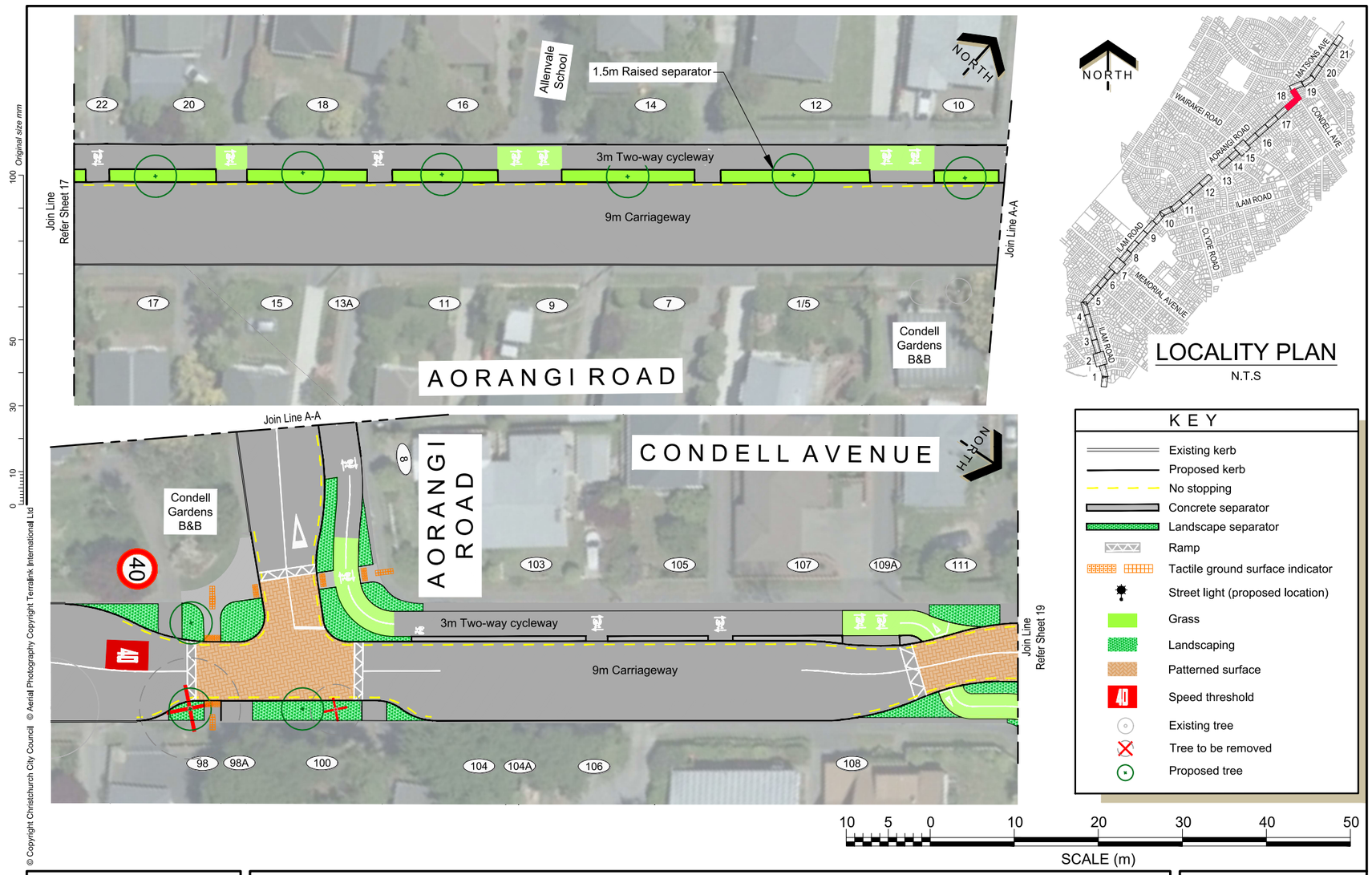

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Matsons Avenue - Condell Avenue
Major Cycleways - Nor'West Arc - Section 3
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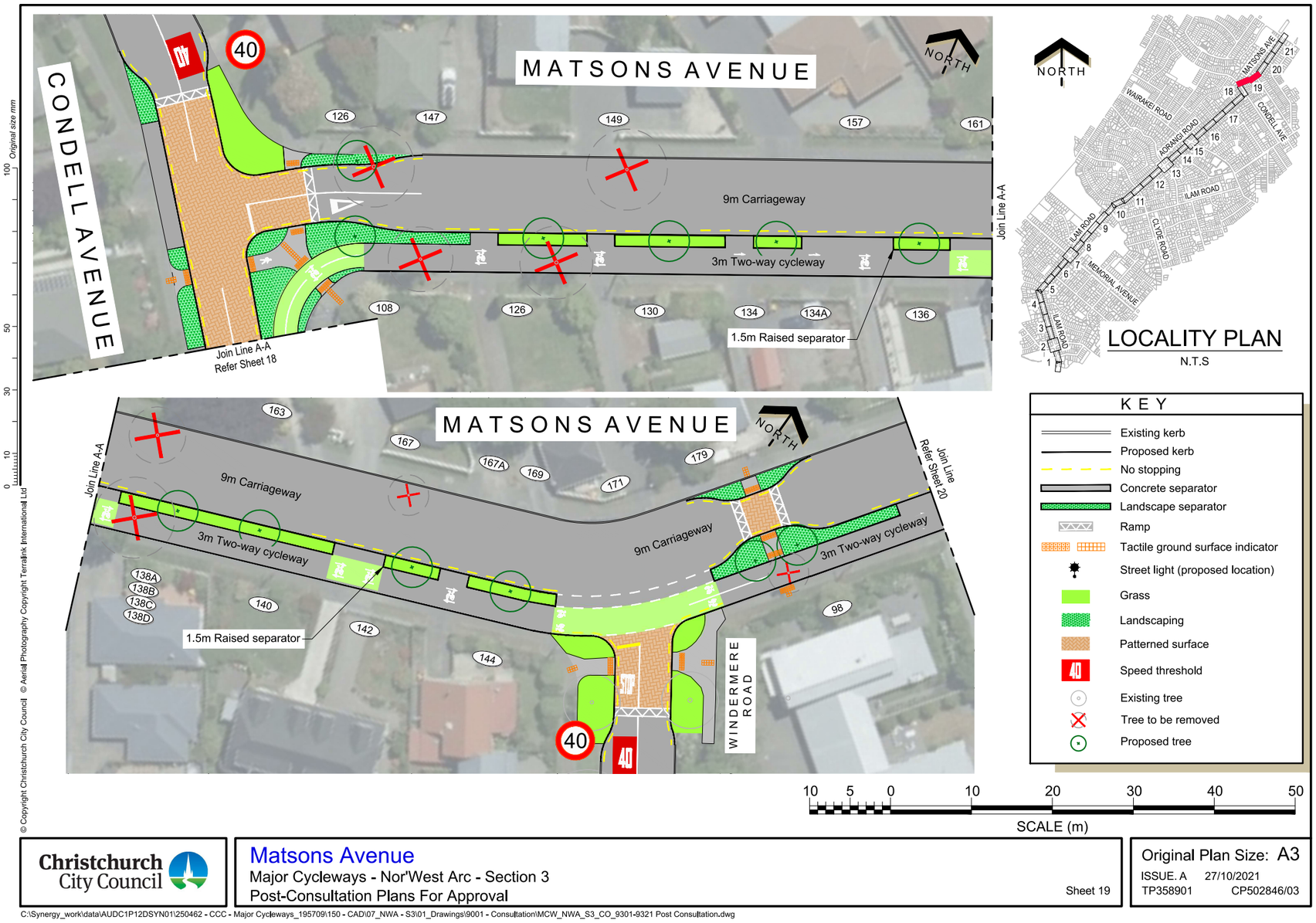
MATSONS AVENUE
CONDELL AVENUE
NORTH
40
9m Carriageway
3m Two-way cycleway
1.5m Raised separator
Join Line A-A
Refer Sheet 18
126
147
149
157
161
108
126
130
134
134A
136
MATSONS AVENUE
NORTH
Join Line A-A
Join Line
Refer Sheet 20
163
167
167A
169
171
179
9m Carriageway
3m Two-way cycleway
9m Carriageway
3m Two-way cycleway
138A
138B
138C
138D
140
142
144
98
1.5m Raised separator
WINDERMERE ROAD
STOP
40
40
LOCALITY PLAN
N.T.S
KEY
Existing kerb
Proposed kerb
No stopping
Concrete separator
Landscape separator
Ramp
Tactile ground surface indicator
Street light (proposed location)
Grass
Landscaping
Patterned surface
Speed threshold
Existing tree
Tree to be removed
Proposed tree
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SCALE (m)
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Matsons Avenue
Major Cycleways - Nor'West Arc - Section 3
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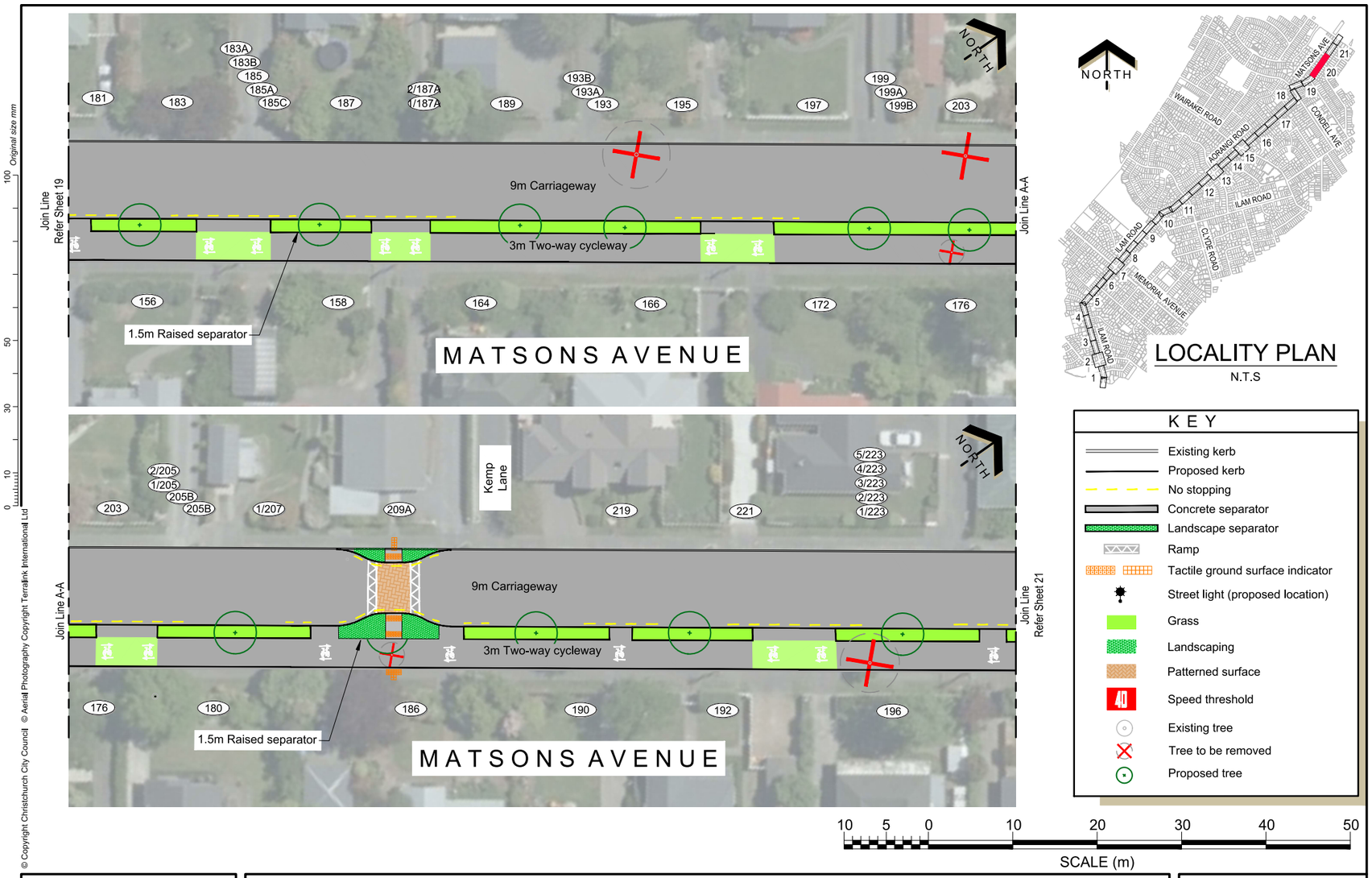

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Matsons Avenue
Major Cycleways - Nor'West Arc - Section 3
Post-Consultation Plans For Approval
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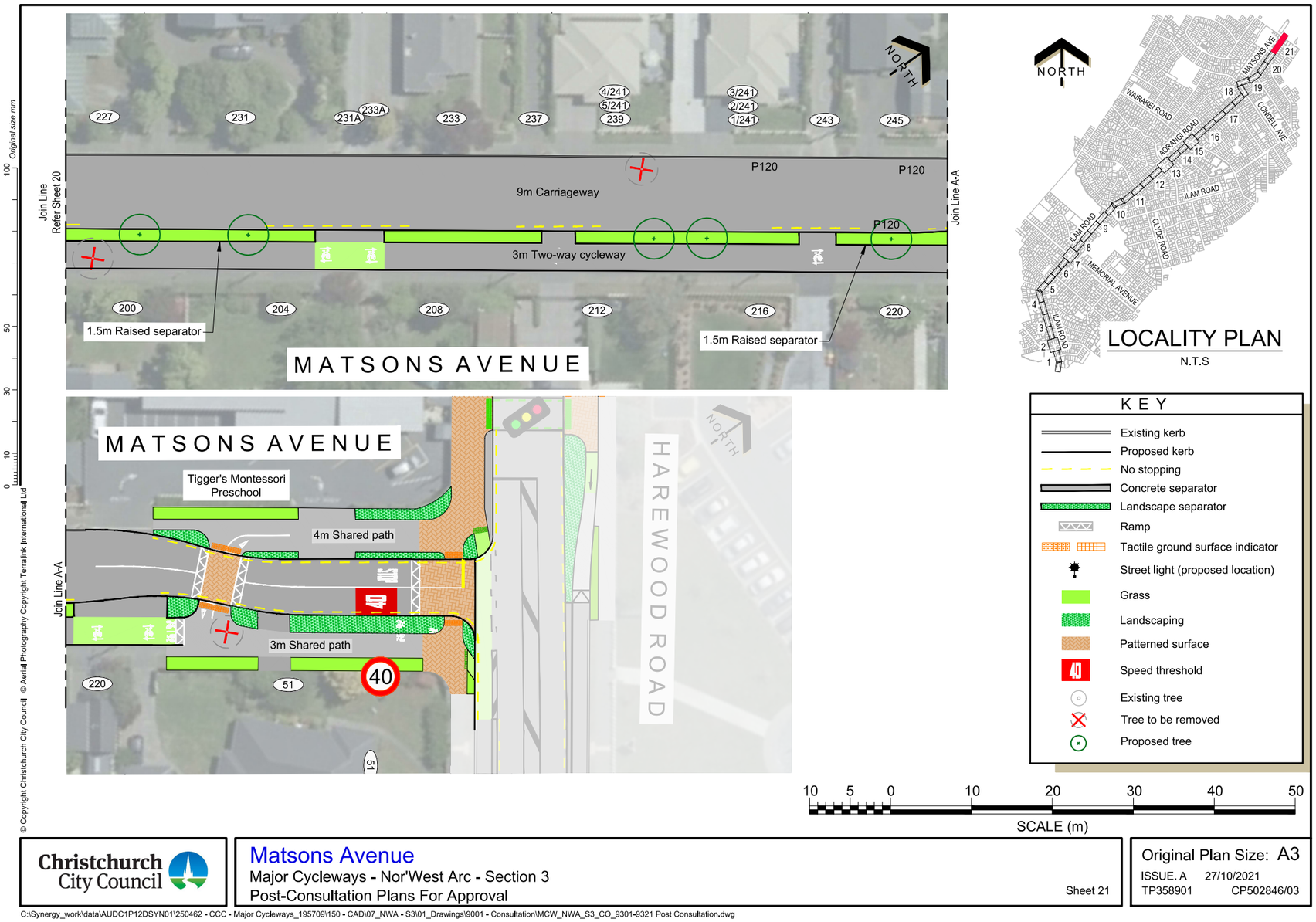

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Matsons Avenue
Major Cycleways - Nor'West Arc - Section 3
Post-Consultation Plans For Approval
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7. Central City Parking Restrictions Subcommittee Minutes - 2 December 2021

Committee Resolved Officer Recommendation without change UDATC/2022/00003

That the Urban Development and Transport Committee receives the Minutes from the Central City Parking Restrictions Subcommittee meeting held 2 December 2021.

Councillor Davidson/Councillor McLellan **Carried**

Mayor Dalziel joined the meeting at 9.35am during consideration of Item 8.
Councillor Gough joined the meeting via audio/visual at 9.38am during consideration of Item 8.

8. National Policy Statement on Urban Development (NPS-UD) - 2022 Work Programme

Committee Resolved Officer Recommendation without change UDATC/2022/00004

Part C

That the Urban Development and Transport Committee:

1. Endorses the work programme and proposed timeline to give effect to the National Policy Statement on Urban Development (NPS-UD) by the 20 August 2022 deadline.

Councillor Templeton/Councillor Scandrett **Carried**

9. Hearings Panel report on the Te Ara O-Rakipaoa Nor'west Arc Cycleway - Section 3

Committee Resolved Officer Recommendation without change UDATC/2022/00005

Part C

That the Urban Development and Transport Committee:

1. Approves the revised scheme design of the Major Cycleway Route Nor'West Arc Section 3, as detailed in Attachment A, including changes to the Wairakei Road/ Aorangi Road intersection, and including the following amendments:

Section 1 – Ilam Road from University of Canterbury up to Jellie Park

a. That this section be a one-way cycleway (Option A).

b. Request for staff to endeavour to retain the tree outside of the Ilam Medical centre or relocate it to another site.

Section 2 – Shared path on Ilam Road from Jellie Park up to Aorangi Road

c. Request for staff to investigate widening the shared path as much as possible without removing trees.

Section 3 – Aorangi Road from Ilam Road up to Brookside Terrace

d. That this section be a two-way cycleway (Option A).

e. Request for staff to investigate additional parking on the Aorangi Road corner by Clyde Road.

f. **Section 4 – Two-way cycleway on Aorangi Road, Condell Avenue and Matsons Avenue from Brookside Terrace to Harewood Road**

Wairakei/Aorangi Intersection safety improvement

g. Request for staff to work with the owner of 171 Wairakei Road in respect of the driveway to optimise safety for all users.

h. Request for staff to design the appropriate connections from the Major Cycleway Route facility to the cycle lanes on Wairakei Road.

i. Notes that staff will improve definition of parking spaces adjacent to the driveways of 188, 167a and 167b Wairakei Road.

j. Request for staff to monitor the Wairakei/Ilam Road and Wairakei/Blighs Road intersections for changes in traffic patterns and safety concerns and report back to the relevant Community Boards.

Other

k. Request for staff to monitor and report back on the impact of the completed cycleway on on-street parking to the relevant Community Boards. The report is to be presented between six and twelve months after construction completion.

l. Request for staff to consult on P120 time restricted parking spaces on Tuirau Place and associated cul-de-sacs.

m. Notes that staff will arrange an open-day prior to construction start where they will take residents through the proposed planting, trees, changes and construction implications.

2. Approves change of speed to 40km/h along the route and associated cul-de-sac streets.

   a. Notes that this speed limit change will complement area-wide considerations for lower speed limits which will be consulted on separately by the relevant Community Board with the aim to implement concurrently.

3. Approves time restricted parking, as detailed in Attachment A.

4. Approves tree removal, as detailed in Attachment A.

   a. Notes that two additional trees may need to be removed outside 171 Wairakei Road and 315 Clyde Road depending on the detailed design and consultation with affected parties.

   b. Notes that there will be an overall increase of trees along the route.

5. Notes that the detailed traffic resolutions required for the implementation of the project are brought back to the Committee for approval at the end of the detailed design phase, prior to the beginning of construction.

Councillor Coker/Councillor Cotter]

*The division was declared **carried** by 11 votes to 4 votes the voting being as follows:*

For: *Councillor Davidson, Councillor Scandrett, Mayor Dalziel, Deputy Mayor Turner, Councillor Chen, Councillor Coker, Councillor Cotter, Councillor Donovan, Councillor Galloway, Councillor McLellan and Councillor Templeton*

Against: *Councillor Gough, Councillor Keown, Councillor MacDonald and Councillor Mauger*
Carried

Councillor Templeton declared an interest and took no part in the discussion or vote on recommendation 1f in Item 9.

Councillor Johanson declared an interest and took no part in the discussion or vote on Item 9.

Councillor Scandrett assumed the Chair for consideration of Items 10 to 12.

10. Regulatory Services - Building Consenting Unit Report - October, November and December 2021

Committee Resolved Officer Recommendation without change UDATC/2022/00006

Part C

That the Urban Development and Transport Committee:

1. Receive the information in the Regulatory Services Building Consenting Update Report – October – December 2021.

Councillor Templeton/Councillor Chen **Carried**

Councillor Gough left the meeting at 11.04am during consideration of Item 11 and did not return.

11. Regulatory Compliance Unit update

Committee Resolved Officer Recommendation without change UDATC/2022/00007

Part C

That the Urban Development and Transport Committee:

1. Receive the information in the Regulatory Compliance Unit Update Report

Councillor Scandrett/Councillor Cotter **Carried**

12. Planning and Consents Report - October to December 2021

Committee Resolved Officer Recommendation without change UDATC/2022/00008

Part C

That the Urban Development and Transport Committee:

1. Receive the information in the Planning and Consents Report – October to December 2021.

Councillor Templeton/Councillor Davidson **Carried**

2. Approve allocations from the 2022/23 Metropolitan Strengthening Communities Fund detailed under the "Workshop Recommendation" column in Attachment A of this report subject to any changes at the decision making meeting.
3. Approve the transfer of any remaining unallocated monies from the 2022/23 Metropolitan Strengthening Communities Fund to the 2022/23 Metropolitan Discretionary Response Fund.
4. Agree to increase the funding for Christchurch Youth Council Incorporated from $30,000 to $40,000.
5. Agree to increase the funding for Ferrymead Park Ltd from $120,000 to $140,000.
6. Agree to increase the funding for Orana Wildlife Trust from $250,000 to $270,000.

Councillor Johanson/Councillor McLellan **Carried**

Attachments

A Attachment A - Including additional allocations made at 25 August 2022 Council meeting ⇨

Councillor Templeton arrived at 10.40am during consideration of item 11.

12. Hearings Panel report to the Council on the Mount Cavendish Reserve - Proposed new lease to the Christchurch Gondola Ltd

This item was withdrawn from the agenda.

The meeting adjourned at 10.55am and reconvened at 11.16am. Councillor Chu was not present at this time.

13. MCR Nor'West Arc Section 3A Detailed Design - Traffic Resolution Report

Council Resolved CNCL/2022/00091

Officer Recommendations accepted without change, with the exception of the addition of 62b

That the Council:

1. Receive the information in the attachments to this report.
2. Resolve the detailed traffic resolutions for the Nor'West Arc Major Cycleway Route (Section 3A) in the **Attachment A** of the report.
   a. Make the following resolutions relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017.
   b. For the purposes of the following resolutions: (1) An intersection of roadways is defined by the position of kerbs on each intersecting roadway ; and (2) The resolution is to take effect from the commencement of physical road works associated with the project as detailed in this report; and (3) If the resolution states "Note 1 applies", any distance specified in the resolution relates the kerb line location referenced as exists on the road immediately prior to the Council meeting of 25/08/2022; and (4) If the resolution states "Note 2 applies", any distance specified in the resolution relates the

approved kerb line location on the road resulting from the Council resolutions on the Nor' West Arc Cycleway (Section 3A) report at the Council meeting of 25/08/2022.

3. **Ilam Road (Ilam Fields to Creyke Road and Maidstone Road) - Existing Traffic Controls**

   a. Approve that all existing traffic controls on Ilam Road, commencing at its intersection with Creyke Road and extending in a southerly direction for a distance 190 metres following the kerb line to be revoked. *Note 1 applies*.

4. **Ilam Road (Ilam Fields to Creyke Road and Maidstone Road) - Existing Parking and Stopping Restrictions**

   a. Approve that all existing parking and stopping restrictions on the west side of Ilam Road, commencing at its intersection with Maidstone Road and extending in a southerly direction for a distance 179 metres following the kerb line to be revoked. *Note 1 applies*.

   b. Approve that all existing parking and stopping restrictions on the east side of Ilam Road, commencing at its intersection with Creyke Road and extending in a southerly direction for a distance of 190 metres following the kerb line be revoked. *Note 1 applies*.

5. **Ilam Road (Ilam Fields to Creyke Road and Maidstone Road) - New Traffic Controls**

   a. Approve the road marking changes, kerb alignment changes, traffic islands and road surface changes on Ilam Road from its intersection with Creyke Road to a point 190 metres south of this intersection as detailed on **Attachment A**. *Note 2 applies*.

   b. Approve that a special vehicle lane for the use of northbound cycles only, be established on the west side of Ilam Road (including the section behind the kerb and bus shelter), commencing at a point 179 metres south of its intersection with Maidstone Road and extending in a northerly direction to this intersection, as detailed on **Attachment A.** This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking Bylaw 2017. *Note 2 applies*.

   c. Approve that a pedestrian crossing be established across the northbound cycle lane on the western side of Ilam Road at a point 148 metres south of its intersection with Maidstone Road as detailed on **Attachment A**. *Note 2 applies.*

   d. Approve that a special vehicle lane for the use of southbound cycles only, be established on the east side of Ilam Road (including the section behind the kerb and bus shelter), commencing at its intersection with Creyke Road and extending in a southerly direction to a point 190 metres south of this intersection, as detailed on **Attachment A.** This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking Bylaw 2017. *Note 2 applies*.

   e. Approve that a pedestrian crossing be established across the southbound cycle lane on the eastern side of Ilam Road at a point 119 metres south of its intersection with Creyke Road as detailed on **Attachment A**. *Note 2 applies.*

6. **Ilam Road (Ilam Fields to Creyke Road and Maidstone Road) - New Parking and Stopping Restrictions**

   a. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 179 metres south of its intersection with Maidstone

Road and extending in a northerly direction to a point 166 metres south of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

b. Approve that a Bus Stop be established on the west side of Ilam Road commencing at a point 166 metres south of its intersection with Maidstone Road, and extending in a northerly direction to a point 136m south of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

c. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 136 metres south of its intersection with Maidstone Road and extending in a northerly direction to its intersection with Maidstone Road, as detailed on **Attachment A**. *Note 2 applies*.

d. Approve that the stopping of vehicles be prohibited at any time on the east side of Ilam Road from its intersection with Creyke Road and extending in a southerly direction to a point 111 metres south of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

e. Approve that a Bus Stop be established on the east side of Ilam Road commencing at a point 111 metres south of its intersection with Creyke Road and extending in a southerly direction to a point 126m south of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

f. Approve that the stopping of vehicles be prohibited at any time on the east side of Ilam Road, commencing at a point 126 metres south of its intersection with Creyke Road and extending in a southerly direction to a point 190 metres south of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

7. **Ilam Road / Montana Avenue intersection - Existing Traffic Controls**

a. Approve that all existing traffic controls at the intersection of Ilam Road and Montana Avenue be revoked.

8. **Ilam Road / Montana Avenue intersection - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes and road surface changes at the intersection of Ilam Road and Montana Avenue as detailed on **Attachment A**.

b. Approve that a Stop control be placed against the Montana Avenue westbound approach to its intersection with Ilam Road as detailed in **Attachment A**.

9. **Creyke Road / Ilam Road / Maidstone Road intersection - Existing Traffic Controls**

a. Approve that all existing traffic controls at the intersection of Creyke Road, Ilam Road and Maidstone Road be revoked.

10. **Creyke Road / Ilam Road / Maidstone Road intersection - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes and road surfacing changes at the intersection of Creyke Road, Ilam Road and Maidstone Road, as detailed on **Attachment A**.

b. Approve that the intersection of Creyke Road, Ilam Road and Maidstone Road be controlled by traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004, as detailed on **Attachment A**.

11. **Ilam Road (Creyke Road / Maidstone Road to Memorial Avenue) - Existing Traffic Controls**

a. Approve that all existing traffic controls on Ilam Road from its intersection with Creyke Road and Maidstone Road to its intersection with Memorial Avenue be revoked.

12. **Ilam Road (Creyke Road and Maidstone Road to Memorial Avenue) - Existing Parking and Stopping Restrictions**

a. Approve that all existing parking and stopping restrictions on both sides of Ilam Road from its intersection with Creyke Road and Maidstone Road to its intersection with Memorial Avenue be revoked.

13. **Ilam Road (Creyke Road / Maidstone Road to Memorial Avenue) - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, traffic islands and road surface changes on Ilam Road from its intersection with Creyke Road and Maidstone Road to its intersection with Memorial Avenue, as detailed on **Attachment A**.

b. Approve that a special vehicle lane for the use of northbound cycles only, be established on the west side of Ilam Road against the kerb from its intersection with Creyke Road and Maidstone Road to its intersection with Memorial Avenue, as detailed on **Attachment A.** This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking Bylaw 2017.

c. Approve that a special vehicle lane for the use of southbound cycles only, be established on the east side of Ilam Road against the kerb from its intersection with Memorial Avenue to its intersection with Creyke Road and Maidstone Road as detailed on **Attachment A.** This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking Bylaw 2017.

14. **Ilam Road (Creyke Road / Maidstone Road to Memorial Avenue) - New Parking and Stopping Restrictions**

a. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at its intersection with Maidstone Road and extending in a northerly direction to a point 117 metres north of this intersection as detailed on **Attachment A**. *Note 2 applies*.

b. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 122 metres north of its intersection with Maidstone Road and extending in a northerly direction to a point 140 metres north of this intersection with as detailed on **Attachment A**. *Note 2 applies*.

c. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 156 metres north of its intersection with Creyke Road and extending in a northerly direction to its intersection with Moorpark Place, as detailed on **Attachment A**. *Note 2 applies*.

d. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road from its intersection with Moorpark Place and extending in a northerly direction to a point 16 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

e. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Ilam Road, commencing at a point 27 metres north of its intersection with Moorpark Place, and extending in a northerly direction to a point 38

metres north of this intersection, as detailed on **Attachment A**. This restriction is to apply Monday to Friday between the hours of 8am to 6pm. *Note 2 applies*.

f. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 38 metres north of its intersection with Moorpark Place, and extending in a northerly direction to a point 66 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

g. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 71 metres north of its intersection with Moorpark Place, and extending in a northerly direction to a point 85 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

h. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 90 metres north of its intersection with Moorpark Place, and extending in a northerly direction to a point 104 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

i. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 114 metres north of its intersection with Moorpark Place, and extending in a northerly direction to a point 144 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

j. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 154 metres north of its intersection with Moorpark Place, and extending in a northerly direction to a point 169 metres north of this intersection with, as detailed on **Attachment A**. *Note 2 applies*.

k. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 179 metres north of its intersection with Moorpark Place, and extending in a northerly direction to a point 193 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

l. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 215 metres north of its intersection with Moorpark Place, and extending in a northerly direction to a point 231 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

m. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 241 metres north of its intersection with Moorpark Place, and extending in a northerly direction to a point 267 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

n. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 283 metres north of its intersection with Moorpark Place, and extending in a northerly direction to a point 302 metres north of this intersection, as detailed on Attachment A. Note 2 applies.

o. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 308 metres north of its intersection with Moorpark Place, and extending in a northerly direction to its intersection with Tuirau Place, as detailed on **Attachment A**. *Note 2 applies*.

p. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road from its intersection with Tuirau Place and extending in a northerly direction to a point 9 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

q. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 19 metres north of its intersection with Tuirau Place, and extending in a northerly direction to a point 32 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

r. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 60 metres north of its intersection with Tuirau Place, and extending in a northerly direction to a point 70 metres north of its intersection with Tuirau Place, as detailed on **Attachment A**. *Note 2 applies*.

s. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 81 metres north of its intersection with Tuirau Place, and extending in a northerly direction to its intersection with Ryeland Avenue, as detailed on **Attachment A**. *Note 2 applies*.

t. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road from its intersection with Ryeland Avenue, and extending in a northerly direction to a point 18 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

u. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 35 metres north of its intersection with Ryeland Avenue, and extending in a northerly direction to a point 49 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

v. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 71 metres north of its intersection with Ryeland Avenue, and extending in a northerly direction to a point 99 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

w. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 109 metres north of its intersection with Ryeland Avenue, and extending in a northerly direction to a point 129 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

x. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 151 metres north of its intersection with Ryeland Avenue, and extending in a northerly direction to a point 167 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

y. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 172 metres north of its intersection with Ryeland Avenue, and extending in a northerly direction to a point 185 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

z. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 76 metres south of its intersection with Memorial Avenue, and extending in a northerly direction to this intersection, as detailed on **Attachment A**. *Note 2 applies*.

aa. Approve that the stopping of vehicles be prohibited at any time on the east side of Ilam Road from its intersection with Memorial Avenue to its intersection with Creyke Road, as detailed on **Attachment A**. *Note 2 applies*.

15. **Ilam Road / Moorpark Place intersection - Existing Traffic Controls**

a. Approve that all existing traffic controls at the intersection of Ilam Road and Moorpark Place be revoked.

16. **Ilam Road / Moorpark Place intersection - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, raised platforms and road surface changes at the intersection of Ilam Road and Moorpark Place as detailed on **Attachment A**.

b. Approve that a Stop control be placed against the Moorpark Place eastbound approach to its intersection with Ilam Road as detailed in **Attachment A**.

17. **Moorpark Place (Ilam Road to project extent) - Existing Traffic Controls**

a. Approve that all existing traffic controls on Moorpark Place, commencing at its intersection with Ilam Road and extending in a westerly direction for a distance 14 metres be revoked. *Note 1 applies*.

18. **Moorpark Place (Ilam Road to project extent) - Existing Parking and Stopping Restrictions**

a. Approve that all existing parking and stopping restrictions on both sides of Moorpark Place from its intersection with Ilam Road to a point 14 metres west of this intersection be revoked.

19. **Moorpark Place (Ilam Road to project extent) - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, raised platforms and road surface changes on Moorpark Place from its intersection with Ilam Road to a point 14 metres west of this intersection as detailed on **Attachment A**. *Note 2 applies*.

20. **Moorpark Place (Ilam Road to project extent) - New Parking and Stopping Restrictions**

a. Approve that the stopping of vehicles be prohibited at any time on both sides of Moorpark Place from its intersection with Ilam Road and extending in a westerly direction to a point 14 metres west of this intersection as detailed on **Attachment A**. *Note 2 applies*.

21. **Ilam Road / Wilfrid Street intersection - Existing Traffic Controls**

a. Approve that all existing traffic controls at the intersection of Ilam Road and Wilfrid Street be revoked.

22. **Ilam Road / Wilfrid Street intersection - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes and road surface changes at the intersection of Ilam Road and Wilfrid Street as detailed on **Attachment A**.

b. Approve that a Stop control be placed against the Wilfrid Street westbound approach to its intersection with Ilam Road as detailed in **Attachment A**.

23. **Ilam Road / Joyce Crescent - Existing Traffic Controls**

a. Approve that all existing traffic controls at the intersection of Ilam Road and Joyce Crescent be revoked.

24. **Ilam Road / Joyce Crescent intersection - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, raised platforms and road surface changes at the intersection of Ilam Road and Joyce Crescent as detailed on **Attachment A**.

b. Approve that a Stop control be placed against the Joyce Crescent westbound approach to its intersection with Ilam Road as detailed in **Attachment A**.

25. **Joyce Crescent (Ilam Road to project extent) - Existing Traffic Controls**

a. Approve that all existing traffic controls on Joyce Crescent, commencing at its intersection with Ilam Road and extending in an easterly direction for a distance 14 metres be revoked. *Note 1 applies*.

26. **Joyce Crescent (Ilam Road to project extent) - Existing Parking and Stopping Restrictions**

a. Approve that all existing parking and stopping restrictions on both sides of Joyce Crescent from its intersection with Ilam Road to a point 14 metres east of this intersection be revoked.

27. **Joyce Crescent (Ilam Road to project extent) - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, raised platforms and road surface changes on Joyce Crescent from its intersection with Ilam Road to a point 14 metres east of this intersection as detailed on **Attachment A**. *Note 2 applies*.

28. **Joyce Crescent (Ilam Road to project extent) - New Parking and Stopping Restrictions**

a. Approve that the stopping of vehicles be prohibited at any time on both sides of Joyce Crescent from its intersection with Ilam Road and extending in an easterly direction to a point 14 metres west of this intersection as detailed on **Attachment A**. *Note 2 applies*.

29. **Ilam Road / Tuirau Place intersection - Existing Traffic Controls**

a. Approve that all existing traffic controls at the intersection of Ilam Road and Tuirau Place be revoked.

30. **Ilam Road / Tuirau Place intersection - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, raised platforms and road surface changes at the intersection of Ilam Road and Tuirau Place as detailed on **Attachment A**.

b. Approve that a Stop control be placed against the Tuirau Place eastbound approach to its intersection with Ilam Road as detailed in **Attachment A**.

31. **Tuirau Place (Ilam Road to project extent) - Existing Traffic Controls**

a. Approve that all existing traffic controls on Tuirau Place, commencing at its intersection with Ilam Road and extending in a westerly direction for a distance 13 metres be revoked. *Note 1 applies*.

32. **Tuirau Place (Ilam Road to project extent) - Existing Parking and Stopping Restrictions**

a. Approve that all existing parking and stopping restrictions on both sides of Tuirau Place from its intersection with Ilam Road to a point 13 metres west of this intersection be revoked.

33. **Tuirau Place (Ilam Road to project extent) - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, raised platforms and road surface changes on Tuirau Place from its intersection with Ilam Road to a point 13 metres west of this intersection as detailed on **Attachment A**. *Note 2 applies*.

34. **Tuirau Place (Ilam Road to project extent) - New Parking and Stopping Restrictions**

a. Approve that the stopping of vehicles be prohibited at any time on both sides of Tuirau Place from its intersection with Ilam Road and extending in a westerly direction to a point 13 metres west of this intersection as detailed on **Attachment A**. *Note 2 applies*.

35. **Ilam Road / Ryeland Avenue intersection - Existing Traffic Controls**

a. Approve that all existing traffic controls at the intersection of Ilam Road and Ryeland Avenue be revoked.

36. **Ilam Road / Ryeland Avenue intersection - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, raised platforms and road surface changes at the intersection of Ilam Road and Ryeland Avenue as detailed on **Attachment A**.

b. Approve that a Stop control be placed against the Ryeland Avenue eastbound approach to its intersection with Ilam Road as detailed in **Attachment A**.

37. **Ryeland Avenue (Ilam Road to project extent) - Existing Traffic Controls**

a. Approve that all existing traffic controls on Ryeland Avenue, commencing at its intersection with Ilam Road and extending in a westerly direction for a distance 13 metres be revoked. *Note 1 applies*.

38. **Ryeland Avenue (Ilam Road to project extent) - Existing Parking and Stopping Restrictions**

a. Approve that all existing parking and stopping restrictions on both sides of Ryeland Avenue from its intersection with Ilam Road to a point 13 metres west of this intersection be revoked.

39. **Ryeland Avenue (Ilam Road to project extent) - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, raised platforms and road surface changes on Ryeland Avenue from its intersection with Ilam Road to a point 13 metres west of this intersection as detailed on **Attachment A**. *Note 2 applies*.

40. **Ryeland Avenue (Ilam Road to project extent) - New Parking and Stopping Restrictions**

a. Approve that the stopping of vehicles be prohibited at any time on both sides of Ryeland Avenue from its intersection with Ilam Road and extending in a westerly direction to a point 13 metres west of this intersection as detailed on **Attachment A**. *Note 2 applies*.

41. **Hamilton Avenue / Ilam Road intersection - Existing Traffic Controls**

a. Approve that all existing traffic controls at the intersection of Hamilton Avenue and Ilam Road be revoked.

42. **Hamilton Avenue / Ilam Road intersection - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, raised platforms and road surface changes at the intersection of Hamilton Avenue and Ilam Road as detailed on **Attachment A**.

b. Approve that a Stop control be placed against the Hamilton Avenue westbound approach to its intersection with Ilam Road as detailed in **Attachment A**.

43. **Hamilton Avenue (Ilam Road to project extent) - Existing Traffic Controls**

a. Approve that all existing traffic controls on Hamilton Avenue, commencing at its intersection with Ilam Road and extending in an easterly direction for a distance 15 metres be revoked. *Note 1 applies*.

44. **Hamilton Avenue (Ilam Road to project extent) - Existing Parking and Stopping Restrictions**

a. Approve that all existing parking and stopping restrictions on both sides of Hamilton Avenue from its intersection with Ilam Road to a point 15 metres east of this intersection be revoked.

45. **Hamilton Avenue (Ilam Road to project extent) - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, raised platforms and road surface changes on Hamilton Avenue from its intersection with Ilam Road to a point 15 metres east of this intersection as detailed on **Attachment A**. *Note 2 applies*.

46. **Hamilton Avenue (Ilam Road to project extent) - New Parking and Stopping Restrictions**

a. Approve that the stopping of vehicles be prohibited at any time on both sides of Hamilton Avenue from its intersection with Ilam Road and extending in an easterly direction to a point 15 metres west of this intersection as detailed on **Attachment A**. *Note 2 applies*.

47. **Ilam Road / Memorial Avenue intersection - Existing Traffic Controls**

a. Approve that all existing traffic controls at the intersection of Ilam Road and Memorial Avenue be revoked.

48. **Ilam Road / Memorial Avenue intersection - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes and road surfacing changes at the intersection of Ilam Road and Memorial Avenue, as detailed on Attachment A.

b. Approve that the intersection of Ilam Road and Memorial Avenue be controlled by traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004, as detailed on Attachment A.

49. **Memorial Avenue (south of Ilam Road) - Existing Parking and Stopping Restrictions**

a. Approve that all existing parking and stopping restrictions on the north side of Memorial Avenue from a point 41 metres southeast of its intersection with Ilam Road to a point 50 metres southeast of this intersection be revoked. *Note 1 applies.*

50. **Memorial Avenue (south of Ilam Road) - New Parking and Stopping Restrictions**

a. Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Memorial Avenue, commencing at a point 41 metres southeast of its intersection with Memorial Avenue, and extending in an south easterly direction to a point 50 metres east of this intersection, as detailed on Attachment A. This restriction is to apply Monday to Sunday between the hours of 8am to 6pm. *Note 2 applies*.

51. **Ilam Road (Memorial Avenue to Aorangi Road) - Existing Traffic Controls**

a. Approve that all existing traffic controls on Ilam Road, commencing at its intersection with Memorial Avenue and extending in a northerly direction to its intersection with Aorangi Road be revoked.

52. **Ilam Road (Memorial Avenue to Aorangi Road) - Existing Parking and Stopping Restrictions**

a. Approve that all existing parking and stopping restrictions on both sides of Ilam Road, commencing at its intersection with Memorial Avenue and extending in a northerly direction to its intersection with Aorangi Road be revoked.

53. **Ilam Road (Memorial Avenue to Aorangi Road) - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, traffic islands, raised platforms and road surface changes on Ilam Road from its intersection with Memorial Avenue to its intersection with Aorangi Road, as detailed on **Attachment A**.

b. Approve that a special vehicle lane for the use of northbound cycles only, be established on the western side of Ilam Road, commencing at its intersection with Memorial Avenue and extending in a northerly direction to its intersection with Aorangi Road, as detailed on **Attachment A.** This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking Bylaw 2017.

c. Approve that the pathway on the northwest side of Ilam Road, commencing at a point 201 metres north of its intersection with Memorial Avenue and extending in a northerly direction to its intersection with Aorangi Road be resolved as a bi-directional shared pedestrian/ cycle pathway in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004, as detailed on **Attachment A**. *Note 2 applies*.

d. Approve that a Give Way control be placed against cyclists and pedestrians travelling in the northbound direction on the shared path on the northwest side of Ilam Road, and that Give Way control be located at a point 211 metres north of the intersection with Memorial Avenue to create priority for vehicles accessing 279 Ilam Road. This Give Way control is detailed on **Attachment A.** *Note 2 applies*.

e. Approve that a Give Way control be placed against vehicles exiting 279 Ilam Road and that the Give Way control be located at a point 216 metres north of the intersection with Memorial Avenue to create priority for vehicles and cyclists travelling in both directions along Ilam Road. This Give Way control is detailed on **Attachment A**. *Note 2 applies*.

f. Approve that a Give Way control be placed against cyclists and pedestrians travelling in the southbound direction on the shared path on the northwest side of Ilam Road, and that Give Way control be located at a point 219 metres north of the intersection with Memorial Avenue to create priority for vehicles accessing 279 Ilam Road. This Give Way control is detailed on **Attachment A.** *Note 2 applies*.

g. Approve that a signalised pedestrian / cycle crossing be installed on Ilam Road at a point 299 metres north of its intersection with Memorial Avenue in accordance with Section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004, as detailed on **Attachment A.** *Note 2 applies*.

h. Approve that the pathway on the northwest side of Ilam Road, commencing at the shared pedestrian / cycle crossing and extending in a westerly direction to Jellie Park be resolved as a bi-directional shared pedestrian/ cycle pathway in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004, as detailed on **Attachment A**. *Note 2 applies*.

i. Approve that a Give Way control be placed against cyclists and pedestrians travelling in the northbound direction on the shared path on the northwest side of Ilam Road, and that Give Way control be located at a point 359 metres north of the intersection with

Memorial Avenue to create priority for vehicles accessing Jellie Park. This Give Way control is detailed on **Attachment A.** *Note 2 applies*.

j. Approve that a Give Way control be placed against vehicles exiting Jellie Park and that the Give Way control be located at a point 366 metres north of the intersection with Memorial Avenue to create priority for vehicles and cyclists travelling in both directions along Ilam Road. This Give Way control is detailed on **Attachment A**. *Note 2 applies*.

k. Approve that a Give Way control be placed against cyclists and pedestrians travelling in the southbound direction on the shared path on the northwest side of Ilam Road, and that Give Way control be located at a point 369 metres north of the intersection with Memorial Avenue to create priority for vehicles accessing Jellie Park. This Give Way control is detailed on **Attachment A.** *Note 2 applies*.

l. Approve that a Give Way control be placed against Ilam Road cyclists travelling in the northbound direction, and that this Give Way control be located at a point 446 metres north of the intersection with Memorial Avenue to require the northbound cyclists to give way to pedestrians on the shared path. This Give Way control is detailed on Attachment A. Note 2 applies.

m. Approve that a special vehicle lane for the use of southbound cycles only, be established on the east side of Ilam Road, commencing at its intersection with Aorangi Road, and extending in a southerly direction to its intersection with Memorial Avenue, as detailed on **Attachment A.** This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking Bylaw 2017.

n. Approve that the pathway on the southeast side of Ilam Road, commencing a point 344 metres north of its intersection with Memorial Avenue and extending in a southerly direction to a point 272 metres north of this intersection be resolved as a bi-directional shared pedestrian / cycle pathway in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004, as detailed on **Attachment A**. *Note 2 applies*.

54. **Ilam Road (Memorial Avenue to Aorangi Road) - New Parking and Stopping Restrictions**

a. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at its intersection with Memorial Avenue, and extending in a northerly direction to a point 223 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

b. Approve that the parking of vehicles be restricted to a maximum period of 3 minutes on the west side of Ilam Road, commencing at a point 279 metres north of its intersection with Memorial Avenue, and extending in a northerly direction to a point 290 metres north of this intersection, as detailed on **Attachment A**. This restriction is to apply at all times. *Note 2 applies*.

c. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 290 metres north of its intersection with Memorial Avenue, and extending in a northerly direction to a point 307 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

d. Approve that the parking of vehicles be restricted to a maximum period of 180 minutes on the west side of Ilam Road, commencing at a point 307 metres north of its intersection with Memorial Avenue, and extending in a northerly direction to a point

350 metres north of this intersection, as detailed on **Attachment A**. This restriction is to apply Monday to Sunday between the hours of 8am to 6pm. *Note 2 applies*.

e. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 350 metres north of its intersection with Memorial Avenue, and extending in a northerly direction to a point 383 metres north of this intersection, as detailed on **Attachment A**. *Note 2 applies*.

f. Approve that the stopping of vehicles be prohibited at any time on the west side of Ilam Road, commencing at a point 434 metres north of its intersection with Memorial Avenue, and extending in a northerly direction to its intersection with Aorangi Road, as detailed on **Attachment A**. *Note 2 applies*.

g. Approve that the stopping of vehicles be prohibited at any time on the east side of Ilam Road from its intersection with Aorangi Road, and extending in a southerly direction to a point 494 metres north of Memorial Avenue, as detailed on **Attachment A**. *Note 2 applies*.

h. Approve that the parking of vehicles be restricted to a maximum period of 3 minutes on the east side of Ilam Road, commencing at a point 350 metres north of its intersection with Memorial Avenue, and extending in a southerly direction to a point 327 metres north of this intersection, as detailed on **Attachment A**. This restriction is to Monday to Friday between the hours of 8am to 6pm. *Note 2 applies*.

i. Approve that the stopping of vehicles be prohibited at any time on the east side of Ilam Road, commencing at a point 327 metres north of its intersection with Memorial Avenue, and extending in a southerly direction to a point 182 metres north of Memorial Avenue, as detailed on **Attachment A**. *Note 2 applies*.

j. Approve that the stopping of vehicles be prohibited at any time on the east side of Ilam Road, commencing at a point 177 metres north of its intersection with Memorial Avenue, and extending in a southerly direction to a point 166 metres north of Memorial Avenue, as detailed on **Attachment A**. *Note 2 applies*.

k. Approve that the stopping of vehicles be prohibited at any time on the east side of Ilam Road, commencing at a point 144 metres north of its intersection with Memorial Avenue, and extending in a southerly direction to a point 132 metres north of Memorial Avenue, as detailed on **Attachment A**. *Note 2 applies*.

l. Approve that the stopping of vehicles be prohibited at any time on the east side of Ilam Road, commencing at a point 127 metres north of its intersection with Memorial Avenue, and extending in a southerly direction to a point 111 metres north of Memorial Avenue, as detailed on **Attachment A**. *Note 2 applies*.

m. Approve that the stopping of vehicles be prohibited at any time on the east side of Ilam Road, commencing at a point 106 metres north of its intersection with Memorial Avenue, and extending in a southerly direction to a point 95 metres north of Memorial Avenue, as detailed on **Attachment A**. *Note 2 applies*.

n. Approve that the stopping of vehicles be prohibited at any time on the east side of Ilam Road, commencing at a point 90 metres north of its intersection with Memorial Avenue, and extending in a southerly direction to a point 77 metres north of Memorial Avenue, as detailed on **Attachment A**. *Note 2 applies*.

o. Approve that the stopping of vehicles be prohibited at any time on the east side of Ilam Road, commencing at a point 72 metres north of its intersection with Memorial

Avenue, and extending in a southerly direction to a point 60 metres north of Memorial Avenue, as detailed on **Attachment A**. *Note 2 applies*.

p. Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Ilam Road, commencing at a point 60 metres north of its intersection with Memorial Avenue, and extending in a southerly direction to a point 55 metres north of this intersection, as detailed on **Attachment A**. This restriction is to apply Monday to Sunday between the hours of 8am to 6pm. *Note 2 applies*.

q. Approve that the stopping of vehicles be prohibited at any time on the east side of Ilam Road, commencing at a point 55 metres north of its intersection with Memorial Avenue, and extending in a southerly direction this intersection, as detailed on **Attachment A**. *Note 2 applies*.

55. **Chateau Drive / Ilam Road intersection - Existing Traffic Controls**

a. Approve that all existing traffic controls at the intersection of Chateau Drive and Ilam Road be revoked.

56. **Chateau Drive / Ilam Road intersection - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes and road surfacing changes at the intersection of Chateau Drive and Ilam Road, as detailed on **Attachment A**.

b. Approve that a Stop control be placed against the Chateau Drive eastbound approach to its intersection with Ilam Road as detailed in **Attachment A**.

57. **Chateau Drive (Ilam Road to project extent) - Existing Parking and Stopping Restrictions**

a. Approve that all existing parking and stopping restrictions on both sides of Chateau Drive from its intersection with Ilam Road to a point 17 metres west of this intersection be revoked.

58. **Chateau Drive (Ilam Road to project extent) - New Parking and Stopping Restrictions**

a. Approve that the stopping of vehicles be prohibited at any time on both sides of Chateau Drive from its intersection with Ilam Road and extending in a westerly direction to a point 17 metres west of this intersection as detailed on **Attachment A**. *Note 2 applies*.

59. **Aorangi Road / Ilam Road intersection - Existing Traffic Controls**

a. Approve that all existing traffic controls at the intersection of Aorangi Road and Ilam Road be revoked.

60. **Aorangi Road / Ilam Road intersection - New Traffic Controls**

a. Approve the road marking changes, kerb alignment changes, raised platforms and road surface changes at the intersection of Aorangi Road and Ilam Road as detailed on **Attachment A**.

b. Approve that a Stop control be placed against the Aorangi Road southbound approach to its intersection with Ilam Road as detailed in **Attachment A**.

61. **Speed Limits**

Note: Under Clause 12.9 of the Land Transport Rule Setting of Speed Limits 2022, if a road controlling authority has, before 19 May 2022 (commencement of the Rule), called for submissions on a proposal to set a speed limit under the previous Rule, the road

controlling authority may in the interim period set the speed limit under the previous Rule under an existing Bylaw.

Note: Speed limit changes listed in clause a are subject to change following consultation of the Interim Speed Management Plan planned for late 2022. Traffic resolutions will be reviewed as required following this consultation and any changes implemented as part of the Nor'West Arc Major Cycle Route works where possible.

a. Approve that pursuant to Part 4 of the Christchurch City Council Traffic and Parking Bylaw 2017, speed limits be set as below in clauses i to ix and include the resulting changes in the Christchurch City Register of Speed Limits and Speed Limit Maps:

i. Approve that the speed limit on Ilam Road be set at 40 kilometres per hour from its intersection with Montana Avenue to its intersection with Aorangi Road.

ii. Approve that the speed limit on Moorpark Place be set at 40 kilometres per hour for its entire length.

iii. Approve that the speed limit on Joyce Crescent be set at 40 kilometres per hour for its entire length.

iv. Approve that the speed limit on Tuirau Place be set at 40 kilometres per hour for its entire length.

v. Approve that the speed limit on Swanleigh Place be set at 40 kilometres per hour for its entire length.

vi. Approve that the speed limit on Ryeland Avenue be set at 40 kilometres per hour for its entire length.

vii. Approve that the speed limit on Braithwaite Street be set at 40 kilometres per hour for its entire length.

viii. Approve that the speed limit on Chateau Drive be set at 40 kilometres per hour for its entire length.

ix. Approve that the speed limit on Matisse Place be set at 40 kilometres per hour for its entire length.

b. Approve that the speed limit changes listed above in clause 61 take affect when signage and/or road markings that evidence the speed limits described in the staff report are in place

62. **Tree Removal**

a. Approve that three trees be removed from the eastern side of Aorangi Road outside #159 Aorangi Road and #315 Clyde Rd, as detailed in **Attachment B**.

b. Request that staff investigate an additional multi-vehicle parking bay on Aorangi Road, between Clyde Road and Ilam Road (approximately outside number 169), by removing two additional silver birch trees.

Councillor Davidson/Councillor Coker **Carried**

Councillor Chu re-joined the meeting at 11.20am during consideration of item 13.

14. Key Performance Results June 2022

Council Resolved CNCL/2022/00092

Item 20

20. Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Worcester Street (Latimer Square to Fitzgerald Ave)

Reference Te Tohutoro:	25/1050092
Responsible Officer(s) Te Pou Matua:	Jacob Bradbury, Manager Planning and Delivery Transport
Accountable ELT Member Pouwhakarae:	Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Council to consider next steps for Worcester Street, where its previously approved speed limit changes cannot now be installed due to a change in the law.

1.2 The report is in response to the *Land Transport Rule: Setting of Speed Limits 2024* which came into force in October 2024, and after feedback from Councillors during an Information Session held on 20 May 2025.

1.3 Background to the change in the law was supplied to Elected Members via Memo on 14 April 2025, and supplied here as **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Worcester Street (Latimer Square to Fitzgerald Ave) Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. In accordance with the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024:
    a. Revokes the 30km/h speed limits established for Worcester Street between Latimer Square East and Fitzgerald Avenue (Council Meeting 12 May 2022 (CNCL/2022/00055), resolutions 23 – 28 as specified in **Attachment C** of this report); and
    b. Approves that the existing 50km/h speed limit be retained for Worcester Street (Latimer Square East to Fitzgerald Avenue).
4. Revokes the following resolutions related to layout and associated operational changes along Worcester Street made by the Council at its 12 May 2022 meeting (CNCL/2022/00055 and as specified in **Attachment C** of this report):
    a. General approval of layouts and stopping lines (resolution 5).
    b. Localised education around the use of sharrows (resolution 6).
    c. Road markings, kerb alignments and road surface changes west of Latimer Square (resolution 12).

d. Road markings, kerb alignments, road surface changes and special vehicle lanes Latimer Square to Barbadoes Street (resolutions 14 and 15).

e. Road markings, kerb alignments, and road surface changes at the Worcester Street - Barbadoes Street intersection (resolution 16).

f. Road markings, kerb alignments, road surface changes, road hump, and parking and stopping restrictions Barbadoes Street to Fitzgerald Ave (resolutions 17 to 22).

5. Approves that Worcester Street (Manchester to Fitzgerald) is removed from the scope of #52228 Cycle Facilities & Connections Improvements.

3. Executive Summary Te Whakarāpopoto Matua

3.1 Due to changes in the law, it is not possible to install the changes to speed limits that were approved before the date the law came into force.

3.1.1 This has affected the change to 30km/h speed limits previously approved for Worcester Street between Latimer Square and Fitzgerald Avenue. These are currently 50km/h.

3.1.2 There is no mechanism for the Council to install a 30km/h speed limit on these streets, with the closest limit available being 40km/h.

3.1.3 Any change in speed limit requires public consultation and a further Council decision.

3.2 Staff are therefore seeking direction from the Council on the proposed changes:

3.2.1 Whether it wishes to consult on changing to a 40km/h speed limit or retain the existing 50km/h speed limit.

3.2.2 Whether other proposed marking and layout changes should be removed from the scope of the project.

3.3 The staff recommendation is to retain the existing layouts and speed limits (50km/h). This is due to:

3.3.1 Traffic count data from 2010 suggests the street operates safely without changes: appropriate numbers of vehicles (<1,000vpd) and average speeds ~34km/h for a greenway-style cycle treatment.

3.3.2 Most of the approved design features are there to support the speed limit changes, so would need to be re-considered and re-approved in light of any speed limit changes.

3.3.3 The additional cost and time associated with consultation, redesign and approval, and installation of the new design. Due to the requirements of the law and local government elections, it is extremely likely that any Council recommendation to request a speed limit change from the Director of Land Transport would happen after local body elections.

4. Background/Context Te Horopaki

Speed Limit Rule Changes

4.1 On 28 September 2024, the Land Transport Rule: Setting of Speed Limits 2024 was signed, before coming into force on the 30 October 2024.

4.1.1 The Rule change was widely publicised as reversing previous blanket speed limit changes.

4.1.2 Further, it also does not allow for implementation of speeds which have not yet been installed, that were set by the Council under the Setting of Speed Limits 2022 Rule or previous Council Bylaws.

4.2 For all future speed limit changes on existing roads, the Rule also places restrictions on Road Controlling Authorities (RCAs) around the limits that can be set, depending on the street classification.

4.2.1 Most notably, it is no longer possible to install 30km/h limits on normal urban streets.

4.2.2 The full list of urban street classifications and allowable speed limits is shown in Schedule 3 (page 58) of **Attachment A**.

4.3 The process for changing speed limits has changed in recent years compared to the previous rules and bylaws. Key facets of the requirements in the 2024 Rule are:

4.3.1 Any proposed change to speed limits must be submitted to the Director of Land Transport for approval.

4.3.2 In order to submit proposals for consideration, the Council must have carried out a public consultation process with the following requirements:

- Minimum consultation period of 6 weeks, notified on an internet site.
- The material must include information showing:
  - The role and function of the road; how the road is used (including the different types of road user); and why a speed limit change has been proposed rather than any other speed management intervention.
  - An explanation of how the road safety aspects of the [Government Policy Statement] have been had regard to.
  - A cost benefit disclosure statement.
- Must have used reasonable efforts to reach a number of groups, including: schools, communities, road users (including freight providers), businesses, and adjoining RCAs.
- Must have reasonably practicable efforts to consult with Māori where the changes affect Māori land or land subject to any Māori claims settlement act.

4.3.3 A summary of feedback must be provided, including an explanation of how feedback was taken into account in any final draft plan. This point in particular is no change to the current engagement processes.

4.3.4 The RCA must have considered this information and feedback when making a decision about their proposal for the speed limit on a piece of road.

Affected Council Projects

4.4 The Council has identified a number of projects with speed limit changes that have been approved, but - due to the law changes - cannot be installed in their current form.

4.4.1 Two of these projects have, or are, being dealt with separately:

- Gloucester Street: Council decision to retain the pre-existing speed limit of 30km/h (Council meeting 16 April 2025).
- Te Kaha Surrounding Streets: At the time of writing, the Council is consulting on amended speed limits.

4.4.2 Three remaining projects require an agreement from the Council on how to proceed:

- Antigua Street (Moorhouse to St Asaph).
- Worcester Street (Latimer Square to Fitzgerald Ave).
- Nor'West Arc along Aorangi Road, Condell Ave and Matsons Ave (Ilam Road to Harewood Road).

Worcester Street (Lichfield to Fitgerald)

4.5 The design for Worcester Street between Manchester Street and Fitzgerald Avenue was approved at the Council meeting of 12 May 2022 (see **Attachment B**), following the design and feedback being considered by a Hearings Panel which convened on 11 April 2022.

4.5.1 Between Manchester Street and Latimer Square the speed limit was already 30km/h, and the approvals were for Sharrow markings to support the speed limit changes, and a shared path through Latimer Square.

4.5.2 From Latimer Square to Fitzgerald Ave there were resolutions to change the speed limit from 50km/h to 30km/h. Other elements of the approved design are mostly in place to support the slower speeds and function as a connector to the Rapanui-Shag Rock Major Cycleway.

4.6 The delivery of this work is funded from #52228 Cycle Facilities & Connection Improvements.

4.6.1 At the Finance and Performance Meeting of 22 February 2023, this project was identified for a deferral to free up resources for the Transport Choices projects.

4.6.2 When the Transport Choices programme was cut, staff brought a report to the 28 February 2024 Finance and Performance meeting with a list of projects to restart. This was not one of the identified projects, so funding had not been made available for delivery until after the approval of the 24-34 Long Term Plan.

4.6.3 Beyond the Worcester Street scope, this project also includes two other pieces of work:

- Works to the planter beds north of the Antigua Street bridge, which was approved by the Council on 22 May 2022. At the time of writing this work is underway.
- Changes to Armagh Street between Park Terrace and the Avon River, which are mostly road marking and signage, although they require the removal of a number of on-street parks. This was approved by the Council on 7 July 2022, and has not yet been delivered.

4.6.4 The project does not currently have available funding to deliver all the scope. There is currently funding to complete the Antigua Street bridge works, and either the Armagh Street or Worcester Street works.

Planning Context

4.7 In the Streets and Spaces Design Guide, this section of Worcester Street is identified as a Slow Street, with a function as a priority cycle route.

4.7.1 West of Latimer Square is within the maximum 30km/h core zone, and east of Latimer Square is identified as a maximum 50km/h zone.

4.7.2 While there is not a specific recommended cross section for this part of Worcester Street, the example layout of a Slow Street from the guide is shown below.

Slow street

4.8 To the east of Fitzgerald Ave, Worcester Street marks the beginning of the Rapanui-Shag Rock Major Cycleway.

4.8.1 This has a "Neighbourhood Greenway" style design where cyclists and vehicles mix on a street with traffic calming measures. This has a 30km/h speed limit.

Current Usage

4.9 Traffic counts were last taken in September 2020. These showed:

- Average daily traffic of 868 vehicles per day, of which 3.3% are heavy vehicles
- Average speed: 33.6km/h
- 85%ile speed: 44.0km/h

4.9.2 It is noted that these numbers could be affected by COVID-related changes in travel patterns. However, the previous counts were taken in March 2018 and show very similar traffic numbers.

4.9.3 Staff observations are that there are typically low traffic numbers and speeds currently using the street, which would suggest that these traffic numbers are probably a reasonable representation of current usage.

4.10 There is no cycle counter on this section of road, however, there is a one-way cycle counter on Worcester Street a block away (just east of the Worcester/Stanmore Rd intersection). If we assume that the majority of cyclists continue across Fitzgerald Ave, and that eastbound and westbound flows are relatively similar, this works out to:

- Average cycle movements: ~200 per day

4.11 Should the 50km/h speed limit remain, the operating speeds will differ from the posted speed. This may discourage some interested but concerned cyclists from trying the route.

4.12 Due to the requirements of the 2024 Rule, and timelines for Local Government elections, it is extremely unlikely that any speed limit changes could be approved ahead of the completion of construction.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.13.1 Retain existing layout / 50km/h speed limit.

4.13.2 Consult on reducing to a 40km/h speed limit.

4.13.3 Install features not associated with a lower speed limit.

4.14 The following options were considered but ruled out:

4.14.1 Install previously approved 30km/h speed limit – This does not meet the requirements of the current speed limit rule.

Options Descriptions Ngā Kōwhiringa

4.15 **Preferred Option:** Retain existing layout

4.15.1 **Option Description:** The Council will revoke its previous resolution to convert the street to a 30km/h speed limit. In this option, no further work is carried out on the street, and this street would be removed from the scope of the project.

4.15.2 **Option Advantages**

- No further budget is spent, allowing other works within the project scope to be completed.
- No additional staff costs to produce specialist information, carry out consultation, and produce a report to the Council.
- 50km/h speed limit aligns with Central City Transport Plan (Streets and Spaces design guide).

4.15.3 **Option Disadvantages**

- Creates inconsistent speed limits: along Worcester Street, the speed is 30km/h east of Fitzgerald; and also 30km/h west of Latimer Square. (Noting however, that this inconsistency cannot be resolved as 30km/h is not possible to achieve, and also that it is not possible for vehicles to travel this length of Worcester Street due to restrictions on vehicle movements at both Latimer Square and Fitzgerald Ave).
- Likely incongruity between operational and posted speeds along corridor.
- A number of the original submitters expressed support for the works at that time.

4.16 **Alternative Option** - Consult on reducing to a 40km/h speed limit.

4.16.1 **Option Description:** Staff continue to public consultation on changing the speed along Worcester Street between Latimer Square and Fitzgerald Ave. The design will be tweaked, and a report brought to the Council to approve a change to a 40km/h speed limit on those sections where it is currently 50km/h.

Given the timeframes, it is extremely likely that any report to the Council will be after local elections.

4.16.2 **Option Advantages**

- Better aligns with original approval.
- Reinforces the expected operational speeds along the corridor.

- Better reflects the wishes of a few submitters to the original scheme.

4.16.3 **Option Disadvantages**

- Cost and effort to produce consultation information, carry out public consultation, and produce report to the Council.
- Additional budget would be required to re-design and deliver the works.
- Perceived confusion between 40km/h and 30km/h speed limits along the corridor (noting that there is no option that can resolve this at this time).

4.17 **Alternative Option** - Install features not associated with lower speed limit.

4.17.1 **Option Description:** Install all features that are not directly associated with the change in speed limit. For clarity, this would mean that following are installed:

Manchester Street - Latimer Square:

- Sharrow markings.

Latimer Square – Fitzgerald Ave:

- Sharrow markings.
- Advance cycle stop lines.
- Speed bump.

4.17.2 **Option Advantages**

- Clearly signals a cycle priority route on link road to Major Cycleway.
- A few submitters to the original scheme were supportive of traffic calming measures.

4.17.3 **Option Disadvantages**

- Additional budget would be required to deliver the works.
- Perceived confusion between 50km/h and 30km/h speed limits along the corridor (noting that there is no option that can resolve this at this time).
- East of Latimer Square, the road geometry does not lend itself to the use of sharrows: NZTA best practice is that sharrows are only required where lane widths are over 3.8m wide; and the distance between parking ticks on this section is around 9.9m.

Analysis Criteria Ngā Paearu Wetekina

4.18 Staff have recommended retaining the existing layout for the following reasons:

- Street already operates close to appropriate speed and volumes
- Staff time and cost associated with consulting on lower speed limits
- There is not available budget to deliver the scope as approved

4.18.2 However, staff also note that this would leave operating and posted speeds that are not aligned, and does not deliver a scheme that had support during consultation.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option Do Nothing	Option 2 Consult for 40km/h	Option 3 Install features not associated with speed limit changes
Cost to Implement	$0	$32,000 for consultation Plus $150,000 for installation if approved	$10,000 for design changes, local consultation and decision Plus $140,000 for installation if approved
Maintenance/Ongoing Costs	No change	$1,240	$600
Funding Source	N/A	#52228 Cycle Facilities & Connection Improvements	#52228 Cycle Facilities & Connection Improvements
Funding Availability	N/A	Requires additional budget through Annual or Long Term Plan	Requires additional budget through Annual or Long Term Plan
Impact on Rates	N/A	<0.01%	<0.01%

5.1 There are other costs to the Council for Options 2 and 3 that are booked to overheads and are therefore not included in this figure, for example: management oversight and reviews, working time from the engagement and communication teams, etc.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Budget risk: re-consultation and re-design have not been factored into the cost of the project. While any costs are expected to be relatively small for a Transport project, there is currently no available budget, so a decision to go ahead would require commitment for additional budget to be added through a future Annual or Long Term Plan.

6.2 Engineering/delivery risk: none above BAU.

6.3 Reputational risk: There may be a perception from the public that any re-consultation is due to a Council mistake or omission. The reasons for needing to reconsult will be clearly communicated through the supporting information.

6.4 Political risk: Speed limit changes are often contentious, and consultation and decision-making would be required in the lead up to local elections.

Legal Considerations Ngā Hīraunga ā-Ture

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

6.5.1 The Council is the delegated authority for recommending changes to speed limits.

6.6 Other Legal Implications:

6.6.1 The other legal implications related to the speed limit changes are set out in the body of this report. There is no further legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

6.7 The required decision:

6.7.1 Aligns with the Christchurch City Council's Strategic Framework. As this decision relates to the potential need for consultation, it specifically aligns with the "Build trust and confidence" strategic priority.

6.7.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by assuming that the impacts are broadly similar to Antigua Street (which was assessed as low) but affecting fewer people due to the lower numbers of users of the corridor.

6.7.3 Is consistent with the Council's Plans and Policies.

6.8 This report supports the Council's Long Term Plan (2024 - 2034):

6.9 Transport

6.9.1 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: 10.5.2 Improve the perception (resident satisfaction) that Christchurch is a cycling friendly city - >=67%
- 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

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

6.10.1 Waipapa Papanui-Innes-Central Community Board

6.11 This section of road leads to the Rapanui-Shag Rock Major Cycleway, so may impact on people travelling from within the Community Board areas of Waitai Coastal-Burwood-Linwood Community Board; and Waihoro Spreydon-Cashmere-Heathcote Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.12 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.

6.13 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

6.14 The decisions in this report are likely to:

6.14.1 Contribute neutrally to adaptation to the impacts of climate change.

6.14.2 Contribute positively to emissions reductions.

6.15 This decision may slightly suppress cycle use along the Major Cycle Route.

7. Next Steps Ngā Mahinga ā-muri

7.1 Depending on the decision, staff will:

- Remove Worcester Street from the scope of #52228 Cycle Connections and Facilities;
- Consult with the public on changing Worcester Street (Latimer Square to Fitzgerald) to a 40km/h speed limit, before reporting back to Council, or;
- Re-design the project so all features not directly associated with the speed limit change can be installed. This will require a further decision by the Council.

Attachments Ngā Tāpirihanga

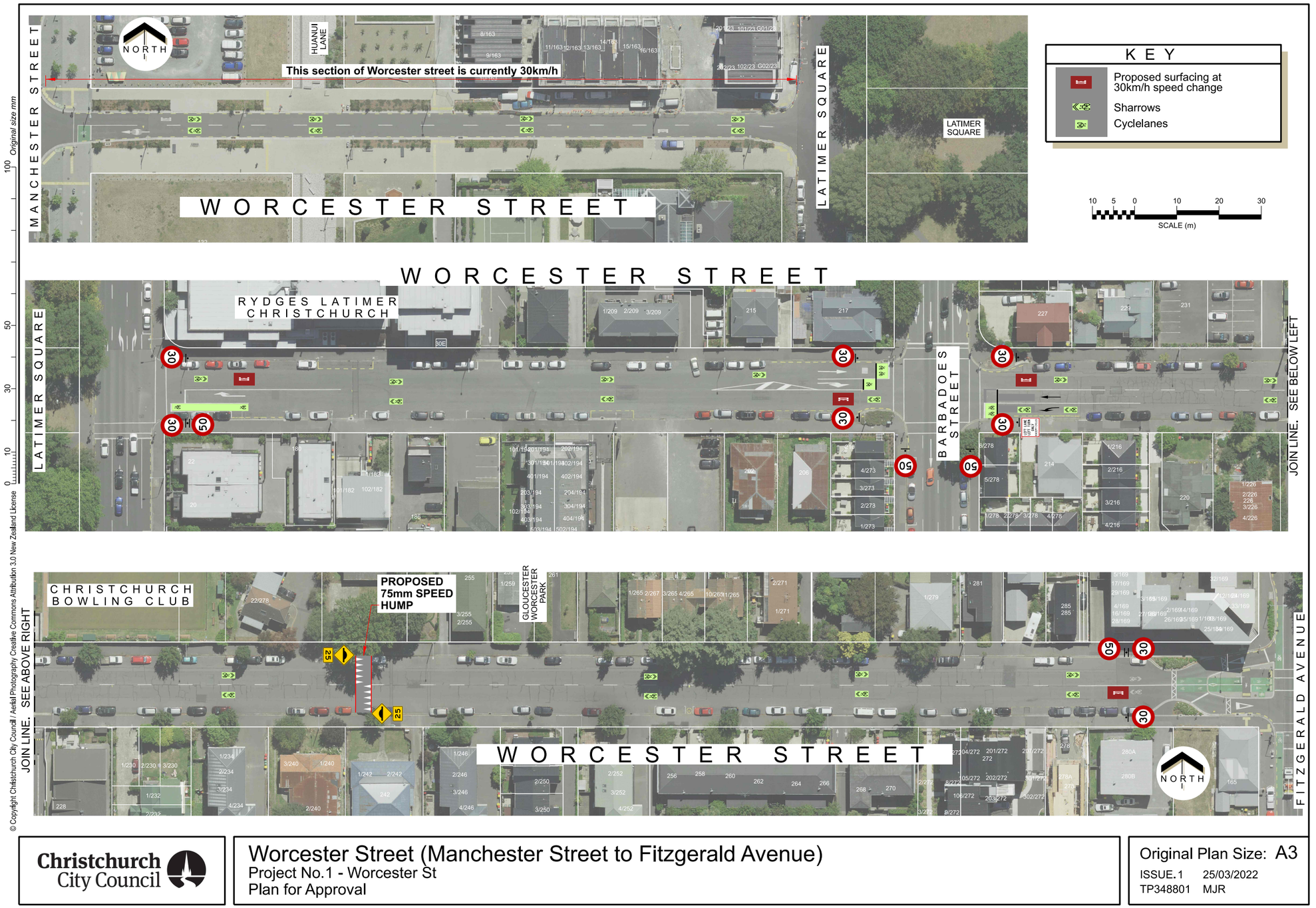
No.	Title	Reference	Page
A ⇨	Memo - Setting of Speed Limits Rule - Refer Item 19, Attachment A *(Under Separate Cover)*	25/1041851	
B ⇩	Worcester Street - Approved Design 12 May 2022	25/1191945	319
C ⇩	Worcester Street Resolutions - 12 May 2022	25/1260465	320

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Jacob Bradbury - Manager Planning & Delivery Transport Chris Strydom - Project Manager
Approved By	Ron Lemm - Manager Legal Service Delivery Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure



Christchurch City Council

Worcester Street (Manchester Street to Fitzgerald Avenue)
Project No.1 - Worcester St
Plan for Approval

Original Plan Size: A3
ISSUE.1 25/03/2022
TP348801 MJR

12. Draft Submission on Natural Hazards Insurance Bill

The Council decision delegated approval of the Council's submission to the Mayor and Councillor Davidson.

Council Resolved CNCL/2022/00053

That the Council:

1. Delegate to the Mayor and Councillor Davidson to complete and approve the submission on the Natural Hazards Insurance Bill to be submitted by Friday 13 May 2022.
2. Agree that the Council will be heard in support of the submission on the Natural Hazards Insurance Bill and will be represented by the Mayor.

Councillor MacDonald/Councillor Scandrett **Carried**

15. Mayor's Report

Council Resolved CNCL/2022/00054

Mayor's recommendations adopted without change.

That the Council:

1. Receive the information in this Report.
2. Note that the Government response to the Three Waters Working Group on Representation, Governance and Accountability will inform the Water Services Entities Bill, which is expected to be introduced and referred to a Select Committee for submissions mid-2022.
3. Note that the Council has received advice on the criteria and requirements for applying for Tranche 1 of the "better off" funding, which would require us to submit an online Funding Proposal by 30 September 2022.
4. Note that the Mayor has written to the Minister with concerns about the content of the Funding Agreement, and also the allocation of debt to the Water Services Entities.
5. Note that staff will hold a workshop with councillors to discuss the process, and prepare a report for Council in time for an application should councillors wish to proceed.

Councillor Templeton/Councillor Scandrett **Carried**

11. Hearings Panel report to the Council on the Worcester Street and Antigua Street Central City Cycleway Connections

Council Resolved CNCL/2022/00055

Hearings Panel recommendations adopted without change.

That the Council:

Antigua Street by the boatsheds

1. Approves the scheme design of improvements to the area north of the Antigua St Bridge by the Boatsheds as detailed in Attachment B.
2. Note that staff will investigate additional signage, markings and other measures to emphasise the slow speed shared space.
3. Requests staff to work with CDHB on understanding timelines for reopening the hospital's bridge and the requirements for use by cyclist and pedestrians.
4. Notes that the Hearings Panel received a number of submission points that were out of scope and refers the following matters to the Transport Operations Team for consideration:
    a. That the bike path be extended to Rolleston Avenue.
    b. Improvements to reduce conflicts in the section between St Asaph Street and the footbridge.

Worcester Street (Manchester Street to Fitzgerald Avenue)

5. Approves the scheme design of improvements to Worcester St between Fitzgerald Ave and Manchester St, as detailed in Attachment A subject to the following amendments:
    a. Ensure no stopping lines are installed over the area of the speed hump.
6. Request staff liaise with Waka Kotahi and the Council's Travel Demand Management Team on education for cyclist and motorists on the use of sharrows. This could also include information about sharrows, and any future planned works, in a leaflet drop to Worcester Street residents once the works are completed to ensure they are aware of the meanings of the markings.
7. Notes that the Panel support the inclusion of Worcester Street in the Streets for People programme.
8. Request that staff investigate the phasing of traffic signals at the Madras Street and Worcester Street intersection to ensure sufficient time for pedestrians and cyclists crossing.
9. Notes the status of the section of the Worcester Street between Latimer Square and Manchester Street is currently unclear. The Panel requests further advice to Council on marking, signage, speed limits and the potential for a shared path.
10. Approve the following resolutions relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2008 and Part 21 of the Local Government Act 1974.
11. Notes that for the purposes of the following resolutions: (1) An intersection of roadways is defined by the position of kerbs on each intersecting roadway ; and (2) The resolution is to take effect from the commencement of physical road works associated with the project as detailed in this report; and (3) If the resolution states "Note 1 applies", any distance specified in the resolution relates the kerb line location referenced as exists on the road immediately prior to the Council meeting; and (4) If the resolution states "Note 2 applies", any distance specified in the resolution relates the approved kerb line location on the road resulting from the Council resolutions in this report at the Council meeting.

Worcester Street (Manchester Street to Latimer Square West) – New Traffic Controls

12. Approve the road marking changes, kerb alignment changes, and road surface changes, on Worcester Street, commencing from a point 20 metres east of its intersection with Manchester Street and extending in an easterly direction for 162 metres to its intersection with Latimer Square West, as detailed on Attachment A. Note 2 applies.

Worcester Street (Latimer Square West to Latimer Square East) – New Traffic Controls

13. Approve that a shared pathway on Latimer Square (running centrally through Latimer Square, connecting Worcester Street), commencing at its intersection with Latimer Square West and extending in an easterly direction for 90 metres to its intersection with Latimer Square East, be resolved as a bi-directional shared pedestrian/ cycle pathway, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004, as detailed on Attachment A. Note 2 applies.

Worcester Street (Latimer Square East to Barbadoes Street) – New Traffic Controls

14. Approve the road marking changes, kerb alignment changes, and road surface changes, on Worcester Street, commencing from its intersection with Latimer Square East and extending in an easterly direction for 179 metres to its intersection with Barbadoes Street, as detailed on Attachment A. Note 2 applies.

15. Approve that a special vehicle lane be installed on Worcester Street for cyclists travelling westbound, commencing at a point 22 metres east of its intersection with Latimer Square East, and extending in a westerly direction for 18 metres, to a point 4 metres east of its intersection with Latimer Square East, as detailed on Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking Bylaw 2008. Note 2 applies.

Intersection – Worcester Street / Barbadoes Street Intersection

16. Approve the road marking changes, kerb alignment changes and road surfacing changes at the intersection of Worcester Street and Barbadoes Street, as detailed on Attachment A. Note 2 applies.

Worcester Street (Barbadoes Street to Fitzgerald Avenue) – Existing Parking and Stopping Restrictions

17. Approve that all existing parking and stopping restrictions on the north side of Worcester Street, commencing at a point 152 metres east of its intersection with Barbadoes Street and extending in an easterly direction for 6 metres to a point 158 metres east of its intersection with Barbadoes Street, be revoked. Note 1 applies.

18. Approve that all existing parking and stopping restrictions on the south side of Worcester Street, commencing at a point 152 metres east of its intersection with Barbadoes Street and extending in an easterly direction for 6 metres to a point 158 metres east of its intersection with Barbadoes Street, be revoked. Note 1 applies.

Worcester Street (Barbadoes Street to Fitzgerald Avenue) – New Traffic Controls

19. Approve the road marking changes, kerb alignment changes, and road surface changes, on Worcester Street, commencing from its intersection with Barbadoes Street and extending in an easterly direction for 342 metres to a point 27 metres west of its intersection with Fitzgerald Avenue, as detailed on Attachment A. Note 2 applies.

20. Approve that a road hump be installed on Worcester Street at a point 155 metres east of its intersection with Barbadoes Street, as detailed on Attachment A. Note 2 applies.

Worcester Street (Barbadoes Street to Fitzgerald Avenue) – New Parking and Stopping Restrictions

21. Approve that the stopping of vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 152 metres east of its intersection with Barbadoes Street and extending in an easterly direction for 6 metres to a point 158 metres east of its intersection with Barbadoes Street, as detailed on Attachment A. Note 2 applies.

22. Approve that the stopping of vehicles be prohibited at any time on the south side of Worcester Street, commencing at a point 152 metres east of its intersection with Barbadoes Street and extending in an easterly direction for 6 metres to a point 158 metres east of its intersection with Barbadoes Street, as detailed on Attachment A. Note 2 applies.

Worcester Street (Latimer Square East to Barbadoes Street) – Speed Limit

23. Approve that pursuant to Section 5 of the Christchurch City Council Speed Limits Bylaw 2010, speed limits be set as below in recommendation 24 and include the resulting changes in the Christchurch City Register of Speed Limits and Speed Limit Maps:

24. Approve the speed limit on Worcester Street be set at 30 kilometres per hour commencing at a point 20 metres east of its intersection with Latimer Square East and extending in an easterly direction for a distance of 132 metres to 27 metres west of its intersection with Barbadoes Street.

25. Approve that the speed limit change listed above, in recommendation 24 take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Worcester Street (Barbadoes Street to Fitzgerald Avenue) – Speed Limit

26. Approve that pursuant to Section 5 of the Christchurch City Council Speed Limits Bylaw 2010, speed limits be set as below in recommendation 27 and include the resulting changes in the Christchurch City Register of Speed Limits and Speed Limit Maps.

27. Approve the speed limit on Worcester Street be set at 30 kilometres per hour commencing at a point 13 metres east of its intersection with Barbadoes Street and extending in an easterly direction for a distance of 317 metres to a point 39 metres west of its intersection with Fitzgerald Avenue.

28. Approve that the speed limit change listed above, in recommendation 27 take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Antigua Street Central City Cycleway Connection

29. Approves that any previously approved resolutions on Antigua Street from a point 10 metres north of its intersection with Saint Asaph Street and extending in a southerly direction to its intersection with Moorhouse Avenue, pertaining to traffic controls (including the speed limit), parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations 5 and 7-29 below, are revoked.

30. Approves that any previously approved resolutions on Halkett Street from its intersection with Antigua Street to its eastern road termination, pertaining to traffic controls (including the speed limit), parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations 6 and 30-32 below, are revoked.

31. Approves the lane markings, kerb alignments, islands and road surface treatments on Antigua Street and Halkett Street, as detailed in Attachment A, subject to the following amendments:

    a. That Attachment A be amended so that the width of the cycleway on the west side of Antigua Street is increased to 2.4m and the lane markings, kerb alignments, islands and road surface treatments and all other consequential amendments are incorporated; and

Item 21

21. Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Antigua Street (Moorhouse to St Asaph)

Reference Te Tohutoro:	25/1031700
Responsible Officer(s) Te Pou Matua:	Jacob Bradbury, Manager Planning and Delivery Transport
Accountable ELT Member Pouwhakarae:	Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Council to consider next steps for Antigua Street, where its previously approved speed limit changes cannot now be installed due to a change in the law.

1.2 The report is in response to the *Land Transport Rule: Setting of Speed Limits 2024* which came into force in October 2024, and after feedback from Councillors during an Information Session held on 20 May 2025.

1.3 Background to the change in the law was supplied to Elected Members via Memo on 14 April 2025, and supplied here as **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Antigua Street (Moorhouse to St Asaph) Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. In accordance with the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024:
    a. Revokes the following 30km/h speed limits established for the full length of Halkett Street and for Antigua Street between Moorhouse Ave and St Asaph Street (Council meeting 12 May 2022 (CNCL/2022/00055], resolutions 32 and 33:
        32. Approves that the speed limit on Antigua Street from its intersection with Saint Asaph Street to its intersection with Moorhouse Avenue be set at 30 kilometres per hour.
        33. Approves that the speed limit on Halkett Street, from its intersection with Antigua Street to its eastern road termination, be set at 30 kilometres per hour.
    b. Approves that the existing 50km/h speed limit be retained for:
        i. Halkett Street (Antigua Street to eastern road termination).
        ii. Antigua Street (Moorhouse Ave – St Asaph Street).

3. Executive Summary Te Whakarāpopoto Matua

3.1 Due to changes in the law, it is not possible to install the changes to speed limits that were approved before the date the law came into force.

3.1.1 This has affected the change to 30km/h speed limits previously approved for Halkett Street, and Antigua Street between Moorhouse Ave and St Asaph Street. These are currently 50km/h.

3.1.2 There is no mechanism for the Council to install a 30km/h speed limit on these streets, with the closest limit available being 40km/h.

3.1.3 Any change in speed limit requires public consultation and a further Council decision.

3.2 Staff are therefore seeking direction from the Council around whether to retain the existing 50km/h speed limit or consult on changing to a 40km/h speed limit.

3.3 The Officer recommendation is to retain the existing speed limits (50km/h). This is due to:

3.3.1 The additional cost and time associated with consultation and installation of new speed limit signs. Due to the requirements of the law and local government elections, it is extremely likely that:

- The Council recommendation to request a speed limit change from the Director of Land Transport would happen after local body elections.
- Installation of speed limit signs would happen after the main works are complete, incurring re-visit costs.

3.3.2 Conflict points between different users is expected to be low, except at locations where speed can be well managed:

- The design includes physical separation between vehicles, cyclists, and pedestrians.
- Operational speeds are expected to be close to the safe zone due to physical treatments such as narrowings and vertical deflection.
- Due to the developments in the area, there is not expected to be much crossing of the corridor other than at formal crossing points (with signals or vertical deflection).

3.3.3 Noting that there would be a likely incongruity between posted and operational speeds.

4. Background/Context Te Horopaki

Speed Limit Rule Changes

4.1 On 28 September 2024, the Land Transport Rule: Setting of Speed Limits 2024 was signed, before coming into force on the 30 October 2024.

4.1.1 The Rule change was widely publicised as reversing previous blanket speed limit changes.

4.1.2 However, it also does not allow for implementation of speeds which have not yet been installed, that were set by Council under the Setting of Speed Limits 2022 Rule or previous Council Bylaws.

4.2 For all future speed limit changes on existing roads, the Rule also places restrictions on Road Controlling Authorities (RCAs) around the limits that can be set, depending on the street classification.

4.2.1 Most notably, it is no longer possible to install 30km/h limits on normal urban streets.

4.2.2 The full list of urban street classifications and allowable speed limits is shown in Schedule 3 (page 58) of **Attachment A.**

4.3 The process for changing speed limits has changed in recent years compared to the previous rules and bylaws. Key requirements in the 2024 Rule are:

4.3.1 Any proposed change to speed limits must be submitted to the Director of Land Transport for approval.

4.3.2 In order to submit proposals for consideration, the Council must have carried out a public consultation process with the following requirements:

- Minimum consultation period of 6 weeks, notified on an internet site
- The material must include information showing:
  - The role and function of the road; how the road is used (including the different types of road user); and why a speed limit change has been proposed rather than any other speed management intervention.
  - An explanation of how the road safety aspects of the [Government Policy Statement] have been had regard to.
  - A cost benefit disclosure statement.
- Must have used reasonable efforts to reach a number of groups, including: schools, communities, road users (including freight providers), businesses, and adjoining RCAs.
- Must have reasonably practicable efforts to consult with Māori where the changes affect Māori land or land subject to any Māori Claims Settlement Act.

4.3.3 A summary of feedback must be provided, including an explanation of how feedback was taken into account in any final draft plan. This point in particular is no change to the current engagement processes that are undertaken.

4.3.4 The RCA must have considered this information and feedback when making a decision about their proposal for the speed limit on a piece of road.

Affected Council Projects

4.4 The Council has identified a number of projects with speed limit changes that have been approved, but - due to the law changes - cannot be installed in their current form.

4.4.1 Two of these projects have, or are, being dealt with separately:

- Gloucester Street: the Council decision to retain the pre-existing speed limit of 30km/h (Council meeting 16 April 2025).
- Te Kaha Surrounding Streets: At the time of writing, the Council is consulting on amended speed limits.

4.4.2 Three remaining projects require an agreement from the Council on how to proceed:

- Antigua Street (Moorhouse to St Asaph).
- Worcester Street (Latimer Square to Fitzgerald Ave).

- Nor'West Arc along Aorangi Road, Condell Ave and Matsons Ave (Ilam Road to Harewood Road).

Antigua Street (Moorhouse to St Asaph)

4.5 The design for Antigua Street between Moorhouse Ave and St Asaph was approved at the Council meeting of 12 May 2022 (see **Attachment B**).

4.5.1 Included with this were resolutions to change the speed limit from 50km/h to 30km/h along the length of Halkett Street, and along Antigua Street between St Asaph Street to Moorhouse Ave.

4.5.2 The design of the street requires a transfer of land that is currently part of the Parakiore Metro Sports Centre site. Due to delays with the construction of this facility, the street upgrade works were not able to progress to construction until mid-2025. At the time of writing these works are underway, and are expected to be completed by November 2025.

Context

4.6 In the Streets and Spaces Design Guide, this section of street sits outside the identified 30km/h core zone, although is identified as a priority cycle route.

4.7 Traffic counts were last taken in August 2023. These showed:

- Average daily traffic 6,060 vehicles per day, of which 6.4% are heavy vehicles
- Average speed: 32.7km/h
- 85%ile speed: 40.4km/h

4.7.2 There is no cycle counter on this section of road, however, there is a one-way cycle counter just south of Moorhouse Ave. If we assume that the majority of cyclists continue across Moorhouse Ave, and that northbound and southbound flows are relatively similar, this works out to:

- Average cycle movements: ~1,100 per day

4.7.3 It should be noted that in August 2023, due to the construction of Parakiore, there was no footpath and a fence against the western edge of Antigua Street, and temporary cycle lanes painted on the road. Therefore, the data from these counts may be unrepresentative of the road under "normal" conditions.

4.8 There are a number of features of the approved design which are expected to improve safety from the current layout. These include:

- Fully separated, uni-directional cycleways on both sides
- Footpaths behind the cycleways, providing separation between pedestrians and cyclists
- 2 speed humps at either end of the road, with a further mid-block raised crossing between Halkett Street and the southern edge of Parakiore

4.8.2 There is very little on the western side of the road that would attract people to cross away from the formal crossing points.

4.9 Staff believe that the street will mostly operate in a safe manner without speed limit changes, due to:

- Vertical deflection features should keep speeds in the safe zone, particularly at the formal crossing points

- Development patterns mean most users will travel along the corridor, rather than across it
- The physical separation, which will reduce conflicts between users

4.10 However, it is acknowledged that, should the 50km/h speed limit remain, the expected and desirable speeds will differ from the posted speed.

4.11 Due to the requirements of the 2024 Rule, and timelines for Local Government elections, it is extremely unlikely that any speed limit changes could be approved ahead of the completion of construction.

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

Date	Subject
14 Apr 2025	Setting of Speed Limits Rule: Impact on Capital Projects
15 Apr 2025	Antigua St Cycleway Project – Purchase of Orion Land Title
2 May 2025	Antigua Street Cycle Network (Tuam – Moorhouse) and Watermain Renewal- Contract Award

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

Date	Subject
23 Jul 2025	Antigua Street – Design and Options to Proceed (Information Session)
26 Feb 2025	Antigua Street – Request to proceed ahead of Annual Plan completion (Finance & Performance)

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.14.1 Make no change to permanent speed limit.

4.14.2 Consult on a 40km/h speed limit.

4.15 The following options were considered but ruled out:

4.15.1 Install previously approved 30km/h speed limit – This does not meet the requirements of the current speed limit rule.

Options Descriptions Ngā Kōwhiringa

4.16 **Preferred Option:** Option 1 - Make no change to permanent speed limit.

4.16.1 **Option Description:** Council will revoke its previous resolution to convert the street to a 30km/h speed limit. The street will revert back to the existing 50km/h speed limit.

4.16.2 Option Advantages

- No additional revisit cost to install new signs.
- No additional staff costs to produce specialist information, carry out consultation, and produce a report to the Council.
- 50km/h speed limit aligns with Central City Transport Plan (Streets and Spaces design guide).
- No perceived confusion due to multiple speed limits in a short stretch of road.

4.16.3 Option Disadvantages

- Likely incongruity between operational and posted speeds along corridor.
- A number of the original submitters expressed support for the change to a 30km/h speed limit that was proposed at that time.

4.17 Option 2 - Consult on a 40km/h speed limit.

4.17.1 **Option Description:** Staff continue to public consultation on changing the speed along Halkett Street and Antigua Street between Moorhouse Ave and St Asaph Street. Given the timeframes, it is extremely likely that any report to the Council will be after local elections, as well as after the project is complete.

4.17.2 Option Advantages

- Better aligns with original approval.
- Reinforces the expected operational speeds along the corridor.
- Better reflects the wishes of a number of submitters to the original scheme.

4.17.3 Option Disadvantages

- Cost and effort to produce consultation information, carry out public consultation, and produce report to the Council.
- Should the Council choose to reduce the speed limit, there will be a further revisit cost as the current project is completed.
- Perceived confusion between speed limits: Antigua at 40km/h, with 50km/h streets to the south and 30km/h streets to the north.

Analysis Criteria Ngā Paearu Wetekina

4.18 The Officer recommendation is to retain the existing speed limits (50km/h). This is due to:

- The additional costs associated with consultation and installation of new speed limit signs.
- Operational speeds are expected to be close to the safe zone due to physical treatments such as narrowings and vertical deflection.
- Due to the developments in the area, there is not expected to be much crossing of the corridor other than at formal crossing points (with signals or vertical deflection), so conflict between different users will be minimised and controlled.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option: Revert to existing speed limit	Option 2: Consult on 40km/h speed limit
Cost to Implement	$0 **	$45,000 *
Maintenance/Ongoing Costs	$0	Negligible
Funding Source	N/A	Project #59181
Funding Availability	N/A	
Impact on Rates	N/A	<0.01%

** This includes an estimate for the installation of signs*

*** The current contract for construction include the installation of 50km/h speed signs*

5.1 The majority of the estimated implementation cost in Option 2 is related to the resource cost of producing information, carrying out the consultation and associated marketing costs, and writing and approving the decision report.

5.1.1 There are other costs to the Council for this process that are booked to overheads that are therefore not included in this figure, for example: management oversight and reviews, working time from the engagement and communication teams, etc.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Budget risk: Consultation and/or changing signs has not been factored into the cost of the project. While the costs are expected to be small relative to the overall project budget, it will eat into contingency allowances, which may be required to complete the work already contracted. Mitigation is for staff to clearly communicate the likely costs to Elected Members ahead of deciding to consult.

6.2 Engineering/delivery risk: none above BAU

6.3 Reputational risk: There may be a perception from the public that any consultation is due to a Council mistake or omission. The reasons for needing to reconsult will be clearly communicated through the supporting information.

6.4 Political risk: Speed limit changes are often contentious, and consultation and decision-making would be required in the lead up to local elections.

Legal Considerations Ngā Hīraunga ā-Ture

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

6.5.1 The Council is the delegated authority for recommending changes to speed limits.

6.6 Other Legal Implications:

6.6.1 The other legal implications related to the speed limit changes are set out in the body of this report. There is no further legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

6.7 The required decision:

6.7.1 Aligns with the Christchurch City Council's Strategic Framework. As this decision relates to the potential need for consultation, it specifically aligns with the "Build trust and confidence" strategic priority.

6.7.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low cost, impact and reversibility. This keeps the overall assessment score low, despite the likely public interest.

6.7.3 Is consistent with the Council's Plans and Policies.

6.8 This report supports the Council's Long Term Plan (2024 - 2034):

6.9 Transport

6.9.1 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: 10.5.2 Improve the perception (resident satisfaction) that Christchurch is a cycling friendly city - >=67%
- 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

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

6.10.1 Waipapa Papanui-Innes-Central Community Board

6.10.2 The project sits adjacent to the boundary with the Waihoro Spreydon-Cashmere-Heathcote Community board area, with much of the travel to and from the site coming from this board area, so they are likely to retain a high level of interest.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

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

6.13 The decisions in this report are likely to:

6.13.1 Contribute neutrally to adaptation to the impacts of climate change.

6.13.2 Contribute neutrally to emissions reductions.

6.14 Given the scope of the decision, this will not affect climate change considerations in any meaningful way.

7. Next Steps Ngā Mahinga ā-muri

7.1 Depending on the decision, staff will either:

- Install speed signs at the intersection of Antigua and St Asaph to demarcate the transition between the 50 and 30km/h zones.
- Consult with the public on changing Antigua Street & Halkett Street to a 40km/h speed limit.

Attachments Ngā Tāpirihanga

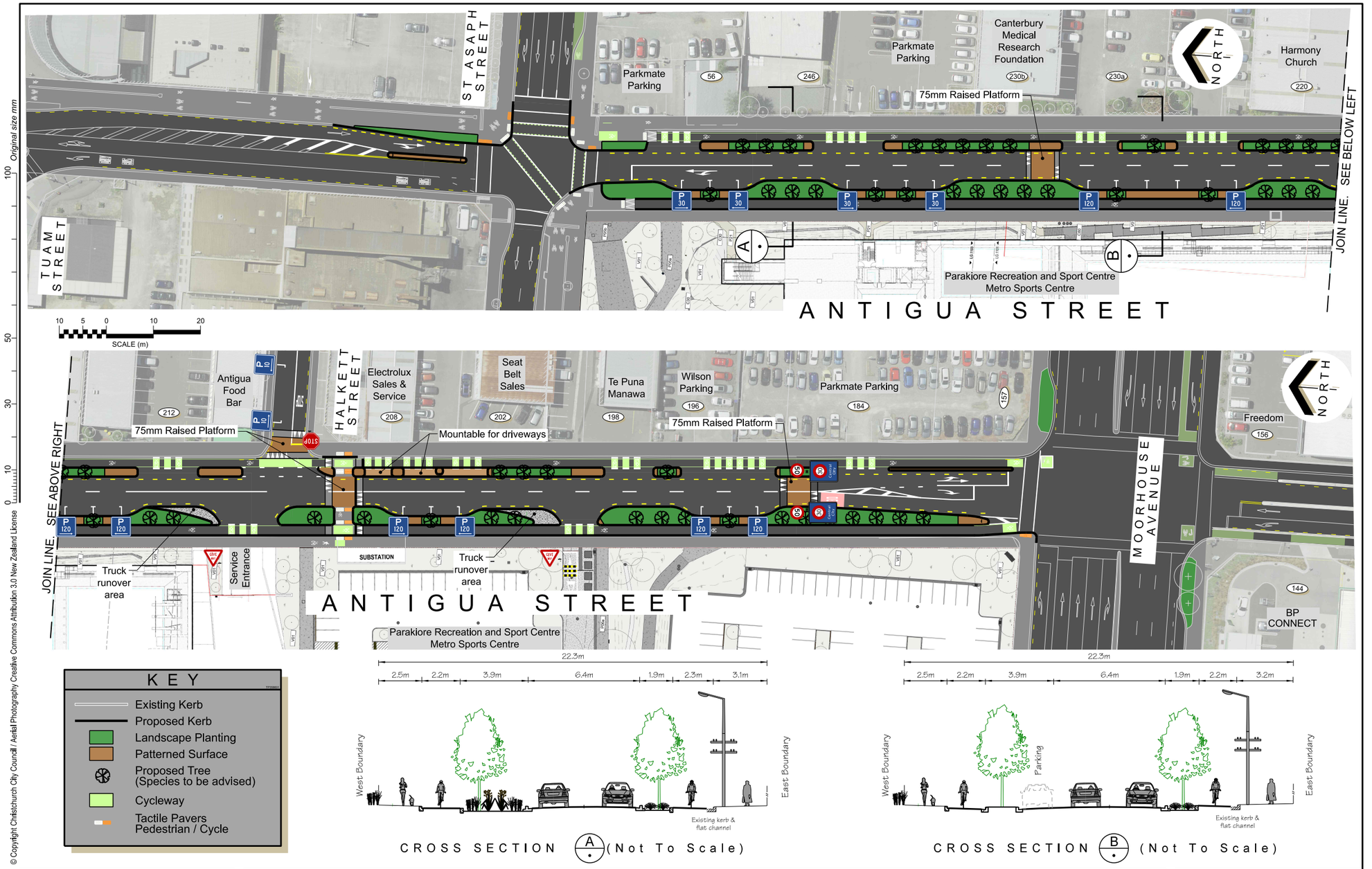
No.	Title	Reference	Page
A ⇨	Memo - Setting of Speed Limits Rule - Refer Item 19 Attachment A *(Under Separate Cover)*	25/1041851	
B ⇩	Antigua Street Approved Design	25/1051137	334

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Jacob Bradbury - Manager Planning & Delivery Transport Lindsay White - Senior Project Manager Ron Lemm - Manager Legal Service Delivery
Approved By	Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure



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Christchurch City Council

Antigua Street (Moorhouse Avenue - Tuam Street)
Street Renewal
Plan for Approval

Original Plan Size: A3
ISSUE. 1 23/03/2022
TP358601 MJR CP503591

Item 22

22. Extension of Time for Heritage Incentive Grant to 527 Colombo Street, New City Hotel

Reference Te Tohutoro:	25/1206319
Responsible Officer(s) Te Pou Matua:	Victoria Bliss Heritage Conservation Projects Planner
Accountable ELT Member Pouwhakarae:	John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to seek approval for an 18-month extension of time for the Heritage Incentive Grant awarded to 527 Colombo Street, New City Hotel. This grant was awarded when the Heritage Incentive Grant scheme was provided for in the 2018-28 and 2021-31 Long Term Plans.

1.2 This report is staff generated in response to a request for an extension of time to an approved Heritage Incentive Grant. The Operational Guidelines require the Council's approval for extensions of time in the uptake of Heritage Incentive Grants.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Extension of Time for Heritage Incentive Grant to 527 Colombo Street, New City Hotel 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 an extension of time of eighteen months for the uptake of the $162,376.00 Heritage Incentive Grant previously approved for the building at 527 Colombo Street.
4. Notes that the new completion date for the project will be 28 February 2027.

3. Executive Summary Te Whakarāpopoto Matua

3.1 The building at 527 Colombo Street is known as New City Hotel and is scheduled as a 'Significant' item in the Christchurch District Plan. The building is also listed with Heritage New Zealand Pouhere Taonga as a Category 2 item (Registration Number 3124). See Attachment A for the Heritage Statement of Significance.

3.2 The original grant was approved by the Sustainability and Community Resilience Committee on 24 March 2021 (**SACRC/2021/00015**). The owners who were awarded the grant did not undertake the works owing to the pandemic.

3.3 On 7 June 2022 the General Manager Infrastructure, Planning & Regulatory Services under Committee delegation approved an extension of time for the grant until 24 March 2024.

3.4 On 7 February 2024 the Council approved an extension of time of eighteen months for the uptake of the Heritage Incentive Grant with a new completion date of 31 August 2025 (**CNCL/2024/00007**). The works were not undertaken, and the building was sold.

3.5 The current owners took possession of New City Hotel on 31 October 2024. At that time ten months were remaining on the earlier extension of time.

3.6 In the ten months since they took possession, the owners have made a significant financial and time commitment to the restoration of the scheduled building. This includes obtaining a new resource consent and working towards building consent approval. An architect and a Quantity Surveyor have been employed on the project, and it is anticipated that the structural works will begin in January 2026.

3.7 The owners are requesting an extension of time on the grant to enable them to complete the necessary consenting process so they can commence works.

New City Hotel, 527 Colombo Street, corner of Bath Street, East and North facades. G. Wright, 22.11.2019

Proposed upgraded exterior of New City Hotel, 527 Colombo Street, corner of Bath Street, East and North facades. Rendering supplied by applicants.

4. Background/Context Te Horopaki

4.1 The 'Our Heritage, Our Taonga' Heritage Strategy 2019-2029 was developed in partnership with the six papatipu rūnanga together with the communities of the district. This engagement affirmed a strong community desire to understand, celebrate and protect its heritage and a recognition of the responsibility to future generations to safeguard Ōtautahi Christchurch's rich and diverse taonga.

4.2 The Heritage Incentive Grant Scheme supports delivery of the overarching strategic principle of "Taking an intergenerational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future." This is because heritage is an intergenerational equity. It contributes to our personal and community sense of identity and belonging and enhances high levels of social connectedness and cohesion.

The Grant

4.3 The current owners of the building are Lisa and John Plato. They are seeking an extension of time to undertake and complete the proposed repair and upgrade project to the New City Hotel.

4.4 On 24 March 2021 the Sustainability and Community Resilience Committee approved a heritage Incentive grant of up to $162,376.00 for roof replacement, repainting of the façade and fire alarm upgrades at 527 Colombo Street, with payment of the grant being subject to a full conservation covenant (**SACRC/2021/00015**). See Attachment B for the original grant report.

4.5 The original grant recipients requested an extension of time following delays relating to the pandemic. On 7 June 2022 the General Manager Infrastructure, Planning & Regulatory Services (under Committee delegation) approved an extension of time for the grant until 24 March 2024. The works were not undertaken, and the building was sold.

4.6 On 7 February 2024, the Council awarded an additional extension of time for the approved grant, with the new completion date of 31 August 2025 (**CNCL/2024/00007**).

4.7 The current owners are seeking a further extension of time. The remaining ten-month grant extension which was in place when they took possession of the building will lapse on 31 August 2025.

4.8 Over the past 10 months the owners have been developing a proposal which will ensure a long term, sustainable and economically viable use for the New City Hotel. This will allow them to occupy the whole building as their company's office.

4.9 The use as offices rather than the previously consented use for hospitality, retail activity and guest accommodation will require alterations, including the removal of the derelict lift and the addition of fire-access stairs to the rear of the building. This proposed office use has involved complex engineering and fire-compliance considerations to be worked through, which has taken time to work through. The resource consent has been approved, and the building consent application is in process.

4.10 The scope of works approved under the grant includes:

- roof replacement
- repairs to and repainting of the façade
- fire alarm upgrades

4.11 These works remain vital elements of the restoration and re-use of the New City Hotel and are necessary to ensure the ongoing retention of the scheduled building. Without the roofing and exterior works, the structure will continue to deteriorate with water ingress, and a working fire system is essential to its long-term protection.

4.12 While the building is empty and unused, it is at ongoing risk of vandalism, fire, and increasing deferred remedial maintenance. Its repair and re-use are now urgent to ensure its retention.

4.13 The owners have invested over $250,000 to date in detailed design and consenting processes. They are hoping to commence the structural works in the next five months.

4.14 The Heritage Incentive grant represents a significant incentive to the owners to undertake this level of investment into one of the central city's heritage buildings.

4.15 New City Hotel is a landmark for the community on a prominent corner site in the central city. The building is one of only two traditional hotel buildings in the Moderne style remaining in the centre of Christchurch. Having been vacant for so long, the exterior is very degraded and has been subject to vandalism and graffiti. The exterior works supported by this grant will revitalise its façade onto Colombo Street and restore the landmark presence and public views of the building.

4.16 If the extension of time is not approved, the new owners will lose the Heritage Incentive Grant (HIG). The grant scheme has not been renewed in the current LTP and consequently they are not able to apply for a new grant.

4.17 The approved funding has been allocated under the provisions of the former HIG scheme and consequently will not constitute a new cost/unbudgeted cost to Council.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.18.1 Approve an additional extension of time for 18 months until 28 February 2027.

4.18.2 Decline the extension of time, allowing the grant to lapse.

Options Descriptions Ngā Kōwhiringa

4.19 **Preferred Option: Approve an extension of time.**

4.19.1 **Option Description:** An extension of time for uptake of the grant until 28 February 2027.

4.19.2 Option Advantages:

- Supports the conservation of a landmark corner heritage building in the central city, which has community social, economic and cultural wellbeing outcomes.
- Supports the retention and reuse of a heritage building.
- Aligns with the 2019-2029 Heritage Strategy and is consistent with the Heritage Incentive Grant Fund – Guidelines (2020).
- Incentivises significant investment by the owners into a prominent building which is currently derelict.
- Potentially encourages further investment in the central city by improving the local area and reinvigorating a derelict street corner.
- The grant was previously approved funding from the 2018-28 LTP and so there is no additional cost implication to the Council.

4.19.3 Option Disadvantages

- A carry forward of the previously allocated grant funds is provided for, but the funds will need to be uplifted from the Council.

4.20 4.16.2 **Decline the extension of time**

4.20.1 **Option Description:** Decline the extension of time and allow the grant to lapse

4.20.2 Option Advantages

- The allocated funding of $162,376.00 will not be uplifted.

4.20.3 Option Disadvantages

- Without the grant incentive, the applicants may not proceed with the restoration of the building, or the works may be delayed further.
- The current condition of the building and its ongoing deterioration means it is at risk of vandalism or total loss.
- Potential loss of the investment being made by the owners if they are unable to proceed without the grant support.
- A prominent central city street corner may be left undeveloped and remain a public eyesore.

Analysis Criteria Ngā Paearu Wetekina

4.21 Degree to which the purpose of the Heritage Incentive Grant Scheme is achieved.

4.22 Consideration of the Heritage Incentive Grants Policy –Guidelines 2020 'Assessment' criteria.

4.23 Degree to which the projects achieve the pou of the 'Our Heritage, Our Taonga' Heritage Strategy 2019-2029: Manaakitanga, Tohungatanga, Kaitiakitanga, Rangatiratanga and Wairuatanga.

4.24 Degree to which the works align with the International Council on Monument and Sites (ICOMOS) New Zealand Charter 2010 (conservation principles).

4.25 Degree to which the outcome will support delivery of the Community Outcomes 'A collaborative confident city' and 'A cultural powerhouse city'.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – decline the extension of time
Cost to Implement	There are no new cost implications in association with the resolutions sought in this report.	Previously allocated funding will not be uplifted.
Maintenance/Ongoing Costs	none	none
Funding Source	Previously approved funding and carry forward 2021/2031 LTP	n/a
Funding Availability	$162,376.00 funding has already been allocated.	n/a
Impact on Rates	$0 as the grant has already been approved	$162,376.00 of allocated funding will not be uplifted.

5.1 The decision relates to an 18-month delay in the payment of an existing Council assessed and approved grant.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 The grant scheme only allows funds to be paid out upon completion of the works; certification by Council staff that the works have been undertaken in alignment with the ICOMOS NZ Charter 2010; presentation of receipts and confirmation of the conservation covenant (if required) having been registered against the property title or on the Personal Properties Securities Register. This ensures that the grant scheme is effective and that funds are not diverted or lost.

6.2 There is the risk of loss of a significant heritage place and central city corner landmark if the funding timeframe is not extended to support the restoration project.

Legal Considerations Ngā Hīraunga ā-Ture

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

6.3.1 The delegated authority for Heritage Incentive Grants decisions was with the Sustainability and Community Resilience Committee but as this committee is no longer sitting, this report is being submitted to the Council.

6.3.2 On the 1 June 2022, the Sustainability and Community Resilience Committee (SACR) delegated one extension of time for both Heritage Incentive Grants and Central City Landmark Heritage Grants to the General Manager Infrastructure, Planning & Regulatory Services, with additional extensions of time requiring Committee approval (**SACRC/2022/00025**).

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 decision:

6.5.1 Aligns with the Christchurch City Council's Strategic Framework. An extension of time for this Heritage Incentive Grant will support the Community Outcomes- A collaborative confident city: "*We have a sense of belonging and identity: We support and help build connections between communities and their places and spaces to foster a sense of local identity, shared experience, and stewardship*", and A cultural powerhouse city: "*Our heritage is accessible to all, shared and celebrated and includes and respects all the cultures and distinct communities of the district*".

6.5.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance is determined by the heritage significance of the item, the cultural and community wellbeing outcomes of the project, and the fact that the Council has already assessed and approved the grant for these works. There are no engagement requirements in the Heritage Incentive Grant Fund – Guidelines 2020 for this grant scheme.

6.5.3 Is consistent with the 'Our Heritage, Our Taonga' Heritage Strategy 2019-2029.

6.6 The grant was awarded in 2021 from funding allocated in the Council's Long Term Plan (2021 - 2031).

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 The 'Our Heritage, Our Taonga' Heritage Strategy 2019-2029 was developed in partnership with the six papatipu rūnanga together with the communities of the district. This engagement affirmed a strong community desire to understand, celebrate and protect its heritage and a recognition of the responsibility to future generations to safeguard Ōtautahi Christchurch's rich and diverse taonga.

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

6.8.1 Waipapa Papanui-Innes-Central Community

6.9 It is noted that Tūāhuriri Rūnanga hold mana whenua rights and interests in the area.

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.

6.11 The decision involves a matter of interest to Mana Whenua insofar that the six papatipu rūnanga are partners in the Our Heritage, Our Taonga - Heritage Strategy 2019-2029.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.12 The decisions in this report are likely to:

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

6.12.2 Contribute positively to emissions reductions.

6.13 The grant will support the retention and reuse of a heritage building. Retention and reuse of existing built stock reduces our carbon footprint and extends the economic life of buildings.

7. Next Steps Ngā Mahinga ā-muri

7.1 Notify the applicant of the Council's decision.

7.2 If approval is granted for the extension of time, inform the owner of the updated grant timeframes.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Attachment A Heritage Statement of Significance for New City Hotel	25/1436160	343
B	Attachment B Heritage Incentive Grant Report for New City Hotel, 24 March 2012	25/1436162	347

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Victoria Bliss - Heritage Conservation Projects Planner
Approved By	Brendan Smyth - Team Leader Heritage Mark Stevenson - Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services

Christchurch City Council

DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
HERITAGE ITEM NUMBER 1327
NEW CITY HOTEL AND SETTING – 527 COLOMBO STREET, CHRISTCHURCH

PHOTOGRAPH: M.VAIR-PIOVA, 16.12.2014

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

The New City Hotel has high historical and social significance as a hospitality business with roots in Christchurch's earliest days, and which has operated continuously on its present site since 1931. It is the last traditional hotel operating within the central city. It is also of significance for its connections with prominent Christchurch-based brewing and soft drink concern, Ballin Brothers, and their Jewish co-religionists and fellow prominent business family the Friedlanders, who between them owned the hotel for more than fifty years. Jewish families were well-represented in the brewing and hotel industries in New Zealand.

The City Hotel, a Christchurch landmark, was established on the 'triangle' at the intersection of High and Colombo Streets in 1864 by J. C. Ruddenklau. In 1929 the City Hotel licence was purchased by Ballin Brothers, a prominent Christchurch-based brewing and soft drink business. Ballins closed the City in 1930 and transferred the license to a new, much larger, building on a new site at the corner of Colombo and Bath Streets – the New City Hotel. The

new location was close to the railway station and the industrial area around Moorhouse Avenue. This gave the New City Hotel the opportunity to cater for both the travelling public and workers from the nearby wool stores and railway yards.

At the time the New City Hotel opened in late 1931 there were a large number of hotels within the four avenues, and a particular concentration in the vicinity of the railway station. From the mid twentieth century however, changes in modes and patterns of travel, work and leisure saw many of these establishments close. Some hotel buildings were adapted for new uses but a number were demolished. The Canterbury Earthquakes of 2010 and 2011 completed this process, with most of remaining hotel buildings damaged and subsequently demolished. Today just two historic hotel buildings remain within in the central city – the former Grosvenor and the New City - and only the New City continues to function as a traditional hotel. The New City Hotel sustained light damage in the earthquakes and was closed for a brief period for repairs.

The Ballin family retained majority ownership of the hotel until 1958, when by arrangement with New Zealand Breweries they divested their brewing and hotel interests to focus on their core business of soft drink and cordial production. A new company was formed to hold the New City Hotel, with members of the Friedlander family continuing as directors until it was wound up in 1985.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

The New City Hotel has high cultural significance as the sole surviving traditional hotel operating in the city centre. In this capacity it commemorates all the traditional hotels that formerly existed within the four avenues and the people who lived, worked, stayed and relaxed in them. It has the capacity to demonstrate cultural historical patterns of such things as recreation and conviviality, alcohol consumption and temperance, social attitudes to drink and drunkenness, liquor licensing, and travel and tourism. In particular it reflects the (primarily) male recreational pub culture that was a prominent feature of New Zealand life until the late twentieth century.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

The New City Hotel has architectural and aesthetic significance as a large Moderne building by important early twentieth century Christchurch architect John Steele Guthrie.

Moderne was a variant of the Art Deco style distinguished by its stream-lined forms. Associated with technology and travel, Moderne was a particularly popular style in the 1930s and 1940s for new building types such as cinemas and airports. The New City Hotel's unadorned planar facades, horizontal orientation, large steel casement windows and rounded corner are all typical of the style. Post the Canterbury Earthquakes of 2010-2011, other surviving examples of the Moderne by other architects in greater Christchurch include Santa Barbara (1935) in Victoria Street, West Avon apartment building (1936) in Montreal Street, the Instructional Building (1939) at the former RNZAF Station Wigram, and the British Hotel (1944) in Lyttelton. The Law Courts Hotel in Dunedin also has a very similar form and

appearance to the New City Hotel. The northern ground floor façade of the New City Hotel underwent modification in the early 1990s as part of a refit of the bar.

J. S. Guthrie began practising on his own account after he became a member of the NZIA in 1908, and was particularly active in the period between 1919 and 1929 when in partnership with his brother Maurice. Heavily influenced by trends in American architecture, Guthrie introduced Christchurch to the Californian Bungalow with *Los Angeles* (1909) and Colonial Georgian Revival with *Long Cottage* (1917). His Edmonds Factory (1920, demolished) showed the influence of American industrial design, and the Christchurch Boys High buildings (1926), American Collegiate Gothic. The New City Hotel appears to be the only significant example of Guthrie's work in the Moderne, and may also have introduced the style to Christchurch.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

The New City Hotel has technological significance for the extensive use of reinforced concrete, which has ensured that the building is a notable survivor of the Canterbury earthquakes of 2010-2011.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

The New City Hotel has high contextual significance on its site and within its wider context. The site and setting comprise the immediate land parcel. The building has landmark significance on its prominent street corner. The wider context of the hotel is the Moorhouse Avenue area, particularly the railway yards, the former Dalgety's woolstore (now Harvey Norman) and the former Grosvenor Hotel. The area had a particular mid twentieth century character, depleted since the Canterbury Earthquakes and the demolition of the former Railway Station and the former Technical College Memorial Hall, but still evident in buildings such as the New City, former Dalgety's Woolstore, former Williams Construction office, and the South City Christian Centre.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

The New City Hotel and its setting are of archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900.

ASSESSMENT STATEMENT

The New City Hotel has overall heritage significance to the Christchurch District including Banks Peninsula. The hotel has high historical and social significance as the last traditional hotel operating within the central city, with links back to the earliest days of settlement of Christchurch. In that capacity it is able to represent aspects of the common history and experience of the many hotels which once operated within the four Avenues. It is also significant for its connections with prominent Canterbury Jewish business families the Ballins' and the Friedlanders. The hotel has high cultural significance for the capacity it has to commemorate all the hotels that formerly existed within the four avenues, and the place they and the particular male pub sub-culture associated with them played in New Zealand society. The hotel has architectural and aesthetic significance as a large Moderne building by important early twentieth century Christchurch architect John Steele Guthrie. The hotel has technological significance for the extensive use of reinforced concrete, which has ensured that the building is a notable survivor of the Canterbury earthquakes of 2010-2011. The hotel has high contextual significance on its site and within its wider context. It is a landmark on its prominent street corner, and has contextual relationship with the surviving buildings of the former Moorhouse Avenue industrial area, a number of which give the area a mid-twentieth century architectural character. The New City Hotel and its setting are of archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900.

REFERENCES:

CCC Heritage File: New City Hotel, 527 Colombo Street

REPORT DATED: 07/10/14 **FINALISED:** 03/12/14

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

PLEASE USE IN CONJUNCTION WITH THE CCC HERITAGE FILES.

Sustainability and Community Resilience Committee
24 March 2021

11. Heritage Incentive Grant Approval for the New City Hotel building, 527 Colombo Street & 38 Bath Street, Christchurch Central

Reference / Te Tohutoro:	20/193748
Report of / Te Pou Matua:	Amanda Ohs, Senior Heritage Advisor, amanda.ohs@ccc.govt.nz
General Manager / Pouwhakarae:	Carolyn Gallagher, Acting General Manager, Infrastructure, Planning and Regulatory Services

1. Purpose of the Report / Te Pūtake Pūrongo

1.1 The purpose of this report is for the Sustainability and Community Resilience Committee to consider a request for a Heritage Incentive Grant to assist with the maintenance and upgrade of the building at 527 Colombo Street, Christchurch also known as the New City Hotel.

1.2 This report is staff generated in response to an application for Heritage Incentive Grant funding from the owner of this building.

1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance is determined by the heritage classification of the building, the amount of funding requested, and the fact that Council has approved Heritage Incentive Grant funds for allocation in the 2020/21 Annual Plan. There are no engagement requirements in the Heritage Incentive Grant Fund Guidelines 2020 for this grant scheme.

1.4 Approval of this grant would support the Community Outcomes: "Resilient Communities", "Liveable City" and "Prosperous Economy".

2. Officer Recommendations / Ngā Tūtohu

That the Sustainability and Community Resilience Committee:

1. Approve a Heritage Incentive Grant of up to $162,376.00 for roof replacement and repainting of the façade and fire alarm upgrade of the protected heritage building located at 527 Colombo Street, Christchurch.

2. Note that payment of this grant is subject to the applicant entering a full conservation covenant with the signed covenant having the Council seal affixed prior to registration against the property title.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

3.1 Approving the recommended grant will enable the Council to support communities to protect our heritage, meet the vision of *"Our Heritage, Our Taonga Heritage Strategy 2019 -2029"* and achieve the purpose of heritage incentive grants *"… to incentivise owners and kaitiaki to undertake works to protect, maintain, repair and upgrade heritage buildings, places structures and objects."* (17th December 2020, SACRC/2020/00046)

3.2 Approving a 50% grant contribution for the external works and fire protection of this significant landmark building will contribute to the Council's aim to maintain and protect built, cultural, natural, and significant moveable heritage items, areas, and values. The recommended grant to the New City Hotel will assist with its retention so that it continues to contribute to a unique identity, character and sense of place for the City and its communities.

The maintained and upgraded building will also contribute to the visitor experience and provide economic and community wellbeing benefits for the district.

3.3 The recommended grant approval aligns with the Heritage Incentive Grant Fund Guidelines 2020 and can be accommodated within the available budget.

3.4 The application includes a request for grant funding for the structural upgrade of the building. Staff do not recommend that grant funding support is provided for this element of the application, as set out in paragraphs 5.10 and 5.11.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

4.1 Three other options have been considered: a percentage of the full extent of works (including strengthening works) to the whole building; a lower level of grant funding; and declining grant support. These options were discounted because:

- The strengthening works do not comply as closely with the Heritage Incentive Grant Fund Guidelines 2020.
- The proposed works to the exterior of the façade and the fire alarm upgrade fully comply with the Heritage Incentive Grant Fund Guidelines 2020.
- The significance of the building justifies a grant in support of the exterior works specified. The supported works will contribute to the retention of the New City Hotel as a significant community landmark on a prominent corner site. The building is noteworthy for its long history of hotel use (since 1931). It is one of only two traditional hotel buildings and one of only a few buildings in the Moderne style remaining in the Central City.
- There are sufficient funds remaining in the HIG Fund to cover a grant towards the roof, façade and fire alarm upgrade works at 50%.

5. Detail / Te Whakamahuki

5.1 The current owner of the building at 527 Colombo Street is 'NC Colombo Limited', and the applicant is Sam Rofe.

History and heritage significance

5.2 The exterior of the building is scheduled as a 'Significant' Historic Heritage Item in the Christchurch District Plan and is listed as a Category II Historic Place by Heritage New Zealand Pouhere Taonga (HNZPT) registration number 3124.

5.3 The New City Hotel is a landmark on a prominent corner site in the central city. It has high historical and social significance to the district as a hospitality business which has operated continuously on its present site since 1931. Prior to the Canterbury earthquakes it was one of a number of traditional hotels operating within the central city – and now it is one of only two reminders along with the Grosvenor nearby in Moorhouse Avenue. The building is significant for its association with prominent Christchurch-based brewing and soft drink company 'Ballin Brothers' and the Friedlander family who retained ownership until 1958. The New City Hotel demonstrates cultural historical patterns related to recreational pub culture and travel accommodation. It was located close to the railway station and the industrial area around Moorhouse Avenue which gave it the opportunity to cater for both the travelling public and workers from the nearby wool stores and railway yards.

5.4 The building is of architectural significance as a large 'Moderne' style building designed by the twentieth century Christchurch architect who worked in a variety of styles, J.S Guthrie. The New City Hotel was constructed in reinforced concrete, and its plain, flat plastered facades,

horizontal emphasis, large steel windows and rounded corner are all typical of the style. A handful of residential/apartment buildings in this style can be found in the central city, two of which are scheduled in the District Plan (Santa Barbara in Victoria Street and the West Avon building in Montreal Street).

5.5 Refer to Attachment 'A' the 'Statement of Significance' for further information.

Photograph: New City Hotel, 527 Colombo Street, cnr Bath Street. East and North facades. G. Wright, 22.11.2019.

Resource Consents

5.6 Resource consent has been obtained for the exterior works (note – interior strengthening works are a permitted activity) for the structural upgrade of the building (RMA 2019/2242 approved February 2020). The strengthening works allow it to continue in the use for which it was originally intended (guest accommodation) but the scheme requires a substantial intervention into the heritage building. The impact of exterior works is mitigated by much of the change being concentrated on the rear elevations. However new structural walls are located directly behind some of the Bath Street facade windows, requiring obscure glass to prevent this being obtrusively visible.

The grant application

5.7 The Heritage Incentive Grant scheme is intended to assist owners and kaitiaki to achieve positive heritage outcomes when they undertake conservation, maintenance, repairs and code compliance works.

5.8 The owner has applied for assistance with the following conservation works as detailed below:

Replacement roof and exterior repainting	$236,000
Structural upgrade	$2,557,000
Fire Alarms upgrade	$88,751

Professional (engineer and heritage architect) fees and resource consent fees	$53,130
Total cost of works subject to grant application (excluding GST)	$2,934,881

5.9 The exterior painting and reroofing will rejuvenate what has been a neglected Colombo Street facade, restoring and maintaining its heritage values. The exterior works will contribute to the landmark presence and public views of the building, and ensure the building is weather-tight and well maintained. The fire alarms upgrade will ensure the building and its occupants are better protected from a fire or other event requiring evacuation. Heritage staff have assessed these works as being consistent with the HIG criteria and support them for grant assistance.

5.10 The structural strengthening works ensures the safety and resilience of the building against future events. Although it has been designed to focus necessary change on the non-street facades, the chosen strengthening approach will result in new structural shear walls cutting across some of the windows on the Bath Street frontage. Obscure glazing will be installed to block the view of the shear walls from the street. This chosen approach does not maximise retention of heritage fabric (Heritage Incentive Grant Fund – Guidelines 2020 Criteria for 'Assessment of Applications' 5.13.3) and is not fully consistent with the conservation principles and practice of the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value (ICOMOS NZ Charter 2010) (5.13.6). Therefore Heritage staff do not fully support the concept design for these strengthening works for grant assistance.

5.11 Given the impacts on heritage fabric and values of the chosen approach to strengthening works together with the high cost, and the limited available funding, it is recommended Council consider supporting a grant for a percentage of the cost of the replacement roof, exterior painting works and fire alarms upgrade works rather than a percentage of the overall conservation works. This supports works to those aspects of the application with clear positive heritage outcomes and which most strongly align with the HIG criteria. The breakdown of costs for works which align with the Heritage Incentive Grant Fund Guidelines 2020 is detailed below:

Replacement roof and exterior repainting	$236,000
Fire Alarms upgrade	$88,751
Total cost of supported works subject to grant application (excluding GST)	**$324,751**

5.12 A grant for the exterior repainting, re-roofing and fire alarms upgrade is in alignment with the Heritage Incentive Grant Fund – Guidelines 2020, see: https://ccc.govt.nz/assets/Documents/Culture-Community/Heritage/Heritage-Incentive-Grant-Fund-Guidelines-2020.pdf. The works are within the scope of grant consideration, and the application and grant amount meet the Criteria for 'Assessment of Applications', Page 4, particularly in terms of:

5.12.1 The heritage values of the building;

5.12.2 The contribution the proposed work will make to the retention of the building;

5.12.3 The extent to which the works protect and maximise retention of heritage fabric;

5.12.4 The extent to which the building is accessible to the public;

5.12.5 The contribution the building and the proposed work will make to the wider community and heritage values of the area;

5.12.6 The degree to which the proposed works are consistent with the conservation principles and practice of the ICOMOS NZ Charter 2010;

5.12.7 The urgency of the works required;

5.12.8 The availability of grant funds.

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

5.13.1 Waikura/Linwood – Central - Heathcote.

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment /Te Rautaki Tīaroaro

6.1 The Heritage Incentive Grant Scheme aligns to the Community Outcome "Resilient Communities" – 'celebration of our identity through arts, culture, heritage, sport and recreation' and 'strong sense of community'. It also supports "Liveable City" – '21st century garden city we are proud to live in' and "Prosperous Economy" – 'great place for people, business and investment'.

6.2 The Heritage Incentive Grant Scheme supports delivery of the overarching strategic principle of "Taking an intergenerational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future." This is because heritage is an intergenerational equity. It contributes to our personal and community sense of identity and belonging, and enhances social connectedness and cohesion.

6.3 This report supports the Council's Long Term Plan (2018 - 2028):

6.3.1 Activity: Strategic Planning and Policy

- Level of Service: 1.4.2 Support the conservation and enhancement of the city's heritage places. - 100% of approved grant applications are allocated in accordance with the policy.

Policy Consistency / Te Whai Kaupapa here

6.4 The recommendation is consistent with Council's Plans and Policies as listed below:

6.4.1 Our Heritage, Our Taonga Heritage Strategy 2019-2029

6.4.2 Heritage Incentive Grants Policy – Operational Guidelines 2020

6.4.3 ICOMOS New Zealand Charter 2010.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

6.5 The six papatipu rūnanga hold the mana whenua rights and interests over the district and are partners in the *Our Heritage, Our Taonga - Heritage Strategy 2019-2029*. Te Ngāi Tūāhuriri Rūnanga, Te Hapū o Ngāti Wheke, Te Rūnanga o Koukourārata, Wairewa Rūnanga, Ōnuku Rūnanga and Te Taumutu Rūnanga are primary kaitiaki for the taonga tuku iho of the district. They are guardians for elements of mātauranga Māori reaching back through many generations and are a significant partner in the strategy implementation.

6.6 It is noted that Tūāhuriri Rūnanga are the Tangata Whenua in this location.

6.7 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.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

6.8 The grant will support the retention of a heritage building and the embodied energy within it. Retention and reuse of heritage buildings can contribute to emissions reduction and mitigate the effects of climate change. Retaining and reusing existing built stock reduces our carbon footprint and extends the economic life of buildings.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.9 Accessibility to the building will be provided for as required by the New Zealand Building Code.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

7.1 Cost to implement – the recommendation is for a grant of up to $162,376 (50% of the supported works).

7.2 Maintenance/Ongoing costs – none.

7.3 Funding Source - The Heritage Incentive Grant budget is an annual fund provided for in the 2018-28 Long Term Plan. This established funding source requires staff to present applications to the relevant Committee or Council for their approval.

7.4 The impact of this grant (and others put before the Sustainability and Community Resilience Committee in this meeting) is as follows:

Total FY21 Budget for the Heritage Incentive Grant (HIG) fund	**$1,536,501**
Proposed grant to 82 Bealey Avenue, Eliza's Manor (50%)	**$70,028**
Proposed grant to 527 Colombo Street, New City Hotel (50% of supported works)	**$162,376**
Proposed grant to 31 Southey Street, Von Sierakowski wire fence (50%)	**$2,570**
Total Remaining HIG Funds FY21	**$1,301,527**

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

8.1 The delegated authority for Heritage Incentive Grants decisions sits with this Committee.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

8.2 This report has not been reviewed and approved by the Legal Services Unit.

8.3 As the grant will be above $150,000 there is a requirement under the Heritage Incentive Grant Fund – Guidelines 2020 for a full conservation covenant to be registered on the property title.

8.4 Full covenants are a comprehensive form of protection for the building because they protect the building from demolition in perpetuity, regardless of changes in ownership.

9. Risk Management Implications / Ngā Hīraunga Tūraru

9.1 The grant scheme only allows funds to be paid out upon completion of the works; certification by Council staff that the works have been undertaken in alignment with the ICOMOS NZ Charter 2010; presentation of receipts and confirmation of the conservation covenant (if required) having been registered against the property title or on the Personal Properties Securities Register. This ensures that the grant scheme is effective and that funds are not diverted or lost.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A	New City Hotel District Plan Statement of Significance	

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

Document Name	Location / File Link
Our Heritage, Our Taonga – Heritage Strategy 2019–2029.	https://ccc.govt.nz/culture-and-community/heritage/heritage-strategy/

Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:
  (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
  (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Author	Amanda Ohs - Senior Heritage Advisor
Approved By	Brendan Smyth - Team Leader Heritage Michael Down - Finance Business Partner Carolyn Ingles - Head of Urban Regeneration, Design and Heritage Carolyn Gallagher - Acting General Manager Infrastructure Planning & Regulatory Services

Christchurch City Council

23. Council submission on Going for Housing Growth proposals

Reference Te Tohutoro:	25/1214720
Responsible Officer(s) Te Pou Matua:	Helaina Gregg, Principal Advisor Policy; Mark Stevenson, Head of Planning & Consents
Accountable ELT Member Pouwhakarae:	John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report to seek approval of the draft Council submission on the Going for Housing Growth proposals.

1.2 The Government is seeking feedback on the Going for Housing Growth proposals to help inform and shape the policy direction in the new resource management system.

1.3 Staff presented an initial draft Council submission to the Mayor and Councillors following the Council Information Session on Tuesday, 22 July 2025. Staff have now revised the Council submission following feedback from Councillors.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Council submission on Going for Housing Growth proposals 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 lodging the Council submission on the Going for Housing Growth proposals (**Attachment A** and **Attachment B** to this report) to the Ministry of Housing and Urban Development.
4. Delegates to the Head of Planning and Consents any correction, or amendments of a minor nature arising from the Council meeting.

3. Executive Summary Te Whakarāpopoto Matua

3.1 The Government is inviting submissions on the 'Pillar 1' Going for Housing Growth proposals. This is to help inform the direction and development of the new resource management system.

3.2 The draft Council submission was circulated to Councillors for feedback following the Council Information Session on Tuesday, 22 July 2025. Staff have revised this submission based on feedback from Councillors.

3.3 The draft Council submission is attached for Councillors' consideration and approval (see **Attachment A** and **Attachment B**).

3.4 Subject to approval, the draft submission will be lodged with the Ministry of Housing and Urban Development on or before Friday, 15 August 2025.

4. Background/Context Te Horopaki

4.1 The proposed draft submission comprises a cover letter and detailed technical appendix to respond to the Going for Housing Growth discussion document questions.

4.2 Overall, the submission acknowledges that there are components of the Going for Housing Growth package that will provide appropriate mechanisms for managing growth and delivering well-functioning urban environments envisioned by the Council. The submission is supportive of specific proposals.

4.3 These include proposals such as changes to spatial planning requirements, the enablement of development around transport corridors and the integration between land use planning and infrastructure planning and investment.

4.4 The submission highlights the need for growth to be managed strategically to limit the risk of uncosted and ad hoc growth. It raises concerns with the financial costs that may arise from enabling 'out of sequence' development and unplanned growth, and the importance of minimising any additional financial burdens being placed on councils – particularly regarding infrastructure planning and investment.

4.5 Council Officers also note that they have not been able to consider how the proposed NPS-UD changes and Going for Housing Growth proposals will interact with the Planning Bill and other national direction instruments – which has provided a limitation to the submission.

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

Date	Subject
22 July 2025	Draft Council submission on Going for Housing Growth proposals circulated to Councillors for their feedback

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

Date	Subject
22 July 2025	Information session on the draft Council submission on Going for Housing Growth proposals

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.8 The only reasonably practicable option considered and assessed in this report is that the Council prepares a submission on the proposed changes to the Ministry of Housing and Urban Development.

4.9 The Council regularly makes submissions on proposals which may significantly impact Christchurch residents or Council business. Submissions are an important opportunity to influence thinking and decisions through external agencies' consultation processes.

4.10 The consultation on the Going for Housing Growth proposals is intended to help inform and shape the direction of the new resource management system, which will ultimately result in a shift in planning legislation. It is therefore important that through a submission, the Council can seek to influence the direction of the proposals early to ensure that any changes are fit for purpose for local authorities and the residents we serve.

4.11 The alternative option would be to not submit on the Going for Housing Growth proposals. This course of action is not recommended in this case as making a submission is a valuable opportunity to influence the thinking of the proposals.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Not to submit on Going for Housing Growth proposals
Cost to Implement	Met from existing operational budgets.	No cost
Maintenance/Ongoing Costs	As above	No cost
Funding Source	Existing operational budgets	No cost
Funding Availability	Available	N/A
Impact on Rates	No impact on rates as met from existing operational budgets	N/A

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 The decision to lodge a Council submission is of low risk.

Legal Considerations Ngā Hīraunga ā-Ture

6.2 Statutory authority to undertake proposals in the report:

6.2.1 The opportunity to lodge a submission on the Going for Housing Growth proposals is open to any person or organisation.

6.3 Other Legal Implications:

6.3.1 There is no legal context, issue, or implication relevant to this decision. The Legal Services team have provided input to and reviewed the submission.

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. This recognises that while there may be community interest in the proposed direction, the specific decision (to approve the draft submission) is of a lower level of significance.

6.4.3 Is consistent with the Council's Plans and Policies.

6.5 This report supports the Council's Long Term Plan (2024 - 2034):

6.6 Strategic Planning and Policy

6.6.1 Activity: Strategic Policy and Resilience

- Level of Service: 17.0.1.1 Advice meets emerging needs and statutory requirements and is aligned with governance expectations in the Strategic Framework.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.7 The decision to lodge a Council submission on the Going for Housing Growth proposals is not 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.

6.8 The decision involves a matter of interest to Mana Whenua, however the decision to submit on the Going for Housing Growth proposals will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.9 The decision to lodge a Council submission does not have any direct climate change impacts.

7. Next Steps Ngā Mahinga ā-muri

7.1 Subject to approval, the draft submission (**Attachment A** and **Attachment B**) on the Going for Housing Growth proposals will be lodged with the Ministry of Housing and Urban Development on or before Friday, 15 August 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Draft CCC Submission - Going for Housing Growth	25/1502375	359
B	Appendix 1 - Draft Detailed CCC Submission on Going for Housing Growth	25/1502428	364

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Ruohan Zhao - Senior Policy Analyst Helaina Gregg - Principal Advisor Policy
Approved By	Mark Stevenson - Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services

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15 August 2025

Ministry of Housing and Urban Development
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Christchurch City Council submission on *Going for Housing Growth*

Introduction

1. Christchurch City Council (the Council) thanks the Ministry of Housing and Urban Development and the Ministry for the Environment for the opportunity to make a submission on the proposals in the Going for Housing Growth Package.

2. The Council acknowledges the Government's objective for the *Going for Housing Growth* programme to improve housing affordability by increasing the supply of developable land for housing, both within and at the edge of our urban areas.

3. This cover letter provides our key submission points. Detailed feedback on the discussion document questions can be found in the attached appendix.

Submission

General

4. Council acknowledges the Government's commitment to establishing a resource management system that enables growth in our cities, provides for diverse housing needs for our communities, and manages our built and natural resources well. We agree that establishing well-functioning urban environments has significant social, economic and environmental benefits and contributes to the overall wellbeing of our cities and communities.

5. Overall, there are components of the *Going for Housing Growth* package that will provide appropriate mechanisms for managing growth and delivering well-functioning urban environments envisioned by Council and we are supportive of some proposals.

6. Notwithstanding this, there are financial costs that may arise from enabling 'out of sequence' development and unplanned growth, and we emphasise the importance of minimising any additional financial burdens being placed on councils – particularly regarding infrastructure planning and investment. Councils' ability to manage the cost and cost recovery of infrastructure is contingent on certainty in the sequencing of new growth areas, both greenfield and through intensification.

7. One of the significant uncertainties in writing this submission is understanding how the proposals will fit within the context of the new replacement legislation. We have not been able to consider how the proposed NPS-UD changes and Going for Housing Growth proposals will interact with the Planning Bill and other national direction instruments, notably the new National Policy Statement for Infrastructure. Additionally, we

are aware that there are several changes happening across Government related to housing and infrastructure. This piecemeal approach makes it difficult to understand how these various policies and instruments will work together.

Spatial planning in the new system

8. We support the requirement for each region to prepare a spatial plan, provided that there is flexibility for local authorities to focus on sub-regional and metropolitan areas. Our own experience in Christchurch has demonstrated the benefits of planning for growth in a coordinated and integrated way through spatial planning.

9. Given this, we see that existing spatial plans should be recognised as a foundation for regional spatial planning under the new resource management system. This will support continuity in spatial planning, avoid duplication, and ensure efficient use of public resources already invested in collaborative planning processes. We see that the Greater Christchurch Spatial Plan for the Greater Christchurch sub-region, adopted in 2024, should be retained as the basis for the planning of growth in Greater Christchurch.

10. We agree that spatial plans should carry greater weight in land use and regulatory decisions than they do currently. The current absence of statutory recognition for spatial plans has, at times, led to misalignment between statutory and non-statutory planning. This can erode the direction being sought in spatial plans. We see that this is a positive change, offering clearer direction and greater certainty for councils, developers and communities.

11. We also see that spatial planning will be critical in mitigating the risk of growth occurring in an ad hoc and uncosted manner. Development in areas not planned for growth can impose significant additional costs both through the need to deliver unplanned infrastructure and by undermining planned infrastructure investment in growth areas, which rely on anticipated populations to fund upgrades. For example, unplanned development taking up infrastructure capacity that is required to support growth in more appropriate locations, such as around centres and along major public transport routes. We recommend mechanisms are needed to ensure that unanticipated development does not compromise the implementation of spatial plans or the delivery of planned and funded infrastructure (see Paragraph 24 below).

12. Notwithstanding this, we see that the proposal to enable responsive planning has the potential to undermine the effectiveness of spatial planning. This appears to be an inherent tension within the proposed package, and as such seek clarification on how responsive planning will be managed so as not to impact on the implementation of spatial plans.

13. Finally, we agree that spatial planning should play a key role in informing transport and infrastructure planning and investment. This integrated approach would result in greater transparency and certainty by providing a 'roadmap' of anticipated development areas. We welcome this proposal and see it as a significant opportunity to more strategically coordinate planning and infrastructure investment decision-making.

Development in the right places

14. We are supportive of planning for a high level of housing growth in Christchurch, but we believe growth needs to be managed strategically to limit the risk of uncosted and ad hoc growth.

<u>Intensification around Strategic Transport Corridors is beneficial</u>

15. We support proposals to enable intensification around rapid transit routes and key transport corridors. This is consistent with Council's strategic direction within the Christchurch District Plan, the Greater Christchurch Spatial Plan, and notified Plan Change 14 position, which sought to enable increased density along key public

transport routes. For this approach to be successful, it must be supported by investment in public and active transport networks.

16. We recommend that spatial plans—rather than the One Network Framework (ONF)—serve as the mechanism for identifying these corridors. This reflects that spatial plans offer a comprehensive and locally responsive approach to aligning land use with transport priorities. It also removes the complexity of relying on the ONF due to the dynamic nature of how ONF categorisations are determined.

Enabling mixed-use development outside commercial centres does not strategically manage growth

17. We caution against the proposals to move away from a commercial centres' hierarchy and recommend retaining the current strategic approach to developing commercial centres. Council has a centres-based approach in its District Plan, reinforced through Policy 3 of the current NPS-UD. The hierarchy is founded on key principles, including fostering investment certainty, protecting established businesses within respective centres, and ensuring surrounding residential areas are proportionately serviced by commercial activity. Further, the centres-based approach provides a clear roadmap for Council's services, in particular the provision of public transport in a connected and strategic way.

18. A hierarchy seeks to ensure the types and scale of activities are appropriate to the function of the centres, in such a way that the effects of commercial activities in one centre do not compromise the outcomes for another centre. Our experience of the Central City over three decades has highlighted the effects of dispersed suburban retailing and office development can have in this regard. Given the threshold for such effects to be considered is significant, the implications of the hierarchy are not considered unreasonable.

19. Enabling mixed-use development beyond centres and dispersed across a wide spatial area, could compromise the urban development outcomes sought and reduce the current benefits (such as agglomeration benefits) of our centres-based approach. There is a very real risk that it would draw demand away from existing centres, dilute investment and impact on a centre's performance over time. This approach also exacerbates the risk of ad hoc and uncosted growth, limiting the Council's ability to manage growth in a strategic way, and reduce incentives for intensifying in the most appropriate places.

20. The current proposed changes to expand areas enabled for 6-storeys or greater around specific non-commercial centres and the availability of mixed-use zoning may have the impact of pulling both residential and commercial development opportunities away from existing commercial centres. In reality, the city's commercial zones already function as mixed-use zones, with commercial activities enabled on all floors but with residential enabled on first floors and above. Christchurch has 10 commercial centres with high density zoning in their surrounds, with four of these zones permitting development of 10-storeys or greater, thus providing significant opportunities for mixed use developments.

21. Therefore, we have concerns that the enablement of mixed-use development across a wider area will weaken existing commercial centres and their economic activity and opportunities.

Managing cost of unplanned growth

22. While Council is supportive of enabling high growth for housing, we raise significant concerns about the economic costs of unplanned growth and responsive planning, and the implications for councils in maintaining a healthy and sustainable balance sheet – relating to both capital and operational costs.

23. Enabling development in areas not planned for growth can impose significant additional costs on Council, both through the need to deliver unplanned infrastructure and by undermining planned infrastructure investment in growth areas, which rely on anticipated demand and revenue to fund upgrades.

24. The enablement of out of sequence development can compromise planning for infrastructure and investment. Currently, Policy 8 of the NPS-UD notes 'well-functioning urban environments', but it does not require specific consideration of fiscal costs when new areas are opened for development. These new areas draw demand away from existing areas where infrastructure has been planned, and where decisions have been made to invest in infrastructure that can generate a return on investment for Councils. There is a risk that unplanned growth could occur in areas where there may not be a return on investment for Council, including the recovery of costs of servicing these areas.

25. A focus on development in planned locations, through spatial planning, helps ensure cost-effective and efficient use of resources. We recommend that mechanisms are needed in the new resource management system to limit unanticipated development, as well ensure that the implementation of spatial plans and the delivery of planned and funded infrastructure are not negatively impacted by the costs of unplanned growth.

Growth paying for growth

26. The integration of the *Going for Housing Growth* Programme with the design of the new resource management system presents an opportunity to consider how best to enact the 'growth pays for growth' direction. We urge the Government to consider how the new development levy system can be designed in a way that allows councils to receive revenue in a timely and responsive way, especially if there continues to be the possibility of unplanned growth under the new resource management system.

27. Under current Local Government Act (LGA) Long-Term Plan (LTP) requirements, growth funding is allocated ten years in advance, with specific projects identified every three years. The current catchment-based approach for development contributions may cause under collection for growth provision that does not yet have ring-fenced funding in the LTP, which results in ratepayers subsidising growth. This is due in part to the misalignment between infrastructure plans and the LTP funding cycles. The catchment system should be replaced with urban-wide levy zones, to ensure that levies are collected from all new development on a fair and equitable basis.

28. If there was to be an increase in new infrastructure, it will need to be delivered, recovered and accounted for as quickly as possible – until such time, councils still pay costs associated with the debt. The traditional funding period, where development contributions may be collected up to thirty years, will not be sufficient in a high growth target scenario.

29. Overall, we would like legislation enabling spatial planning to manage where and when growth happens and changes to the LGA that strengthen the ability of councils to collect revenue through development levies or contributions in a timely and equitable manner.

Housing supply and housing quality

30. The objective of *Going for Housing Growth* is focused on addressing New Zealand's housing shortage by increasing housing supply. To achieve this, it places greater weight on delivering more housing supply, and less on achieving 'good housing outcomes'. We are concerned by this shift and the potential impacts on residents and their wellbeing.

31. While we agree housing supply is a critical part of addressing housing affordability, we are concerned that under the proposals, increasing supply has the potential to be at the expense of 'good housing outcomes'. We see that basic housing needs, such as access to sunlight, tree canopy cover within an urban environment, and adequate private outdoor spaces, still need to be achieved in the new system.

32. The Council know from the Life in Christchurch 2023 survey that, for those who would consider living in a two or three storey terraced home, privacy, a private outdoor space and an internal garage or covered parking

were the top three factors that would influence their decision. We recognise the value of provisions, such as landscaping and tree requirements, which play a vital role in ensuring that new housing developments positively contribute to the greening of the urban realm and enhancing the overall amenity of the city.

33. Good urban environments are not all about 'buildings and concrete' and we are concerned that the primary emphasis on supply is leading, in practice, to developments maximising yield at the expense of good amenity, design and environmental health. People must enjoy the space they live in. Given this, we also see that there needs to be explicit recognition in the new system of the value of the natural environment in achieving well-functioning, resilient urban areas. For instance, an enhanced and expanded blue-green network is a 'key move' in the Greater Christchurch Spatial Plan, recognising the important role of natural assets - such as waterways, wetlands, and green spaces - in supporting climate resilience, liveability, and biodiversity.

34. While we acknowledge that focusing on housing supply is important for housing affordability, there are also many other factors that impact housing affordability. This includes demand side factors, such as building the right type of housing that people want, as well as other social development policies. Therefore, while supply is important, we urge Government to consider tackling housing affordability issues holistically.

Ensuring local voice in any future resource management system

35. Finally, consistent with our recent submissions to Government across a number of different legislative proposals, we are concerned at the growing erosion of local decision-making. We believe that there needs to be an appropriate balance between national direction and local decision-making and we believe that local authorities have valuable insights into how it is applied in practice.

36. Several of the proposals in the *Going for Housing Growth* package propose a shift towards national standardisation in the planning system. While the details of how this will work have yet to be released, we see that any future system needs to support localisms through the enablement of bespoke provisions, particularly where they are necessary to deliver on city-wide strategic objectives and policies.

Conclusion

37. The Council appreciates the opportunity to submit on the *Going for Housing Growth*. We look forward to further discussion with Government and its agencies on reforms to the resource management system.

For any clarification on points within this submission please contact Mark Stevenson, Head of Planning and Consents (mark.stevenson@ccc.govt.nz)

Yours faithfully,

Phil Mauger
Mayor of Christchurch

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Appendix 1: Detailed Council Submission on Going for Housing Growth

Urban development in the new resource management system

Question 1: What does the new resource management system need to do to enable good housing and urban development outcomes?

Please refer to our covering letter comments on housing supply and housing quality. In addition, we make the following comments.

In answering this question, we will not focus on housing supply, as it is already well established that having sufficient development capacity is a fundamental of enabling good housing and urban development outcomes.

In any new resource management system, housing, at a minimum, must meet basic housing needs, such access to sunlight, adequate internal spaces, and sufficient private outdoor spaces. Often a critique of councils is that they are requiring 'gold plated' housing quality. However, aspects such as adequate private outdoor space and tree canopy cover, should not be seen as 'high quality' but rather fundamental requirements of the new system.

For example, public open space provision can only go so far to providing outdoor spaces for people to move, play, recreate, enjoy the open air and environment. When housing developments fail to deliver these essential qualities, it raises the question of who bears the responsibility and cost for providing them. In our experience, this burden frequently shifts to councils, placing additional pressure on them as they attempt to compensate for these deficiencies.

However, often there are both fiscal and physical barriers to providing a sufficient level of open space to offset the impacts of more intensified populations, buildings and impervious surfaces. The apparent shift in focus on 'the enjoyment of property rights', has the potential to give rise to cumulative effects on the broader urban environment. This is exemplified in Christchurch with the loss of tree canopy cover resulting from increased intensification in our urban environment. In recent years we have seen a reduction in our tree canopy cover, largely resulting from developments seeking to maximise yield on private sites beyond permitted activity standards.

Future development strategies and spatial planning

Question 2: How should spatial planning requirements be designed to promote good housing and urban outcomes in the new resource management system?

Please refer to our covering letter for comments on spatial planning.

Housing growth targets

Question 3: Do you support the proposed high-level design of the housing growth targets? Why or why not?

In principle, we are supportive of high growth targets; however, our support is contingent on these targets being accompanied by flexibility in Policy 3 to allow councils to manage growth

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strategically and in the most appropriate locations as determined through an evaluation (i.e. RMA section 32) process.

Our experience in managing the costs of unplanned growth and pressures to provide and maintain infrastructure services to less appropriate areas, is the basis for our position that blanket enablement of development, rather than it being directed to the most appropriate locations, does not lead to well-functioning urban environments (please also see comments in our covering letter). If blanket enablement was to be applied with the proposed high growth targets, we see this to be problematic for the following reasons.

The proposed high growth +20 percent benchmark is, in a Christchurch's context, a +137% contingency on actual growth. It projects an unrealistic growth pattern that is unlikely to be achieved as Christchurch has consistently tracked against a medium growth projection.

The latest medium growth projected household demand for 30-years is a total of 27,600 households (2023 StatsNZ, 2024-2054 projection), while the latest high growth projection for this period is 54,700 households (2021 StatsNZ projection). A 20% contingency on top of the high growth projection would result in 65,600 additional households. This equates to an increase almost 2.4 times over actual household growth demand.

If blanket enablement was to be applied, we would be more supportive of a requirement to live zone for actual growth projections, plus a 20% contingency. For Christchurch, this would mean that zoning would need to provide for a scenario of 33,200 additional households, rather than 65,600. It is important that spatial planning is undertaken on a regular basis to ensure there is not insufficient capacity. A 20% contingency on the projected growth is still significantly within the range of variation between historic actual and projected growth, which council observes has a variation of only 0.1%, on average.

Below provides an overview of how household growth projections have historically compared against estimated actual population, utilising data from 1991 until 2018, to illustrate alignment with medium growth projections:

Please also refer to our covering letter comments on growth paying for growth.

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Providing an agile land release mechanism

Question 4: How can the new resource management system better enable a streamlined release of land previously identified as suitable for urban development or a greater intensity of development?

We see that spatial plans should be the mechanism to direct the most appropriate release of land. Whether a streamlined process provides any significant benefit will depend on the level of detail provided in the spatial plan. If the detail is not sufficient, there could be a gap in the level of detail between the high-level nature of spatial plans and details required for subdivision consents.

For this to be successful, there will need to be an agreed level of detail in spatial plans, and a level of confidence that all the major issues, typically dealt with through a rezoning process, have been adequately addressed through the spatial planning process. If not, this could make subdivision consenting processes more complex and onerous as a result of unresolved issues at this stage.

In terms of brownfield and greenfield development, we see the issues to be similar. However, it depends on the scale of land use change being proposed. For example, a streamlined process may be more suitable for smaller block development proposals as compared to major brownfield – such as the case of Sydenham.

Determining growth targets

Questions 5 and 6: Do you agree with the proposed methodology for how housing growth targets are calculated and applied across councils? Are there other methods that might be more appropriate for determining Housing Growth Targets?

Council agrees with the proposed methodology for how housing growth targets are calculated in terms of applying across councils.

However, consideration needs to be given as to how Housing Growth Targets can be shared, or in some instances required across territorial authorities to better achieve a well-functioning urban environment from a sub-regional or regional perspective. Further, to more effectively achieve the objectives of other national direction, such as the National Policy Statement for Highly Productive Land.

For example, one spatial area may have historically observed high growth and StatsNZ will continue to project high growth for that area. The current NPS-UD Housing Capacity Assessment requires sufficient housing supply to meet demand as projected for each territorial authority. It is a predict and provide model, but one which can perpetuate a dispersed urban form. There may be other more appropriate (well-functioning) locations outside of a territorial authority area to meet demand generated from that territory but, in practice, Councils are unlikely to essentially 'give up' demand and opportunities for district growth. The setting of housing targets requires fluidity but also potentially clearer directives as to how territorial authorities work together to ensure the optimal allocation of housing across growth area.

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Calculating development capacity

Question 7: How should feasibility be defined in the new system?

We have reservations about the suitability of the outputs from feasibility modelling as a measurement tool for sufficiency. In our experience, this method is unhelpful for tracking how a District Plan is providing capacity, as there is a lack of comparable outputs across review cycles. This is due to the ever-changing pricing changes of inputs into feasibility models and the reality that a model output is only tied to when cost inputs are derived; it is a snapshot in time.

We seek to avoid the current scenario where previous feasibility modelling shows ample capacity well beyond targets, while current feasibility shows a substantially less degree of feasibility, despite a large quantum of housing enabled by the zoning of areas for intensification (i.e. Policy 3 NPS-UD areas). This forces Council to state “one number” to meet the HCA sufficiency requirements that within six months to a year, could be remodelled to be different (higher or lower). It risks producing an artificial gap in capacity, which would simply not be present if build costs reduced, land prices increased, or sale prices increased.

We consider that a more comparable feasibility approach would be an adapted plan-enabled approach. Plan-enabled capacity is based on a calculation of the maximum total number of units enabled by the District Plan. This is typically a large sum, which can be groundtruthed through either accepting a proportion will be commercially viable at any given time (say 10-15%) and/or observing full block and/or site development yields (as undertaken in each HCA we have undertaken).

A form of a Plan-enabled approach to the feasibility assessment provides a better opportunity to benchmark zone provisions to evaluate how these are ultimately influencing the delivery of housing units and the effect that changes to bulk and location controls has on total yield. Further, a Plan-enabled approach can take into account capacity yielded through infill or vacant lot development, brownfield sites and greenfield developments, which often don’t meet the feasibility threshold but still realise development.

In summary, we continue to support the need for a HCA with a component part focused on commercial feasibility. However, Council is of the position that the measure of feasibility could be broadened.

Question 8: If the design of feasibility is based on profitability, should feasibility modelling be able to allow for changing costs or prices or both?

We reiterate the limitations of feasibility modelling to determine capacity sufficiency. However, if pursued, we would be supportive of allowances for changing costs and prices over long-term projections.

However, care is needed to ensure the benefits of standardising feasibility are not lost through manipulation of inputs. It would be preferred if Government centralised the modelling of future infrastructure costs and building costs, while it is likely more appropriate to model changes to dwelling prices at the local level and to leave this to councils to determine.

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Question 9: Do you agree with the proposal to replace the current 'reasonably expected to be realised' test with a higher-level requirement for capacity to be 'realistic'?

Our suggested approach to Plan-enabled capacity could serve to also address this question. In practice, our Housing Capacity Assessments already applied 'realistic' yields to full block development scenarios and reported as "reasonably expected to be realised".

Question 10: What aspects of capacity assessments would benefit from greater prescription and consistency?

Additional aspects of current NPS-UD criteria that could benefit from greater clarity and specificity include:

- Urban environment
- Well-functioning urban environment

Accepting that Government intends to change how the rural interface is managed, Council has found that the 'urban environment' definition has been one of the most contested parts of the NPS-UD. The main area of contention appears to be between the phrases 'intention', 'predominantly', and 'housing market'. The issue arises by when and by whom *intention* is made against a generalisation of 'predominantly'. Read together, this is a fairly broad, contestable criteria.

We consider that tracking a housing market spatially is fraught. Technically (as we have experienced applicants arguing), if an individual seeks a family home within a commutable distance from the commercial centre of a sub-region, then that whole sub-region could be considered a part of one housing market. This artificially inflates the intended scope of the NPS-UD, resulting in unproductive debates between councils and applicants. The definition of urban environment could be amended to include:

- Links with Territorial Authority published growth plans;
- Sufficiency of specific urban amenities;
- Sufficiency of public transport accessibility;
- Specificity of the minimum density to be deemed part of the Urban Environment (similar to 'urban environment allotment' definition in s76(4C) of the Act);
- Land use / zoning that is primarily focused on residential activities;
- Area encompassed by a relevant residential zone;
- National Planning Standard zone equivalents.

The 'well-functioning urban environments' definition links to Policy 1 of the NPS-UD, which is presumably changing through this process. The policy is very broad and has been used to argue out-of-sequent plan change outcomes via Policy 8. This is an unhelpful association for a decision-making criteria for plan changes.

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In our view, the primary change needed to the definition is to ensure that it is centred within an urban environment context, rather than other interpretations that enable rural re-zonings, whilst having the principal directive focused on accessibility (sub-clause (c)), rather than one of the other criteria that have the same weighting.

Infrastructure requirements

Question 11: Should councils be able to use the growth projection they consider to be most likely for assessing whether there is sufficient infrastructure-ready capacity?

In short yes and this is our approach to infrastructure planning and investment. Whilst we consider it is important for all requirements under the future NPS-UD to use the same growth projections to avoid unrealistic market expectations, the growth projections that a Council uses to inform its infrastructure planning and investment is a matter for the Council. In practice, Council through its LTP has adopted a medium projection but through its infrastructure planning, it has undertaken sensitivity tests of other growth projections.

Please refer to previous commentary on housing bottom lines and the effects on infrastructure.

Question 12: How can we balance the need to set minimum levels of quality for demonstrating infrastructure capacity with the flexibility required to ensure they are implementable by all applicable councils?

We believe regular monitoring and evaluation, similar to what has been happening through Housing and Business Development Capacity Assessments and the Infrastructure Strategy, is the most suitable approach to ensuring quality.

Question 13: What level of detail should be required when assessing whether capacity is infrastructure-ready? For instance, should this be limited to plant equipment (e.g. treatment plants, pumping stations) and trunk mains/key roads, or should it also include local pipes and roads?

Our position is that for the purpose of addressing high level housing and business sufficiency targets, infrastructure ready capacity assessments should be kept high level. One approach could be to only identify development that is constrained (due to a lack of infrastructure) beyond a 10yr or even 20yr period, and/or there is no likely feasible or viable infrastructure solution (to enable the land development).

Council encourages the Government to provide more direction as to the scale of infrastructure constrained development it is concerned with. Where a Council can demonstrate a significant surplus of housing capacity and no major (i.e. trunk or catchment) infrastructure constraints for example, how important and necessary is it for Councils to identify infrastructure ready development to any finer scale (i.e local pumps stations and pipes)?

Responding to price efficiency indicators

Question 14: Do you agree with the proposed requirement for council planning decisions to be responsive to price efficiency indicators?

No. We consider that such indicators have minimal benefit. In the scenario where an abundance of capacity is provided, it is difficult to see what additional knowledge is gained from such metrics and what additional land use planning controls can do in response, acknowledging that the NPS-UD is already directive about housing in the 'right' places and proposals seek to continue this approach. Additionally, there may be limitations to this proposal due to restrictions under the Ratings Act when a landowner elects not to share their information.

Business land requirements

Question 15: Do you agree that councils should be required to provide enough development capacity for business land to meet 30 years of demand?

Yes. A 30yr timeframe aligns well with residential projections and in our experience is reasonable in terms of investment cycles. There are too many uncertain market factors for any longer period and any lesser period could contribute to market deficiencies. We support the use of localised business demand projections.

Responsive planning

Question 16: Are mechanisms needed in the new resource management system to ensure councils are responsive to unanticipated or out-of-sequence developments? If so, how should these be designed?

Please see comments in our covering letter on our concerns to enable unanticipated or out-of-sequence developments.

If the Government is inclined to pursue such in the new system, we see that the following should be considered regarding any changes to Policy 8:

- Greater specificity on 'significant' – focused on delivery of housing over which time horizon and proportionately how many houses were to be delivered. For example, this could be a quantum of housing that represents 10% of total projected (actual) household growth over the long-term horizon (10-30 years).
    - The examples provided in paragraph 84 are not supported. The criteria are likely only met through greenfield uplift, rather than changes to urban zoning, as MDRS and other targeted intensification elements of the current NPS-UD and proposed changes herein would likely easily address any urban capacity constraints.
- More clarification on the 'particular regard' element of 3.8(2) in consideration of Policy 8 – this is currently seen in an RMA planning construct through a consenting lens, rather than whethera proposal is given higher prioritisation than other plan change applications. Other prospective options include:
    - SPP-type approach
    - Modification of the Schedule 1 criteria for private plan changes, such as potential automatic council adoption under specific criteria
    - Co-financing regime
    - Proactive or concurrent modification of strategies designed to facilitate growth in these areas (e.g. Three Waters, parks planning, roading, etc.)

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- Changes to 'urban environment' and 'well-functioning' as detailed within this submission.

Question 17: How should any responsiveness requirements in the new system incorporate the direction for 'growth to pay for growth'?

Please see comments in our covering letter on 'growth paying for growth'.

Rural-Urban boundaries

Question 18: Do you agree with the proposal that the new resource management system is clear that councils are not able to include a policy, objective or rule that sets an urban limit or a rural-urban boundary line in their planning documents for the purposes of urban containment? If not, how should the system best give effect to Cabinet direction to not have rural-urban boundary lines in plans?

Spatial planning should play a central role in managing urban expansion by identifying where and when growth should occur, based on infrastructure capacity, environmental constraints (including productive soils), natural hazard risks, and community aspirations.

While flexibility for expansion is important, encouraging uncoordinated greenfield development can result in additional costs associated with infrastructure, and the loss land for productive activities that support the urban environment e.g. horticulture and/or reverse sensitivity effects. It may also undermine the effectiveness of spatial planning, and its ability to align housing, transport, and infrastructure investment.

In designing the new resource management system, we see that there are potential benefits from developing a set of nationally standardised zones that are appropriate to meet the needs of both urban and rurally located people and allow for the specific environmental context.

Further to this, any clarity is welcomed, with an emphasis on the difference between so-called 'hard' and 'soft' boundary mechanisms. For example, there may be other qualifying matters or other NPS regulations (e.g. highly productive land) that still prevent urban expansion in the absence of any other boundaries.

Question 19: Do you agree that the future resource management system should prohibit any provisions in spatial or regulatory plans that would prevent leapfrogging? If not, why not?

We do not support the future resource management system prohibiting provisions that would prevent leapfrogging. 'Leapfrogging' policies ensure more efficient expansion of infrastructure, reduced reverse sensitivity, reduced conflict with rural commercial activities, and better transport outcomes.

Question 20: What role could spatial planning play in better enabling urban expansion?

Please refer to our covering letter on comments relating to spatial planning and greenfield enablement.

Key public transport corridors

Question 21: Do you agree with the proposed definitions for the two categories of 'key public transport corridors'? If not, why not?

Yes, however the application of the Spine definition is quite targeted for Christchurch and in some cases, it does not align with areas commensurate with 'accessibility' as intended to be applied under the proposed reversal of Policy 3(d). Regardless, this may coalesce together with a wider Policy 3(d) response. The application of Primary corridors follows the same approach that the Council progressed with its Low Public Transport Accessibility Area (LPTAA) as part of its IPI process. Key to the suitability of these two approaches is how walkable catchments are drawn.

As referenced in our covering letter on intensification along strategic transport corridors, the use of the One Network Framework (ONF) is potentially problematic as it could create a scenario whereby Council is required to proceed with a plan change every time roading classifications are altered due to changes to public transport. The ONF is a dynamic qualitative framework that appears to be intersecting with a statutory plan making process, which work in parallel from each other. The ONF is also still in development.

Council wishes to avoid the scenario where annual plan changes are required, or where ONF changes in lieu of a plan change and conflicts arise through the consenting process. This would be helped by setting a clear benchmark that utilises ONF as an input into considerations.

Question 22: Do you agree with the intensification provisions applying to each category? If not, what should the requirements be?

No comment.

Question 23: Do you agree with councils being responsible for determining which corridors meet the definition of each of these categories?

Yes, we agree that councils should be responsible for determining these routes, acknowledging that Territorial Authorities have the local knowledge of the network.

Notwithstanding this, we note that any regulation must be specific about the nature of each service to avoid unconstructive debate through the plan making process.

Intensification catchment sizes

Question 24: Do you support Option 1, Option 2 or something else? Why?

At this stage, without undertaking mapping of the 400m and 600m buffers, we do not have a preference between the options. However, we note that the future NPS-UD must be clear as to the criteria necessary to expand such minimum catchments and the origin point of where catchments are drawn from.

Minimum building heights to be enabled

Question 25: What are the key barriers to the delivery of four-to-six storey developments at present?

The key disincentives for four-six storey development are: market choice, demand and the Building Code.

The Christchurch housing market still provides for significant housing choice, meaning that other typologies are more attractive given their availability in accessible locations. There is also an

attractiveness in the market for fee simple title and the avoidance of body corporate regimes. This appears to be driven by both market perceptions and the lack of good examples historically.

From a residents' perspective, there is also likely to be low demand for residential dwellings in 4-6 storey developments. The Life in Christchurch survey in 2023 found that 25% of residents would consider living in a "low-rise" apartment building (3-4 stories), and only 19% would consider living in an apartment building (4+ stories).

In terms of Building Code requirements: any development at three storeys or more requires specific engineering design, including geotechnical and structural requirements. From four storeys and above, most buildings are not commercially feasible without a lift due to Code requirements. From five storeys and above, specific fire regulations apply to provide pressure head to upper floors. From six storeys and above, specific engineering requirements are highly likely, including dampers, eccentric bracing frames, or buckling-restrained brakes, structural support for secondary building elements, and the strong likelihood that sprinkler systems are required for any building 25m or taller. All these requirements come at considerable cost.

If Aotearoa New Zealand is seeking to continue an upward trajectory, there must be considerable efforts placed into standardising engineering solutions at height. However, Council also understands that pragmatism is required to reflect localised issues, such as earthquake vulnerability and land subsidence, meaning that standardisation may only provide limited benefits.

Question 26: For areas where councils are currently required to enable at least six storeys, should this be increased to more than six storeys? If so, what should it be increased to? Would this have a material impact on what is built?

No, in Christchurch's context, we consider that such a change will not deliver material change to what is likely to be delivered.

The intensification plan change for Christchurch City Council considered the commercial viability of six storey development or greater, concluding that commercial feasibility only began from 12-storeys or greater and only within a very localised area around the City Centre zone. Accordingly, that plan change adopted a permitted building height of 39m or 12-storeys. Evidence was also presented to show how a wider application to enabling a greater height would also cause detrimental economic effects within the CCZ, taking away the potential for agglomeration benefits and the 24 hour economy that may come from mixed use apartment typologies within the CCZ.

Given that this plan change was in 2024, it seems premature to now re-consider operative zoning controls and associated evidence.

Question 27: For areas where councils are currently required to enable at least six storeys, what would be the costs and risks (if any) of requiring councils to enable more than six storeys?

In many cases, such a requirement would have little impact to what gets delivered as such developments would still be unfeasible and unappealing to the market, as well as causing negative economic effects within the CCZ.

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Offsetting the loss of development capacity

Question 28: Is offsetting for the loss of capacity in directed intensification areas required in the new resource management system?

No, this approach seems unnecessary when significant housing bottom lines will already be required. There seems little benefit to having an offsetting requirement when this is already a proxy outcome of bottom lines. We see that there should simply be a greater focus on 'other' qualifying matters.

Question 29: If offsetting is required, how should an equivalent area be determined?

It may simply be finding an area that matches in terms of both operative zoning and, on balance, similar characteristics as the affected area in terms of the requirement to intensify. The 'on-balance' criterion is likely needed as those areas that completely align are likely already required to be intensified. Additionally, we see that other factors such as 'access to public transport' should also be considered when determining 'equivalent areas'.

However, we reiterate the limitations with such an offsetting approach as the Housing Growth Targets would already provide for significant enablement.

Intensification in other areas

Question 30: Is an equivalent to the NPS-UD's policy 3(d) (as originally scoped) needed in the new resource management system? If so, are any changes needed to the policy to make it easier to implement?

In the absence of MDRS, such a future direction is likely necessary, with some exceptions and caveats:

- MDRS applies across almost every metropolitan urban residential area in Aotearoa New Zealand – changes to Policy 3(d) appear to be premised on MDRS being removed via a plan change from these areas.
- Use of 'housing demand' is a concern as this is highly subjective and may be contrary to achieving the outcomes of high accessibility.
- Its utility is dependent on the degree of standardisation of zones.

Given the above, such an equivalent policy is likely only of much use to Auckland and Christchurch, subject to proposed changes to the Act for the MDRS opt out being enacted and respective councils' completing the opt out process. Given that every other Tier 1 Council, plus Rotorua, have applied MDRS and Policy 3 (as applicable), such Councils should be exempted from any future requirements to relitigate the application of Policy 3 for a period of time.

Enabling a mix of uses across urban environments

Question 31: What controls need to be put in place to allow residential, commercial and community activities to take place in proximity to each other without significant negative externalities?

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We do not consider there to be any 'need' for additional controls beyond what is already in place under our District Plan. Our plan currently provides for a range of non-residential activities to establish within the urban environment, with provisions to manage negative externalities. For example, to manage high traffic generation, light spill, noise, signage, residential cohesion, disturbance and safety through controls on hours of operation.

Our plan framework also manages economic effects on commercial centres, based on breach of scale, and to realise agglomeration benefits through the concentration of activities in centres (being directives under the National Planning Standards and NPS-UD). This approach also supports objectives related to the efficiency and effectiveness of infrastructure including public transport services.

The current requirement for Councils to review and monitor the effectiveness of its District Plan, is sufficient to identify any issue or deficiency in the provision and management of such activities. Further in response, it should be established through an evidence base and section 32 evaluation, that a different approach is more appropriate.

Question 32: What areas should be required to use zones that enable a wide mix of uses?

Please refer to our covering letter on comments on wider mixed-use areas and our concerns with enabling greater standardisation of the mixed-use zones.

Additionally, such an approach appears contrary to the monitoring requirements of the NPS-UD, which requires 3-yearly evaluation and responsive planning accordingly. It is not apparent to Council that the current system does not adapt to changing community needs (as stated in the discussion document) as the inverse approach is envisioned through responsive planning controls of the current NPS-UD. Therefore, the status quo approach is favoured over the proposed change.

The discussion report commentary is premised on District Plans not able to be adaptive to community and business needs. However, the current NPS-UD provides precisely this mechanism: a detailed evaluation report is required every 3 years and District Plans must be updated to align with housing and business needs.

Minimum floor area and balcony requirements

Question 33: Which rules under the current system do you consider would either not meet the definition of an externality or have a disproportionate impact on development feasibility?

Other standards that could be considered are as follows:

- Site density, noting the difference between this and minimum site size via subdivision controls
- Road boundary setbacks (MDRS associated)
- Storage requirements
- Outlook space (MDRS associated)
- Windows to the street (MDRS associated)

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- Ground floor habitable room
- Garaging / parking locations
- HVAC locational requirements

Please refer to the covering letter as to why we think these are important for housing quality, particularly with increasing intensification.

Targeting of Proposals

Question 34: Do you consider changes should be made to the current approach on how requirements are targeted? If so, what changes do you consider should be made?

Requiring wider urban areas to work together to process HBA matters is appropriate as it is likely reflective of the complete housing market and economic concentration of a sub-region. The current split of responsibilities between Tier 1-3 councils seems appropriate.

Impacts of Proposals on Māori

Question 35: Do you have any feedback on how the Going for Housing Growth proposals could impact on Māori?

We recommend engaging with Treaty partners to understand how the Going for Housing Growth proposals could impact on Māori.

Other Matters

Question 36: Do you have any other feedback on Going for Housing Growth proposals and how they should be reflected in the new resource management system?

No further comments.

Transitioning to Phase 3

Question 37: Should Tier 1 and 2 councils be required to prepare or review their HBA and FDS in accordance with current NPS-UD requirements ahead of 2027 long-term plans? Why or why not?

We do not see any issues with councils needing to prepare or review their HBA evaluations given that the HBA is intended to be complete in Quarter 2 of 2026, which is before the new RMA replacement Bills are enacted.

We would support a suspension of the responsive policies in the NPS-UD that seek to enact the outcomes of any HBA report. This seems unnecessary considering the requirement to fully transition to a new planning system and is consistent with the 'Plan stop' proposals.

24. Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987.

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

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

Reason for passing this resolution: a good reason to withhold exists under section 7.
Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

Note

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

"(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):

(a) Shall be available to any member of the public who is present; and
(b) Shall form part of the minutes of the local authority."

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

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PUBLIC INTEREST CONSIDERATION	POTENTIAL RELEASE REVIEW DATE AND CONDITIONS
16.	DEVELOPMENT CONTRIBUTIONS REMISSION APPLICATION - THE ARTS CENTRE				
	ATTACHMENT A - ARTS CENTRE FOOD VENDOR LICENCE FEES.	S7(2)(B)(II)	PREJUDICE COMMERCIAL POSITION	THE INFORMATION IS COMMERCIALLY SENSITIVE AND COULD IMPACT ON THE ARTS CENTRE ABILITY TO NEGOTIATE CONTRACTS IN THE FUTURE. THIS OUTWEIGHS THE PUBLIC INTEREST.	6 AUGUST 2026 UPON REVIEW AND APPROVAL OF THE HEAD OF PLANNING AND CONSENTS.
17.	151/153 GILBERTHORPES ROAD - FUTURE USE ISSUES AND OPTIONS				
	ATTACHMENT E - PROPERTY PURCHASE CONTEXT	S7(2)(B)(II), S7(2)(I)	PREJUDICE COMMERCIAL POSITION, CONDUCT NEGOTIATIONS	THE COUNCIL NEEDS TO CONSIDER THE PRELIMINARY FINANCIAL DETAILS RELEVANT TO THE POSSIBLE PURCHASE OF THE PROPERTY BY THE PURAPURA WHETU TRUST. THESE DETAILS ARE CURRENTLY CONFIDENTIAL, RELEASE OF WHICH WOULD PREJUDICE SUBSEQUENT NEGOTIATIONS.	15 DECEMBER 2025 AS AND WHEN AN UNCONDITIONAL AGREEMENT IS ENTERED INTO BY COUNCIL AND THE PURAPURA WHETU TRUST.
18.	PROPOSED LOCKY DOCK CYCLE PARKING AND CHARGING STATION IN RAUORA PARK, LICHFIELD ST				

	ATTACHMENT C - LOCKY DOCKS LICENCE TO OCCUPY, 20.12.2024	S7(2)(H), S7(2)(I)	COMMERCIAL ACTIVITIES, CONDUCT NEGOTIATIONS	THIS INFORMATION IS COMMERCIALLY SENSITIVE AND COULD IMPACT THE BIG STREET BIKERS' ABILITY TO CONDUCT NEGOTIATIONS WITH OTHER PARTIES IN THE OPEN MARKET, WHICH OUTWEIGHS THE PUBLIC INTEREST.	10 JULY 2026 UPON REVIEW AND APPROVAL OF THE HEAD OF TRANSPORT.
25.	PUBLIC EXCLUDED HEALTH, SAFETY AND WELLBEING COMMITTEE MINUTES - 27 JUNE 2025			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
26.	PUBLIC EXCLUDED CIVIC AWARDS COMMITTEE MINUTES - 14 JULY 2025			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
27.	PUBLIC EXCLUDED COUNCIL MINUTES - 11 JUNE 2025			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
28.	PUBLIC EXCLUDED COUNCIL MINUTES - 16 JULY 2025			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
29.	CHRISTCHURCH CIVIC AWARDS 2025	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	PROTECTION OF PRIVACY OF INDIVIDUALS OUTWEIGHS PUBLIC INTEREST IN THIS ITEM.	19 JUNE 2026 REPORT CAN BE RELEASED, WITH APPROPRIATE REDACTIONS, ONCE SUCCESSFUL

					NOMINEES HAVE BEEN PUBLICLY NOTIFIED.
30.	AUDIT AND RISK MANAGEMENT COMMITTEE - REAPPOINTMENT OF AN EXTERNAL COMMITTEE MEMBER	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	THE PUBLIC INTEREST IN THIS APPOINTMENT IS OUTWEIGHED BY THE NEED TO PROTECT THE CANDIDATE'S REPUTATION.	7 AUGUST 2025 FOLLOWING THE CONCLUSION OF THE INDEPENDENT MEMBER APPOINTMENT PROCESS.

Karakia Whakamutunga

Kia whakairia te tapu

Kia wātea ai te ara

Kia turuki whakataha ai

Kia turuki whakataha ai

Haumi e. Hui e. Tāiki e

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
Annual Plan 2025/26	24 June 2025	8 July 2025	Transport & Waste	Management
Canterbury Museum Draft 2025/26 Annual Plan Request	16 April 2025	16 July 2025	Communications & Engagement	Engagement
Annual Plan 2025/26	24 June 2025	31 July 2025	Corporate Planning & Performance	Corporate Planning & Performance
Annual Plan 2025/26	24 June 2025	31 July 2025	Transport & Waste	Management
Notice of Motion - Micromobility parking	7 May 2025	6 August 2025	Transport & Waste	Asset Planning
Community (Social) Housing Update Report	19 March 2025	20 August 2025	Facilities & Property Unit	Management
Access along the Heathcote Expressway MCR (past Scruttons Road level crossing)	6 November 2024	22 August 2025	Transport & Waste	Management
Grant an Easement for Utilities Over a Council Reserve	10 April 2024	24 August 2025	Facilities & Property Unit	Property Consultancy
Beach Hospitality Limited - Landlord Consent to Improvements and Request for Further Lease	2 April 2025	29 August 2025	Facilities & Property Unit	Property Consultancy
Schedule 2	14 February 2024	29 August 2025	Planning & Consents	Management
Ōtautahi Christchurch Future Transport	19 March 2025	30 August 2025	Transport & Waste	Asset Planning
Schedule 1	14 February 2024	30 August 2025	Parks	Asset Management
Surveillance systems across arterial routes	12 February 2025	30 August 2025	Transport & Waste	Traffic Operations
Three Waters Activities - March, April, May, and June 2023	6 September 2023	31 August 2025	Three Waters	Service Excellence
Lichfield St Carpark Building - Future Strategy	4 June 2025	3 September 2025	Facilities & Property Unit	Management
The Christchurch Foundation Tranche Two Drawdown from the Capital Endowment Fund	4 June 2025	3 September 2025	Community Support & Partnerships	Partnerships & Planning
Annual Plan 2025/26	24 June 2025	10 September 2025	Strategic Policy & Resilience	Policy Team
Huanui Lane between Gloucester Street and Armagh Street-Traffic Control Changes	11 December 2024	12 September 2025	Transport & Waste	Asset Planning
Discretionary Response Fund Report - Ara Taiohi Incorporated	18 June 2025	17 September 2025	Community Support & Partnerships	Partnerships & Planning
Moorhouse Avenue - Pedestrian Improvements	18 June 2025	17 September 2025	Transport & Waste	Asset Planning
Moorhouse Avenue - Pedestrian Improvements	18 June 2025	17 September 2025	Transport & Waste	Traffic Operations
Setting of Speed Limits - Speed limits around schools	18 June 2025	17 September 2025	Transport & Waste	Traffic Operations
Tsunami Alerting System Review	18 June 2025	17 September 2025	Community Support & Partnerships	CDEM
Annual Plan 2025/26	24 June 2025	23 September 2025	Community Support & Partnerships	CDEM
Annual Plan 2025/26	24 June 2025	23 September 2025	Community Support & Partnerships	Governance (Ban Pen)
Annual Plan 2025/26	24 June 2025	23 September 2025	Corporate Planning & Performance	Corporate Planning & Performance
Annual Plan 2025/26	24 June 2025	23 September 2025	Corporate Services Management	Corporate Services Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Facilities & Property Unit	Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Finance Risk & Performance Management	Finance Risk & Performance Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Parks	Community Parks
Annual Plan 2025/26	24 June 2025	23 September 2025	Parks	Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Parks	Parks & Recreation Planning
Annual Plan 2025/26	24 June 2025	23 September 2025	Parks	Residential Red Zone

Annual Plan 2025/26	24 June 2025	23 September 2025	Planning & Consents	Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Programme Management Office	Programme Management Office
Annual Plan 2025/26	24 June 2025	23 September 2025	Strategic Policy & Resilience	Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Three Waters	Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Transport & Waste	Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Transport & Waste	Traffic Operations
(H-H-R) Templeton Cemetery and Sports Park Development Plan - Preparation	12 September 2019	30 September 2025	Parks	Planning & Policy
Yaldhurst Memorial Hall	25 June 2024	30 September 2025	Facilities & Property Unit	Property Consultancy
New Brighton CRAF - Marine Parade (Hawke to Bowhill) Street Renewal - Scheme Adjustments and Detailed Traffic Resolutions	2 July 2025	1 October 2025	Transport & Waste	Project Management
Ōtākaro Avon River Corridor Proposed Governance Model	19 February 2025	1 October 2025	Citizens & Community Management	Citizens & Community Management
Procurement Policy 2025	2 July 2025	1 October 2025	Procurement & Contracts	Management
Stop Road (airspace) and Dispose of to Adjoining Landowners	5 June 2024	2 October 2025	Facilities & Property Unit	Property Consultancy
66E Hills Rd - Sale of Land	16 July 2025	15 October 2025	Facilities & Property Unit	Property Consultancy
Confirmation of Dates for Adoption of the Local Alcohol Policy (LAP)	16 July 2025	15 October 2025	Strategic Policy & Resilience	Policy Team
Decision in-part on Plan Change 14 - Only 265 Riccarton Road and 9 Daresbury Lane	16 July 2025	15 October 2025	Planning & Consents	City Planning
Decision in-part on Plan Change 14 - Only 265 Riccarton Road and 9 Daresbury Lane	16 July 2025	15 October 2025	Planning & Consents	Management
Notice of Motion - Feasibility of free overnight parking at Parakiore Recreation and Sport Centre	16 July 2025	15 October 2025	Recreation, Sports & Events	Management
Unsolicited Proposal for sale of 1 Kinsey Terrace	16 July 2025	15 October 2025	Facilities & Property Unit	Property Consultancy
Climate Change Portfolio Lead Report	3 July 2024	31 October 2025	Strategic Policy & Resilience	Management
Stop Road (airspace) and Dispose of to Adjoining Landowners	21 August 2024	31 October 2025	Facilities & Property Unit	Property Consultancy
Annual Plan 2025/26	24 June 2025	28 November 2025	Finance	Management
Transport speed bumps budget	12 February 2025	29 November 2025	Transport & Waste	Management
Acquisition of Deeds Land Along with Road Stopping and Amalgamation - Corner Harmans and Voelas Roads Lyttelton	5 February 2025	30 November 2025	Facilities & Property Unit	Property Consultancy
Canterbury Museum Draft 2025/26 Annual Plan Request	16 April 2025	10 December 2025	Community Support & Partnerships	Management Team
Installation of Public Artwork - "The Godwits"	25 July 2019	15 December 2025	Parks	Asset Management
27 Hunters Road & 43 Whero Avenue, Diamond Harbour – FENZ and Te Pā o Rākaihautū Unsolicited Proposals	5 June 2024	31 December 2025	Facilities & Property Unit	Property Consultancy
27 Hunters Road and 42 Whero Avenue Consultation Outcome	9 June 2022	31 December 2025	Planning & Consents	Management
Infrastructure Amendments - Parks	25 June 2024	31 December 2025	Parks	Parks & Recreation Planning
Koukourarata Port Levy - Bach on Public Land (Road Reserve)	16 April 2025	31 December 2025	Facilities & Property Unit	Property Consultancy
Lincoln Road (Wrights to Curletts) Project - Metropolitan Significance and Property Purchase	13 August 2020	31 December 2025	Facilities & Property Unit	Property Consultancy
Notice of Motion - Fly Tipping Volunteer Removal Options	19 February 2025	31 December 2025	Transport & Waste	Resource Recovery
Ōtākaro Avon River Corridor Proposed Governance Model	19 February 2025	31 December 2025	Citizens & Community Management	Citizens & Community Management
Schedule 2	14 February 2024	31 December 2025	Citizens & Community Management	Citizens & Community Management
Annual Plan 2025/26	24 June 2025	2 February 2026	Communications & Engagement	Engagement
Annual Plan 2025/26	24 June 2025	2 February 2026	Community Support & Partnerships	Management Team
Annual Plan 2025/26	24 June 2025	2 February 2026	Community Support & Partnerships	Partnerships & Planning
Annual Plan 2025/26	24 June 2025	2 February 2026	Recreation, Sports & Events	Management
Annual Plan 2025/26	24 June 2025	28 February 2026	Facilities & Property Unit	Property Consultancy
Orana Park	25 June 2024	31 March 2026	Community Support & Partnerships	Partnerships & Planning

Councillors' proposed amendments - Infrastructure and Regulation	14 February 2024	1 April 2026	Three Waters	Asset Planning Stormwater & Waterways
Capital Grant - Te Uaka/Lyttelton Museum	12 February 2025	1 May 2026	Community Support & Partnerships	Management Team
Hearings Panel report on the Gloucester Street "Streets for People" Trial	2 October 2024	15 May 2026	Transport & Waste	Project Management
Ōtākaro-Avon Stormwater Management Plan	19 June 2024	29 May 2026	Three Waters	Asset Planning Stormwater & Waterways
Acquisition of Land 657 Pages Road Christchurch, Pages Road Bridge Renewal Project	5 March 2025	4 June 2026	Facilities & Property Unit	Property Consultancy
Other Amendments - Planning, Property and Miscellaneous	25 June 2024	30 June 2026	Facilities & Property Unit	Management
Southshore South New Brighton Earthquake Legacy Project	29 August 2019	30 June 2026	Three Waters	Asset Planning Stormwater & Waterways
Report Requests	25 June 2024	31 October 2026	Transport & Waste	Asset Planning
Arts Centre	25 June 2024	31 March 2027	Community Support & Partnerships	Partnerships & Planning
Hearings Panel Report on Lincoln Road Peak Hour Bus Lane Proposal	7 July 2022	1 June 2027	Transport & Waste	Project Management

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

REPORT TITLE/AGENDA SECTION	MEETING DATE	DUE DATE	ACTION CLOSURE DATE	UNIT	TEAM
Art by the River Commission - Brett Graham, Erratic	1 March 2023	27 July 2025	2 July 2025	Parks	Asset Management
Report Requests	25 June 2024	10 September 2025	4 July 2025	Community Support & Partnerships	Community Planning & Projects
Application to the 2024/25 Capital Endowment Fund - Youth Hub Trust	18 September 2024	31 March 2026	2 July 2025	Community Support & Partnerships	Partnerships & Planning
3 Bantry Lodge Road, Wainui - Revoke Reserve Status and Sale of Land	5 February 2025	31 August 2025	10 July 2025	Facilities & Property Unit	Property Consultancy
Eastern Orbital link	12 February 2025	14 May 2025	11 July 2025	Transport & Waste	Management
Petition - Ban on Freedom Camping in the North Beach Foreshore Car Park	2 April 2025	2 July 2025	1 July 2025	Strategy, Planning and Regulatory Services Management	Strategy, Planning and Regulatory Services Management
Old Municipal Chambers - Sublease Approval Process	16 April 2025	16 July 2025	8 July 2025	Facilities & Property Unit	Property Consultancy
Citywide Discretionary Response Fund Applications May 2025	7 May 2025	6 August 2025	2 July 2025	Finance	Management
Hearings Panel report to the Council on the Proposed Parks and Reserves Bylaw 2025	4 June 2025	3 September 2025	1 July 2025	Strategic Policy & Resilience	Policy Team
Draft Local Alcohol Policy	11 June 2025	10 September 2025	22 July 2025	Strategic Policy & Resilience	Policy Team
Annual Plan 2025/26	24 June 2025	21 July 2025	2 July 2025	Community Support & Partnerships	Partnerships & Planning
Annual Plan 2025/26	24 June 2025	20 August 2025	22 July 2025	Community Support & Partnerships	Community Planning & Projects
Annual Plan 2025/26	24 June 2025	23 September 2025	9 July 2025	Facilities & Property Unit	Property Consultancy
Annual Plan 2025/26	24 June 2025	23 September 2025	22 July 2025	Strategic Policy & Resilience	Coastal Hazards
Annual Plan 2025/26	24 June 2025	23 September 2025	25 July 2025	Finance	Corporate Reporting
Annual Plan 2025/26	24 June 2025	23 September 2025	31 July 2025	Parks	Community Parks
Annual Plan 2025/26	24 June 2025	28 February 2026	10 July 2025	Facilities & Property Unit	Property Consultancy

Development Contributions Policy 2025	24 June 2025	23 September 2025	2 July 2025	Strategic Policy & Resilience	Policy Team
66E Hills Rd - Sale of Land	16 July 2025	15 October 2025	22 July 2025	Facilities & Property Unit	Property Consultancy
Te Pātaka o Rākaihautū - Banks Peninsula Settlements Stormwater Management Plan	16 July 2025	15 October 2025	22 July 2025	Three Waters	Asset Planning Stormwater & Waterways
Unsolicited Proposal for sale of 1 Kinsey Terrace	16 July 2025	15 October 2025	22 July 2025	Facilities & Property Unit	Property Consultancy