

Waipuna
Halswell-Hornby-Riccarton Community Board
AGENDA

Notice of Meeting Te Pānui o te Hui:

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

Date: Thursday 14 August 2025
Time: 4.30 pm
Venue: Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Membership Ngā Mema

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

Principal Advisor

Bailey Peterson
Manager Community Governance
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8 August 2025

Meeting Advisor

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Community Board Advisor
Tel: 941 5108
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Website: www.ccc.govt.nz

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

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

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

To view copies of Agendas and Minutes, go to:

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



What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term 2022–2025

Strategic Priorities



Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



Reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of today's residents with the needs of future generations, with the aim of leaving no one behind.

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

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



A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

Our intergenerational vision

A place of opportunity for all.

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



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

Waipuna Halswell-Hornby-Riccarton

Our priorities 2023-25

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

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

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Karakia Whakamutunga

Actions Register Ngā Mahinga Tuwhera

Karakia Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga Tihei Mauri Ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.
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1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board meeting held on [Thursday, 10 July 2025](#) be confirmed (refer page 8).

4. Public Forum Te Huinga Whānui

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

4.1 Cycling priorities in the Community Board area

Anne Scott, Spokes Canterbury Submissions Coordinator will address the Board regarding cycling priorities in the Community Board area.

4.2 Halswell Matai and Digitalisation Projects

Halswell Residents' Association representatives will address the Board regarding the Halswell Matai and Digitalisation Projects.

5. Deputations by Appointment Ngā Huinga Whakaritenga

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

5.1 Halswell Quarry Dog Exercise Area

Karolin Potter, local resident will address the Board in relation to the Halswell Quarry Dog Exercise Area Report.

5.2 Wigram Road and Hayton Road Intersection Layout Updates

Cody Cooper, local resident will address the Board in relation to the Wigram Road and Hayton Road Intersection Layout Updates Report.

6. Presentation of Petitions Ngā Pākikitanga

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

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



Christchurch
City Council



Waipuna
Halswell-Hornby-Riccarton Community Board
OPEN MINUTES

Date: Thursday 10 July 2025
Time: 4.31 pm
Venue: Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Present

Chairperson	Marie Pollisco
Deputy Chairperson	Helen Broughton
Members	Sarah Brunton (via audio/visual link)
	Henk Buunk
	Luke Chandler
	Tyla Harrison-Hunt (via audio/visual link)
	Andrei Moore
	Debbie Mora
	Mark Peters

Principal Advisor

Bailey Peterson
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Meeting Advisor

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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved HHRB/2025/00051

That the apology from Tyla Harrison-Hunt for lateness, be accepted.

Mark Peters/Luke Chandler

Carried

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

Item 10 Riccarton CRAF - Kilmarnock Street/Darvel Street and Kilmarnock Street/Mona Vale Avenue traffic calming improvements was withdrawn from the agenda in accordance with Standing Order 6.8.

The report will be included in the agenda for a future meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

Marie Pollisco declared an interest in Items 5.1 and 13 - Calverton Place Proposed No Stopping Restrictions. She vacated the Chair and took no part in any discussion or voting on these items.

Helen Broughton and Luke Chandler declared an interest in Item 21 - 2025 SuperLocal Conference - Elected Members' Attendance and took no part in any discussion or voting on this item.

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

Part C

Community Board Resolved HHRB/2025/00052

That the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board meeting held on Thursday, 12 June 2025 be confirmed.

Mark Peters/Andrei Moore

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Te Kuru Wetlands - Interpretive Centre Project

Cashmere Rotary Club representatives Alan Morgan and Ken Rouse addressed the Board regarding the group's proposal for an Interpretive Centre to be constructed at Te Kuru Wetlands.

Cashmere Rotary Club would like to undertake this project as part of its 50th anniversary celebrations.

After questions from members, the Chairperson thanked Mr Morgan and Mr Rouse for their presentation.

Part B

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Refers the matters raised in the presentation to staff for investigation of the proposal for an Interpretive Centre on Te Kuru Wetlands and advice on how the project can be progressed.

Attachments

- A Presentation - Cashmere Rotary Club, Te Kuru Wetlands Proposal

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

Marie Pollisco vacated the Chair at 4:42pm

Helen Broughton assumed the Chair for Item 5.1. the deputation on Calverton Place Proposed No Stopping Restrictions Report.

5.1 Calverton Place Proposed No Stopping Restrictions

Ivan Martin, local resident and Erin Hamilton addressed the Board in relation to the Calverton Place Proposed No Stopping Restrictions Report (Item 13 of these Minutes refers).

Mr Martin advised that cars parking directly opposite his driveway impede his ability to enter and exit and he asked for no stopping lines to be installed here on the western side of Calverton Place.

After questions from members, the Chairperson thanked Mr Martin and Ms Hamilton for their presentation.

Attachments

- A Presentation - Ivan Martin and Erin Hamilton, Calverton Place Proposed No Stopping Restrictions

Tyla Harrison-Hunt joined the meeting at 4.50pm during Item 5.1.

Marie Pollisco returned to the Chair at 4.53pm.

5.2 Oaklands School Safety Improvements

Rosalie Maxwell, local business owner, addressed the Board in relation to the Oaklands School Safety Improvements Report (Item 18 of these Minutes refers).

Ms Maxwell outlined the need for sufficient parking to cater for shoppers at the shops on Lillian Street. She supports the proposal for limited time parking to deter all day parking. Ms Maxwell also asked that there be consideration given to the reduction of no parking restrictions on Lillian Street in the vicinity of Halswell Road, to reinstate additional parking.

After questions from members, the Chairperson thanked Ms Maxwell for her presentation.

5.3 Oaklands School Safety Improvements - Dunbars Road Signalised Crossing

Matt Stewart, local resident, addressed the Board in relation to the Oaklands School Safety Improvements - Dunbars Road Signalised Crossing Report (Item 19 of these Minutes refers).

Mr Stewart supports safety improvements on Dunbars Road and around Oaklands School entrances. Mr Stewart pointed out that the report does not include proposals for safety improvements at the Cobra Street entrance and would like to see this addressed.

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

Attachments

- A Presentation - Matt Stewart, Oaklands School Safety Improvements - Dunbars Road Signalised Crossing

5.4 Halswell, Oaklands and Knights Stream Schools Safety Improvements

Carina Duke spoke on behalf of Living Streets Aotearoa in support of proposals for safety improvements in the vicinity of Halswell, Oaklands and Knights Stream Schools (Items 17 - 20 of these Minutes refers).

The group considers that priority should be given to pedestrian use of streets and considers that signalised crossings and speed humps to slow traffic will address this.

After questions from members, the Chairperson thanked Ms Duke for her presentation.

Tyla Harrison-Hunt left the meeting at 5.25pm during Item 5.4.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Proposed Road Names - 60 McTeigue Road

Community Board Resolved HHRB/2025/00053 Officer recommendations accepted without change

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Proposed Road Names - 60 McTeigue Road Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Approves the following new road names for 60 McTeigue Road (RMA/2021/1909)
 - a. Road 1 - Katea Close
 - b. Lane 1 - Bush Lily Lane
 - c. Lane 2 - Lomandra Lane

Andrei Moore/Debbie Mora

Carried

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

Community Board Resolved HHRB/2025/00054 Officer recommendations accepted without change

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the 60 and 70 McTeigue Road Subdivision - footpath, kerb and channel and no stopping Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

McTeigue Road frontage – 60 and 70 McTeigue Road

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

John Holmes Road connection (60 McTeigue Road)

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

No Stopping - McTeigue Road cul-de-sac head

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

Andrei Moore/Debbie Mora

Carried

9. 179 Milns Road - intersections and road frontage upgrades

Community Board Resolved HHRB/2025/00055 Officer recommendations accepted without change

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the 179 Milns Road - intersections and road frontage upgrades Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

Milns Road Frontage

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

Sparks Road frontage

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

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

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

Andrei Moore/Debbie Mora

Carried

11. Provincial Road - Proposed no stopping restrictions

Community Board Resolved HHRB/2025/00056 Officer recommendations accepted without change

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Provincial Road - Proposed no stopping restrictions Report.

2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves that the stopping of vehicles be prohibited at any time on the south side of Provincial Road Commencing at its intersection with Kennedys Bush Road and extending in an easterly direction for a distance of 31 metres.
5. Approves that the resolution takes effect when the road makings that evidence the restriction described in 4. are in place (or removed in the case of revocations).

Andrei Moore/Debbie Mora

Carried

12. Killarney Avenue - Proposed no stopping restrictions

Community Board Resolved HHRB/2025/00057 Officer recommendations accepted without change

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

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

Andrei Moore/Debbie Mora

Carried

13. Calverton Place Proposed No Stopping Restrictions

Marie Pollisco declared an interest in this Item and vacated the Chair at 5:32pm and took no part in any discussion or voting.

Helen Broughton assumed the Chair at 5:32pm for consideration of Item 13.

Community Board Consideration

Staff in attendance spoke to the accompanying report. The Board also took into account the deputation by Ivan Martin and Erin Hamilton (Item 5.1 of these Minutes refers).

Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

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

Community Board Resolved HHRB/2025/00058

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board lay the report on the table and asks staff to investigate and report back on additional no-stopping restrictions on the western side of Calverton Place.

Andrei Moore/Debbie Mora

Carried

Marie Pollisco returned to the Chair at 5.54pm.

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

Community Board Resolved HHRB/2025/00059 Officer recommendations accepted without change

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

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

Mark Peters/Luke Chandler

Carried

15. Tower Street- Proposed P120 Parking Restriction Extension

Community Board Resolved HHRB/2025/00060 Officer recommendations accepted without change

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Tower Street- Proposed P120 Parking Restriction Extension Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

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

Luke Chandler/Mark Peters

Carried

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

Community Board Resolved HHRB/2025/00061 Officer recommendations accepted without change

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

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

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

Mark Peters/Henk Buunk

Carried

17. Halswell School Safety Improvements

Community Board Consideration

Staff in attendance spoke to the accompanying report. The Board also took into account the deputation by Carina Duke on behalf of Living Streets Aotearoa (Item 5.4 of these Minutes refers).

The Board discussed the need for speed humps to be used as traffic calming measures.

The meeting adjourned at 6.14pm and reconvened at 6.37pm.

Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Halswell School Safety Improvements Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

Sabys Road - General Arrangements

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

Sabys Road - Parking and Stopping Restrictions

4. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Sabys Road commencing at its intersection with Halswell Junction Road and extending in a westerly direction for a distance of 21 metres.

5. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Sabys Road commencing at a point 214 metres southwest of its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 44 metres.
6. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Sabys Road commencing at a point 427 metres southwest of its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 45 metres.
7. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Sabys Road commencing at its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 20 metres.
8. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Sabys Road commencing at a point 206 metres southwest of its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 42 metres.
9. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Sabys Road commencing at a point 412 metres southwest of its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 36 metres.

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

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

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

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

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

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

Community Board Resolved HHRB/2025/00062

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Halswell School Safety Improvements Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

Sabys Road - General Arrangements

3. Approves the road layout, including all road surface treatments, pedestrian facilities and road markings on Sabys Road and Halswell Junction Road as detailed on plan TG140021s3 in **Attachment A** to the report on the meeting agenda, while also ensuring that retaining access for both left and right turning traffic at the Sabys/Halswell Junction Road intersection is retained.

Sabys Road - Parking and Stopping Restrictions

4. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Sabys Road commencing at its intersection with Halswell Junction Road and extending in a westerly direction for a distance of 21 metres.
5. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Sabys Road commencing at a point 214 metres southwest of its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 44 metres.
6. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Sabys Road commencing at a point 427 metres southwest of its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 45 metres.
7. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Sabys Road commencing at its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 20 metres.
8. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Sabys Road commencing at a point 206 metres southwest of its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 42 metres.
9. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Sabys Road commencing at a point 412 metres southwest of its intersection with Halswell Junction Road and extending in a south-westerly direction for a distance of 36 metres.

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

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

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

11. Approves that the stopping of vehicles be prohibited at any time on the southwest side of O'Halloran Drive commencing at its intersection with Halswell Road and extending in a north-westerly direction for a distance of 27 metres.

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

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

18. Notes the budget saving resulting from not installing traffic calming features (Speed humps) at Kennedys Bush Road, School Road and Provincial Road roundabout.
19. Requests staff investigate an additional pedestrian refuge island on Kennedys Bush Road between Provincial Road and Irvines Track.

Andrei Moore/Debbie Mora

Carried

Attachments

- A Presentation - Halswell School Safety Improvements

18. Oaklands School Safety Improvements

Community Board Consideration

Staff in attendance spoke to the accompanying report. The Board also took into account the deputations by Rosalie Maxwell and Carina Duke on behalf of Living Streets Aotearoa (Items 5.2 and 5.4 of these Minutes refers).

The Board discussed the need for speed humps to be used as traffic calming measures.

Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Oaklands School Safety Improvements Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

Dunbars Road/Hindess Street/McMahon Drive – General Arrangement

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

Ensign Street – General Arrangement

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

Ensign Street - Parking and Stopping Restrictions

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

Lillian Street – General Arrangement

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

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

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

Community Board Resolved HHRB/2025/00063

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Oaklands School Safety Improvements Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

Dunbars Road/Hindess Street/McMahon Drive – General Arrangement

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

Ensign Street – General Arrangement

4. Approves the road layout, including the pedestrian facility outside 36 Ensign Street, road markings (excluding sharrows) as detailed on plan TG1506s2 in **Attachment B** to the report on the meeting agenda

Ensign Street - Parking and Stopping Restrictions

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

Lillian Street – General Arrangement

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

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

7. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Lillian Street commencing at its intersection with Wales Street and extending in a southeasterly direction for a distance of 12 metres.
8. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes on the southern side of Lillian Street, commencing at a point 12 metres southeast of its intersection with Wales Street and extending in a south-easterly direction for a distance of 69 metres. This restriction is to apply from Monday to Saturday and between the times of 8am and 6pm.
9. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lillian Street commencing at its intersection with Ensign Street and extending in a southeasterly direction for a distance of 15 metres.
10. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Wales Street commencing at its intersection with Lillian Street and extending in a south-westerly direction for a distance of 11 metres.
11. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Wales Street commencing at a point 45 metres northeast of its intersection with Nottingham Avenue and extending in a northeasterly direction for a distance of 13 metres.

12. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Ensign Street commencing at its intersection with Lillian Street and extending in a north-easterly direction for a distance of 41 metres.
13. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 3 to 13 above.
14. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 3 to 13 are in place (or removed in the case of revocations).
15. Notes the budget saving resulting from not installing traffic calming features(speed humps and buildout) at McMahon, Dunbars and Hindess Street roundabout and Ensign Street.
16. Requests that staff investigate a pedestrian refuge island on Dunbars Road between Hindess Street and Awatea Road.

Andrei Moore/Debbie Mora

Carried

Helen Broughton requested that her vote against the resolutions be recorded.

Attachments

- A Presentation - Oaklands School Safety Improvements

19. Oaklands School Safety Improvements - Dunbars Road Signalised Crossing

Community Board Consideration

Staff in attendance spoke to the accompanying report. The Board also took into account the deputations by Matt Stewart and Carina Duke on behalf of Living Streets Aotearoa (Items 5.3 and 5.4 of these Minutes refers).

Community Board Resolved HHRB/2025/00064 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).

Andrei Moore/Debbie Mora

Carried

Community Board Decided HHRB/2025/00065 Officer recommendations accepted without change

Part A

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.

Andrei Moore/Debbie Mora

Carried

Attachments

- A Presentation - Oaklands School Safety Improvements - Dunbars Road Signalised Crossing

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

Community Board Consideration

Staff in attendance spoke to the accompanying report. The Board also took into account the deputation by Carina Duke on behalf of Living Streets Aotearoa (5.4 of these Minutes refers).

Community Board Resolved HHRB/2025/00066 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).

Andrei Moore/Debbie Mora

Carried

Community Board Decided HHRB/2025/00067 Officer recommendation accepted without change

Part A

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.

Andrei Moore/Debbie Mora

Carried

Attachments

- A Presentation - Knights Stream School Safety Improvement - Signalised Crossing on Halswell Junction Road

21. 2025 SuperLocal Conference - Elected Members' Attendance

Community Board Consideration

Helen Broughton and Luke Chandler declared an interest in Item 21 - 2025 SuperLocal Conference - Elected Members' Attendance and took no part in any discussion or voting on this item.

Community Board Resolved HHRB/2025/00068 Officer recommendations accepted without change

Part C

That Waipuna Halswell-Hornby-Riccarton Community Board:

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

Andrei Moore/Henk Buunk

Carried

Mark Peters requested that his vote against the resolutions be recorded.

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

Community Board Resolved HHRB/2025/00069 Officer recommendation accepted without change

Part B

That the Waipuna Halswell-Hornby-Riccarton Community Board:

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

Marie Pollisco/Andrei Moore

Carried

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

Part B

Members exchanged information on the following:

- It was noted that a Certificate of Appreciation was presented to Karen Whitla on behalf of the Board, to recognise her voluntary work maintaining gardens in Halswell Commons.
- It was noted that there is an upcoming Council Information Session on PC14 on 22 July 2025.

Karakia Whakamutunga

Meeting concluded at 7.36pm.

CONFIRMED THIS 14TH DAY OF AUGUST 2025

MARIE POLLISCO
CHAIRPERSON

7. Halswell Quarry Dog Exercise Area

Reference Te Tohutoro: 25/1285185

Responsible Officer(s) Te Pou Matua: Katelyn Elley, Parks and Recreation Planner

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 seek approval from the Waipuna Halswell-Hornby-Riccarton Community Board on the proposed fenced dog exercise area concept plan in Halswell Quarry Park.
- 1.2 The report is in response to a significant increase in visitors to Halswell Quarry Park, and requests from the community to make changes to the way dogs are managed in the area.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Halswell Quarry Dog Exercise Area 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 concept plan for a fenced dog exercise area in Halswell Quarry Park attached to the report on the meeting agenda as Attachment A.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 There has been a significant increase in visitation numbers to Halswell Quarry Park and requests from the community to better manage dogs in the area.
- 3.2 Staff have developed a concept plan which includes a fenced dog exercise area to support dog management in the park.
- 3.3 The concept plan also includes a walking path around the perimeter of the dog exercise area, extension of the existing accessible track, redevelopment of the horse arena into a kahikatea forest, dog wash station, rubbish bin, and drinking fountain.

4. Background/Context Te Horopaki

- 4.1 Halswell Quarry Park has seen a significant increase in visitor numbers over recent years, and this growth is expected to continue.
- 4.2 There is an existing dog exercise area in the park, however this is not fenced off and dogs must be on a leash in the remainder of the park, except for the conservation wetland area, where they are prohibited.
- 4.3 Due to the significant increase in visitors to the park, staff have received requests from the community to better manage dogs in the area. In the recent resident's survey, there were complaints from the public around dogs off leash where they shouldn't be. Several comments

were made about the dog exercise area in Halswell Quarry Park through the Draft Dog Control and Bylaw consultation in 2024.

- 4.4 Rangers in the park have witnessed dogs frequently getting lost, running around the picnic areas, and often find dogs off leash in areas they are required to be on-lead. In some instances, rangers have witnessed incidents that have resulted in injury to other park users.
- 4.5 Rangers have expressed that there are currently significant issues with dog fouling both in the dog exercise area and outside of it and, as a result, staff and volunteers are finding it increasingly hazardous to work in some areas due to the sheer volume of this issue and lack of ability to ensure compliance with people being responsible dog owners.
- 4.6 Due to the complex layout, Animal Control are finding it very difficult to manage dogs in the park.
- 4.7 With the aim to better manage dogs in the park, staff have developed a concept plan to fence off a dog exercise area. The plan also includes a native forest patch, a walking path around the perimeter of the dog exercise area, and an extension of existing accessible track around the bottom of the park to complete a 2km loop to cater for people with mobility impairment. See **Attachment A** for the proposed concept plan.

Fenced Dog exercise area

- 4.8 The proposed dog exercise area sees the current location shifted from the lower paddock to the western side of the valley floor towards Kennedys Bush Road. The proposed area is approximately 3,000m² larger than the existing.
- 4.9 The dog area entry point is closer to the Cashmere Road car park than currently exists. The proposed fences and gate design will complement the park's existing landscape character and heritage value of the park in line with the Management Plan for the park.
- 4.10 The fenced dog exercise area will help separate different park users such as picnickers, walkers, and joggers from dogs in the rest of the park by providing a dedicated area. Currently, the shared path/mountain bike park access track runs through the dog exercise area. This proposal will eliminate that conflict.
- 4.11 The fenced area, along with a dedicated waste bin, is intended to encourage better dog waste disposal practices and promote greater accountability among dog owners.
- 4.12 The fencing will help prevent off-lead dogs accessing the conservation wetland area and thereby help protect wildlife and preserving the ecological values in this area. The smaller pond above the picnic area will remain inside the fenced area.
- 4.13 The proposed fence will help enable Animal Control to enforce bylaws by simplifying the on lead/ off lead areas. Dog walkers will still be allowed to walk their dogs in other areas of the reserve as long as they are on leash.
- 4.14 The fencing will be funded from Regional Parks capital budget project ID #65817.
- 4.15 Dog wash station, rubbish bin, and drinking fountain are also proposed in the plan and will be funded under Regional Parks capital budget project ID #65817.

Walking Tracks

- 4.16 The plan includes a compacted aggregate walking path within the perimeter of the dog exercise area. This will be funded by Regional Parks capital budget project ID #65817.

- 4.17 The plan also includes an extension of the existing accessible track around the bottom of the park to complete a 2km loop to cater for people with mobility impairment. The track will be constructed using compacted aggregate and built to meet accessible grade standards.
- 4.18 Funding of the accessible track will be covered by Regional Parks capital budget project ID #65817 and developed over several years as funds become available. In addition, staff are seeking funding from the Council's Accessibility Improvements Fund to support the development. If this funding is secured the development will be fast tracked.
- 4.19 The tracks in the lower area of the proposed fenced dog exercise area will be prioritised first due to the area being very wet in the winter.

Kahikatea Forest

- 4.20 The proposed plan sees removal of the horse arena. Horses are no longer visiting the park as there is no parking for horse floats, the local paddocks are now houses, and the park is simply too busy to add a large animal into the equation.
- 4.21 The proposed kahikatea forest will be planted by local volunteers and will contribute to the Urban Forest Plan's goal of establishing a network of native forest patches across the city with multiple benefits for the local area and Ōtautahi-Christchurch as a whole.
- 4.22 This area was originally planned for native forest planting as part of a more expansive Canterbury, New Zealand garden, but was instead developed and used for horse riding. However, horse riding is no longer appropriate here. This area has in the past been used for parking for cross-country events. These events are now run at Ngā Puna Wai in response to increased participant numbers.
- 4.23 The paddock is generally very wet in winter and long grass presents a fire risk in summer. These factors make it ideal for a kahikatea forest.
- 4.24 Trees will be funded from Urban Forest Plan budgets and planted by volunteers, staged over several years.
- 4.25 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
01/05/2025	South West Dog Park – Project update

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.26 The following reasonably practicable options were considered and are assessed in this report:
 - 4.26.1 Approve the concept plan for development of a fenced dog exercise area, walking tracks, and forest.
 - 4.26.2 Status Quo.

Options Descriptions Ngā Kōwhiringa

- 4.27 **Preferred Option:** Approve the concept plan for development of a fenced dog exercise area, walking tracks, and forest.
 - 4.27.1 **Option Description:** The proposed concept plan includes:
 - Fenced dog exercise area.
 - Compacted aggregate walking path within the perimeter of the dog exercise area - to be staged over three years.

- Extension of existing accessible track around the bottom of the park to complete a 2km loop. This will be constructed using compacted aggregate and built to accessible grade standards.
- Removal of the horse arena.
- Development of the lower paddock into a kahikatea forest. Planting to be staged over several years.
- Dog wash station, rubbish bin, and drinking fountain.

Implementation of the concept plan will be staged, beginning with fencing the dog exercise area and prioritising tracks in the lower area in the first year due to the area being very wet in the winter.

4.27.2 Option Advantages

- The fenced dog exercise area will help separate park users and dogs throughout the park, e.g. picnickers, walkers, and joggers.
- The fenced area, along with a dedicated waste bin, should encourage better waste disposal practices.
- The fencing will help prevent off-lead dogs accessing the conservation wetland area thereby helping protect wildlife and preserving the ecological values of this area.
- The fence will help enable Animal Control to enforce bylaws by simplifying the on lead/ off lead areas.
- An extension to the accessible track will allow people with mobility impairment to access more of the park.
- The kahikatea forest will contribute to the Urban Forest Plan's goal of establishing a network of native forest patches, with multiple environmental benefits.

4.27.3 Option Disadvantages

- Perceived reduction in open space available to some park users. However, the fenced area will still be accessible to all park users whether they are a dog owner or not.

4.28 Option Two: Status Quo.

4.28.1 **Option Description:** The park remains as is.

4.28.2 Option Advantages

- Open space will remain for all park users.

4.28.3 Option Disadvantages

- Current conflicts between park users and dogs will remain and as visitors are expected to continue to increase the issues will only be exacerbated.
- Existing issues such as dog fouling will continue and staff and volunteers' health and safety will remain a risk.
- Some park users may stop visiting the park if they feel unsafe.
- Park users with mobility impairment will be restricted in how they use the park.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Status Quo
Cost to Implement	<u>Approximate costs</u> Fence- \$60,000 Accessible Track - \$130,000 Tracks in lower area - \$80,000 Tracks in the top area - \$70,000 Kahikatea Forest -\$60,000	N/A
Maintenance/Ongoing Costs	Covered by Regional Parks operational budgets	Covered by Regional Parks operational budgets – status quo
Funding Source	ID #65817 - Port Hills and Banks Peninsula Track and Reserve Development Urban Forest Plan Budget Staff are seeking additional funding from the Council's Accessibility Improvements Fund	N/A
Funding Availability	Yes, in stages over several years	N/A
Impact on Rates	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Dog owners will remain non-compliant with the dog bylaw in areas outside of the fenced dog area.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.3 As per the Christchurch City Council's Delegation Register, 9 August 2024, the Community Board has the delegation to;
- 6.3.1 *Approve the location of, and construction of, or alteration or addition to, any structure or area on parks and reserves provided the matter is within the policy and budget set by the Council. (Part D – Sub Part 1 – Community Boards – Pg 96)*
- 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 Align with the [Christchurch City Council's Strategic Framework](#).
- 6.5.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 6.5.3 Is consistent with Council's Plans and Policies.
- Halswell Quarry Management Plan 2009

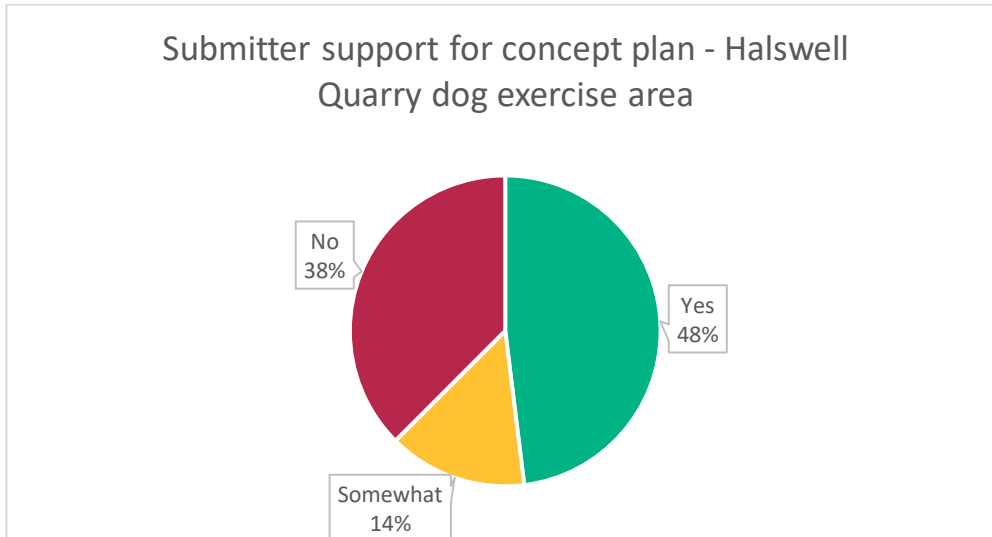
- Dog Control Policy and Bylaw 2016 and the Draft Dog Control Policy Bylaw 2024.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Parks, Heritage and Coastal Environment
- 6.7.1 Activity: Parks and Foreshore
- Level of Service: 6.3.5 Customer satisfaction with the recreational opportunities and ecological experiences provided by the City's Regional Parks - >=80%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 Consultation started on 4 June and ran until 29 June 2025.
- 6.9 Consultation details and links to the [Kōrero mai | Let's Talk](#) webpage were advertised via:
- 6.9.1 An email was sent to almost 100 stakeholders, including Halswell Residents Association, Halswell Community Project, and people who submitted on the recent Draft Dog Control Bylaw and Policy consultation who had mentioned Halswell Quarry Park or lived in Halswell.
- 6.9.2 A newline story was published on 4 June 2025 and shared to the Council Facebook page which reached over 15,000 people.
- 6.9.3 Signs were put up around the dog exercise area and near the Cashmere Road entrance at Halswell Quarry.
- 6.10 The [Kōrero mai | Let's Talk](#) page had 1,236 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.11 Submissions were made by two recognised organisations and 254 individuals. All submissions are available on our [Kōrero mai webpage](#).
- 6.12 Halswell Residents Association somewhat supported fencing the dog exercise area. In their submission, they noted that a fence would make it clearer where the dog exercise area was and help Animal Control enforce the Bylaw. However, they expressed concern that a fence would detract from the natural values of the park. They suggested that the fenced area should have separate large and small dog areas and should not include the pond due to concerns of toxic algae growth.
- 6.13 The Christchurch Singletrack Club said they supported fencing the dog exercise area. They said fencing the area would reduce issues like dog poo not being picked up and conflicts between people on bikes and dogs that are not under control. Additionally, they wanted to see the area proposed to be Kahikatea Forest kept clear as it is used for extra car parking during large mountain biking and other events.
- 6.14 Overall, 48% of submitters supported the plan, 14% somewhat supported the plan and 38% did not support the plan as shown below.



6.15 Key things submitters liked about the plan were:

- Felt it would make it safer for other park users/children/people scared of dogs (28)
- Felt it would be safer for dogs / secure place for dog exercise (17)
- Felt it would make the rules clearer / easier to know where the exercise area is (15)
- Thought it's great to separate bikes/dogs/walkers (15)
- Felt it would be safer as they have previously been rushed at or attacked by dogs in Halswell Quarry Park (13)
- Felt it would be easier for dogs who need to be on leads to stay away from off lead dogs (6)
- Supported the Kahikatea Forest (5)

6.16 Key things submitters didn't like about the plan were:

- Had concerns about reducing the amenity and recreation value of the park / open space / against purpose of park (53)
- Had concerns about cost / felt money would be better spent on other Council projects (31)
- Felt a fenced area would attract owners who do not have dogs 'under effective control' (35)
- Felt the lower section would be too muddy/flooded (26)
- Didn't feel any plan was needed / Didn't see what the problem was (18)
- Felt that a fence wouldn't solve the problem / people will still disobey the rules (14)
- Felt that dogs need freedom to engage in natural behaviour/sniff around bushes/trees (9)
- Felt a fence would prevent other users accessing the space (8)
- Would rather current area be retained as the dog exercise area (6)

Requests made by submitters were:

- For education or enforcement (33)
- For more signs needed in leash and off-leash areas (20)
- Would like to see separate areas for small and large dogs (18)
- Would like more trees/vegetation in fenced area (6)
- For more bins (4)

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

6.17.1 Waipuna Halswell-Hornby-Riccarton Community Board.

Staff response to concerns raised

6.18 Reducing the amenity and recreation value of the park

- The proposal aims to enhance the park's overall usability by providing a dedicated space where dogs can exercise safely off-leash. This helps separate dog owners and other users of the park, thereby improving the experience for all. The fenced area will not be off-limits to others and will occupy only a portion of the park. Access paths and visibility will be preserved to ensure the broader park remains inclusive.

6.19 Cost

- The fenced dog area responds to community requests for better managing dogs. This project is being designed to deliver strong value for money with durable, low-maintenance materials and planting undertaken by volunteers. The project will be staged over several years.

6.20 Attract owners who do not have dogs 'under effective control'

- Staff acknowledge that fenced dog areas can sometimes attract owners with dogs that are still learning recall or display challenging behaviours. However, this is also why having a dedicated space is important as it provides a safer, more controlled environment where these dogs can exercise without posing a risk to others in shared areas.

6.21 Can't/don't see what the problem is

- While many dog owners are responsible, ranger staff have witnessed and staff have received ongoing feedback from the community about issues with off-leash dogs, such as intimidating behaviour, damage to planting, dog fouling and concerns for children's and other park user safety. The fenced dog area is a proactive step to address these concerns and provide a solution that benefits both dog owners and non-dog park users.

6.22 Feel that a fence won't solve the problem / people will still disobey the rules

- No solution can entirely eliminate non-compliance, but providing a dedicated off-leash space supports better rule adherence. The fence will help enable Animal Control to enforce bylaws by simplifying the on lead/ off lead areas.

6.23 Feel that dogs need freedom to engage in natural behaviour/sniff around bushes/trees etc.

- Some existing trees and the small pond above the picnic area will remain inside the fenced area. Staff will look to integrate more natural features in the new South-West dog park development. The conservation wetlands towards Kennedys Bush Road however will remain dogs prohibited.

6.24 Request for separate area for small/big dogs

- As this proposal is for a Dog Exercise Area rather than a fully developed Dog Park, the space is intended to provide open, shared off-leash space without structured separation by dog size. However, staff acknowledge that some owners prefer designated areas for small or large dogs to ensure comfort and safety. This feedback will be carefully considered in the planning and design of the future South-West Dog Park in the area, where more tailored features will be feasible.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.25 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.
- 6.26 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.16 The kahikatea forest would positively contribute to climate change by absorbing carbon dioxide, improving air quality, and enhancing urban biodiversity and cooling.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the concept plan is approved staff will begin implementing the plan as funds become available.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Halswell Quarry Park Dog Exercise Area Concept Plan	25/743926	38

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Katelyn Elley - Parks and Recreation Planner Krystle Anderson - Senior Engagement Advisor Nigel Morritt - Ranger Project Manager
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Paul Devlin - Manager Regional Parks Rupert Bool - Head of Parks



Reference image



Example of fencing



Example of fencing



Example of post and rail



Example of formalised track



Example of Kahikatea forest



Example of dog wash area

- Dog Exercise Area (Funded)**
 Approximate 12km of proposed 1200mm high post and wire fence to dog exercise area perimeter. Controlled entry and exit points as shown. Dog's are allowed to be exercised off-lead and under effective control within this area. Internal area approximately 4.47 ha.
- Future Native Planting Areas (Funded)**
 Lower field proposed as kahikatea forest
- Swale (Funded)**
 Proposed swale areas
- Formalised Walking Track (Unfunded)**
 Compacted aggregate walking path around internal perimeter of dog exercise area to be staged over two years.
- Accessible Track (Unfunded)**
 Compacted aggregate walking path to an accessible grade as shown
- Shared Path**
 Existing shared path between Cashmere Rd carpark and Crocodile mountain bike park
- Post & Rail Fence (Funded)**
 Macrocarpa post and rail fence. Possible inclusion of wharf timber posts

- Dog Wash Station (Funded)**
 Proposed dog wash station located at Cashmere Rd parking area
- Bridge (Funded)**
 Proposed bridge locations. Timber bridges to match existing bridges throughout the park
- Single Gate - Simple (Funded)**
 Single cyclone gate with latch for pedestrian access in and out of the fenced dog park area
- Double Gate - Simple (Funded)**
 Lockable double cyclone gate with latch for vehicle access in and out of the fenced dog park area
- Single Gate - Special (Funded)**
 Single macrocarpa gate with latch. Possible wharf timber posts at each end
- Double Gate - Special (Funded)**
 Lockable double macrocarpa gate with latch. Possible wharf timber posts at each end
- Rubbish Bin (Funded)**
 Proposed bin location
- Drinking Fountain (Funded)**
 Proposed fountain location

8. Proposed Road Names - 201 Halswell Road, Halswell

Reference Te Tohutoro: 25/1399671

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to approve the proposed road names at 201 Halswell Road, Halswell.
- 1.2 The report is staff-generated resulting from a naming request received from the developer.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Proposed Road Names - 201 Halswell Road, Halswell Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the following new road names for 201 Halswell Road (RMA/2025/930)
 - a. Road 1 - Tahatika Drive
 - b. Road 2 - Tench Way
 - c. Road 3 - Longfin Street
 - d. Road 4 - Poaka Road
 - e. Road 5 - Kohatu Street
 - f. Road 6 - Kōura Street
 - g. Road 7 - Hallgrow Road
 - h. Road 8 - Patē Place

3. Detail Te Whakamahuki

Introduction Te Whakatkinga

- 3.1 A road naming request has been submitted by the developer. A preferred name and alternative names have been put forward for the roads.
- 3.2 The recommended road names have been checked against existing road names in Christchurch and bordering districts, for duplication, alternative spelling, or other similarities in spelling or pronunciation to avoid the potential for confusion. The proposed names are considered sufficiently different to existing road names.
- 3.3 The recommended road names have been checked against the Council's Naming Policy dated 15 November 2023 and are considered to be consistent with this policy. The specific criteria for assessing a name from clause 2 is set out below.

- 3.3.1 A traditional or Māori name which is acceptable to the Rūnanga or Iwi; this may be a name reflecting the physical characteristics of an area, an activity or event associated with the area or of a notable ancestor.
- 3.3.2 A feature of historical, social, cultural, environmental or physical importance in the area (e.g., Carlton Mill Road or Carlton Mill Reserve*).
- 3.3.3 The name of a notable family, person or event associated with the locality or with the wider Christchurch area.
- 3.3.4 A name in recognition of a person's service. This can be for community service, conservation, sport, the arts, science and research or other sphere of activity.
- 3.3.5 Consistency with a common or established theme for naming in a subdivision or locality.
- 3.3.6 A name that reflects the diverse cultures and communities of the locality or of Christchurch generally.
- 3.3.7 The name of an event or activity strongly associated with the immediate location including an informal name for the area that is (or was historically) in common usage.
- 3.3.8 A name associated with a person, event or activity of significance to Christchurch including names associated with people, events, or places of national and international significance.
- 3.4 The criteria for names that are not suitable for approval from clause 6 are set out below.
 - 3.4.1 Names of people, flora, fauna or geographical features not associated with the area, e.g., names of native trees which are not present in the area or views that cannot be identified, except where the name continues a current naming theme in the locality.
 - 3.4.2 Currently trading commercial organisations except for sponsorship names for facilities and leased parks.
 - 3.4.3 Anagrams, amalgamations or derivatives of people's names.
 - 3.4.4 Names of living persons.
 - 3.4.5 Names related to the developer of a subdivision.
 - 3.4.6 Name of a person, club or organisation associated with a privately owned building on Council land, where the club or organisation does not hold the ground lease for the building.
 - 3.4.7 Names for roads which may cause confusion because they are associated with another geographical location or feature e.g., Parklands Drive which is not located in the Parklands suburb.
- 3.5 The recommended road names have also been checked against the Australia and New Zealand Standard AS/NZA 4819:2011 Rural and Urban Addressing. The names are considered to be consistent with the Standard.
- 3.6 Under the Roads and Right-of-Way Naming Policy, the names considered must be requested by the developer. There is no ability to consider alternative names without first checking whether there are any duplications or similarities with other road and right-of-way names.
- 3.7 Consultation has been undertaken with Land Information New Zealand who have raised no concerns with the proposed names.

- 3.8 Consultation under the policy with rūnanga is not required because the roads to be named are not collector roads and/or site(s) of significance under the District Plan (clause 3 of the Naming Policy).
- 3.9 No addresses of neighbouring properties are affected by the proposed road naming (clause 12.2 of the Naming Policy).
- 3.10 The names requested have been accompanied by an explanation of the background of the names, which is summarised below.

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.11 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 3.12 The level of significance was determined by the number of people affected and/or with an interest.
- 3.13 Council's Paeārahi | Senior Treaty Relationships Advisor has been consulted and has raised no concerns with the suitability of the proposed Te Reo Māori names as set out below.
- 3.14 Due to the assessment of low significance, no further community engagement and consultation is required.

Proposed Names

- 3.15 The proposed roads are shown in **Attachment A**.
- 3.16 The proposed names are themed for the natural environment and local history.
- 3.17 The application states: *"Historically, the site was farmland where native flora and fauna flourished. The theme of our street name proposals includes reference to the flora and fauna of Halswell and the surrounding region, as well as other historical features from Halswell."*
- 3.18 Lisbon Road, Manarola Road, and Te Repo Drive are all continuations of roads from the adjacent developments.
- 3.19 Road 1 - Tahatika Drive
- 3.20 Tahatika is a te reo Māori word for a river bank or the shoreline for a lake or the sea. There are several waterways nearby.
- 3.21 Road 2 - Tench Way
- 3.22 Tench (*Tinca tinca*) is a fresh-water and brackish-water fish, and is found in the nearby Halswell River.
- 3.23 Road 3 - Longfin Street
- 3.24 Longfin Eel (*Anguilla dieffenbachii*) is a species of freshwater eel endemic to New Zealand. Longfin eels are long-lived, migrating to the Pacific Ocean near Tonga to breed at the end of their lives. They are good climbers as juveniles and so are found in streams and lakes a long way inland.
- 3.25 Road 4 - Poaka Road
- 3.26 Poaka is a te reo Māori word for Pig, swine, or hog. Referring to the old Hallgrow Farm that was on part of the site previously.
- 3.27 Road 5 - Kōhatu Street
- 3.28 Kōhatu is a te reo Māori word for stone or rock. Referring to the local historic stone and quarry industry.

- 3.29 Road 6 - Kōura Street
- 3.30 Kōura is a te reo Māori word for crayfish. Freshwater crayfish are found in the Halswell River.
- 3.31 Road 7 - Hallgrow Road
- 3.32 Hallgrow Farm was the name of the farm that was on part of the site previously.
- 3.33 Road 8 - Patē Place
- 3.34 Patē (*Schefflera digitata*) is a tree endemic to New Zealand. Also known as the seven-finger, or umbrella tree. It is a small forest tree which has hand-shaped leaves with fine teeth and three to nine 'fingers'.

Alternative Names



- 3.35 Timberyard Dr/Way/St/Rd - Timberyard, a place for selling lumber or timber. Reference to the long established Halswell Timber business
- 3.36 Foothills Dr/Way/St/Rd - Foothills, low hills at the base of a mountain or mountain range. Referring to the development location at the foothills of the Port Hills
- 3.37 Blue Duck Dr/Way/St/Rd - The blue duck (*Hymenolaimus malacorhynchos*) or whio is a member of the duck, goose and swan family Anatidae, endemic to New Zealand and found throughout Canterbury
- 3.38 Watercress Dr/Way/St/Rd - Watercress is a species of aquatic flowering plant. It is found growing in the wild around clean fresh waterways of the region.
- 3.39 Pamū Dr/Way/St/Rd - Māori word for 'to farm,' relating to the Hallgrow Farm located here previously
- 3.40 Perch Dr/Way/St/Rd - Perch is a common name for freshwater fish from the genus Perca. It is a common fish in the nearby Halswell/Huritini River
- 3.41 Shelduck Dr/Way/St/Rd - The paradise shelduck (*Tadorna variegata*) is a species of shelduck, a group of goose-like ducks, which is endemic to New Zealand. They are widely distributed in pasture, tussock grasslands and wetlands throughout the region.
- 3.42 Scaup Dr/Way/St/Rd - The New Zealand scaup (*Aythya novaeseelandiae*) is a diving duck species of the genus Aythya endemic to New Zealand. They are diving ducks commonly found throughout Canterbury native areas and wetlands
- 3.43 Carmelite Dr/Way/St/Rd - Referring to the historical Carmelite Monastery founded in 1933 on Halswell Road.
- 3.44 Kōtukutuku Dr/Way/St/Rd - Kōtukutuku (*Fuchsia excorticata*), commonly known as tree fuchsia, or New Zealand fuchsia, is a New Zealand native tree. It is commonly found throughout New Zealand and as far south as the Auckland Islands.
- 3.45 Festuca Dr/Way/St/Rd - *Festuca novae-zelandiae* is a species of long-lived caespitose grass that is native to New Zealand and found in the Canterbury region.
- 3.46 Kūkūwai Dr/Way/St/Rd - Kūkūwai is a te reo Māori word for wetland.
- 3.47 Waihora Dr/Way/St/Rd - Te Waihora is the te reo Māori name for the nearby lake Ellesmere.
- 3.48 Pekapeka Dr/Way/St/Rd - Pekapeka is a te reo Māori word for the two species of bats native to New Zealand. The long-tailed bat (*Chalinolobus tuberculatus*) and short-tailed bat (*Mystacina tuberculata*).
- 3.49 Bluegrey Dr/Way/St/Rd - Referencing the Blue-grey stone quarried for over 100 years locally.

- 3.50 Purutone Dr/Way/St/Rd - Purutone is a te re Māori word for Bluestone, which is a stone quarried locally.
- 3.51 Officers Note: If any of the alternative names are chosen, the appropriate road type for the road/lane will be used.

Assessment of Names

- 3.52 The proposed names are considered to be consistent with the policy.
- 3.53 Notwithstanding, the discretion lies with the Community Board to approve any of the above name options, including the alternative names.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	RMA/2025/930 - Road Naming Plan - 201 Halswell Road	25/1319996	44

Signatories Ngā Kaiwaitohu

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

G:\Jobs\52\520823\Drawings\CAD\520823-V3-[B] SUBDIVISION APPLICATION PLAN



NOTES:
This plan set has been prepared for the purposes of obtaining a resource consent from Council. The information contained hereon should not be used for other purposes. The areas and dimensions are subject to final survey definition.

Lots 800-802 are utility lots (kiosks). Easements protecting Orion and Enable services will be added if needed. Further easements may be created over services or as required.

Lot 212, Lot 307 & Lot 319 are subject to a proposed Land Covenant shown as areas AA, AB & AC (for entrance wall signage purposes).

Amalgamation Condition:
That Lot 253 hereon (legal access) be held as to five undivided one-fourteenth shares by the owners of Lots 246-250 as tenants in common in the said shares, and be held as to nine undivided one-fourteenth shares by the owner of Lot 252 as tenant in common in the said shares and that individual records of title be issued in accordance therewith.

Memorandum of Easements (In Gross)			
Purpose	Shown	Burdened Land	Grantee
Right to drain water	H	Lot 253	CCC
Right to drain wastewater	H	Lot 253	CCC
	K	Lot 510	CCC
	L	Lot 508	CCC
Right to convey electricity	H	Lot 253	Orion NZ Ltd
Right to convey telecommunications	H	Lot 253	Enable Networks Ltd
	K	Lot 510	
	L	Lot 508	

Memorandum of Easements			
Purpose	Shown	Burdened Land	Benefitted Land
Right of Way	H	Lot 253	Lot 246-250, Lot 252
	K	Lot 510	Lot 511
	L	Lot 508	Lot 509
Right to drain water	K	Lot 510	Lot 511
	L	Lot 508	Lot 509
Right to convey water	H	Lot 253	Lot 246-250, Lot 252
	K	Lot 510	Lot 511
	L	Lot 508	Lot 509
Right to convey electricity	K	Lot 510	Lot 511
	L	Lot 508	Lot 509

NOTES
1. Contractors to verify all dimensions and the location of all underground services on site prior to commencing work.
2. Unless noted otherwise, all work shall be undertaken in accordance with the NZBC and any relevant Territorial Authority Engineering Standards and Specifications as a minimum standard.

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REV.	DRAWN	DATE	NOTE
A	LX	26.02.25	For Consent
B	LX	26.03.25	Reserve Status Updates

CLIENT

Fletcher Living

DESIGNED
DRAWN
REVIEWED
APPROVED

STATUS
SCALE

JM/LX
LX
KKS/APM
LJ

For Consent
1:2500 [A3]

HARAKEKE HALSWELL
RMA 2017/3185 - Stages 2-5
201 Halswell Road
Christchurch

SUBDIVISION APPLICATION PLAN
OVERALL LAYOUT

PROJECT
520823

REV.
B

SET
V3

SHEET
100

eliot
sinclair

9. Proposed Road Names - 275 Sparks Road, Halswell

Reference Te Tohutoro: 25/1488615

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to approve the proposed road name at 275 Halswell Road, Halswell.
- 1.2 The report is staff-generated resulting from a naming request received from the developer.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Proposed Road Names - 275 Sparks Road, Halswell Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the following new road name for 275 Sparks Road (RMA/2024/1232)
 - a. Road 1 - Emirate Road

3. Detail Te Whakamahuki

Introduction Te Whakatkinga

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

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

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

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

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


Proposed Names

- 3.14 The proposed roads are shown in **Attachment A**.
- 3.15 The proposed name and alternative names are themed for racehorses that were trained and stabled at Spreydon Lodge, continuing the theme of the adjacent subdivisions.
- 3.16 Larissa Road and Sequel Road are both continuations of roads from the adjacent development.
- 3.17 Road 1 - Emirate Drive
- 3.18 Named for racehorse Franco Emirate.

Alternative Names

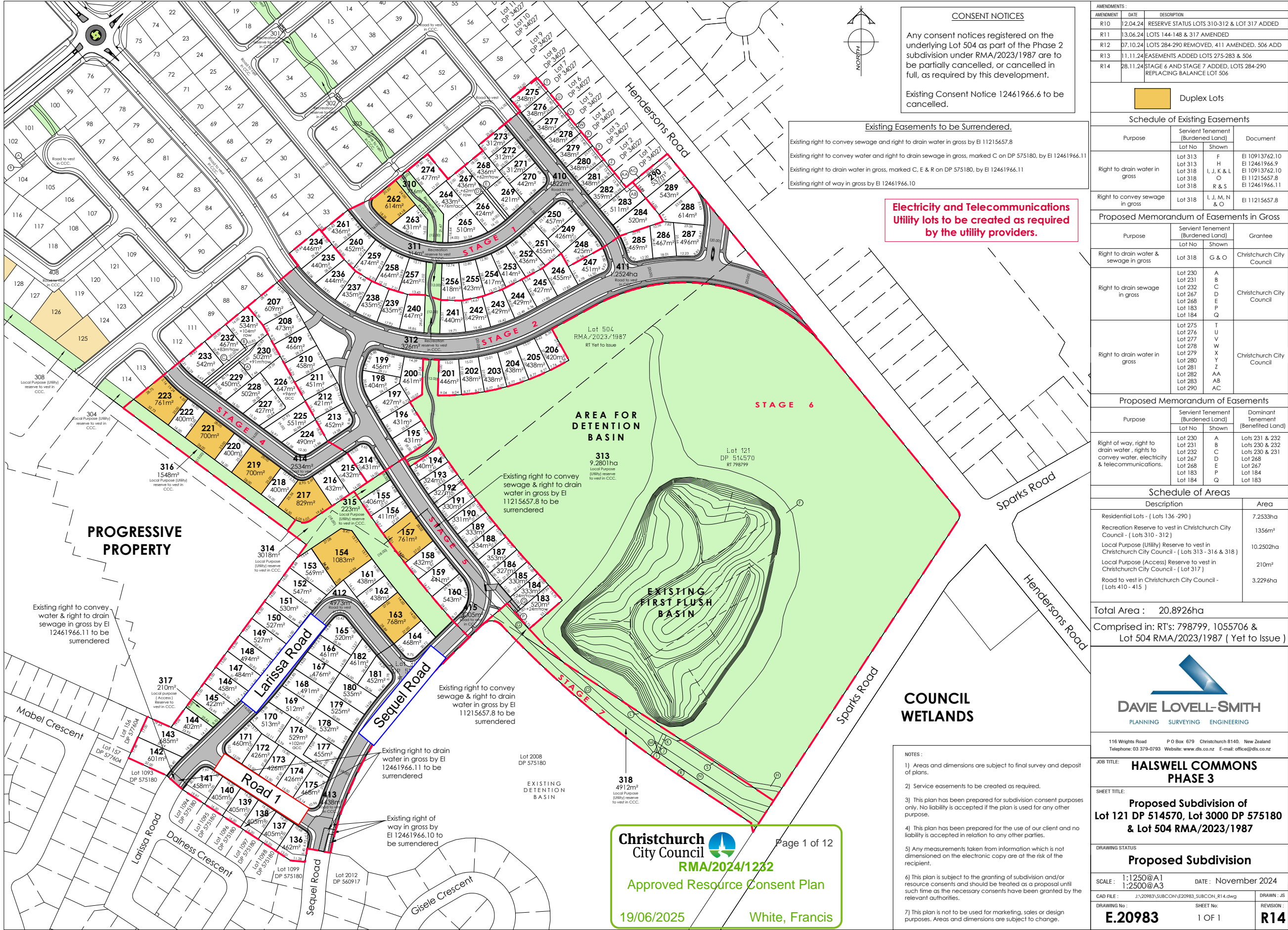
- 3.19 Varenna Road - Named for racehorse Varenna.
- 3.20 Rafaella Road - Named for racehorse San Rafaella.
- 3.21 The proposed name is considered to be consistent with the policy.
- 3.22 Notwithstanding, the discretion lies with the Community Board to approve any of the above name options, including the alternative names.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	RMA/2024/1232 - Proposed Road Naming Plan - 275 Sparks Road	25/1441233	48

Signatories Ngā Kaiwaitohu

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



10. Wigram Road Proposed No Stopping Restrictions

Reference Te Tohutoro: 25/931069

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek the approval of the Waipuna Halswell Hornby Riccarton Community Board to install no stopping restrictions in Wigram Road.
- 1.2 This report has been written in response to a request from an adjoining business to improve heavy vehicle access.
- 1.3 The community engagement and consultation outlined in this report reflect the significance.
- 1.4 The recommended option is to install no stopping restrictions in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Wigram Road Proposed No Stopping Restrictions Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 – 6 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north eastern side of the access road to 78 Wigram Road and 98 Treffers Road (Wigram Road frontage), commencing at its intersection with the main alignment of Wigram Road, and extending in a north westerly then north easterly direction generally, for a distance of 26 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150174 Issue 1 dated 22/7/2025).
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north western side of the access road to 78 Wigram Road and 98 Treffers Road (Wigram Road frontage), commencing at its intersection with the south western vehicle entrance of 78 Wigram Road, and extending in a north easterly direction for a distance of 20 metres to its intersection with the north eastern vehicle entrance of 78 Wigram Road, as detailed on Attachment A to the report on the meeting agenda (Plan TG150174 Issue 1 dated 22/7/2025).
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south western side of the access road to 78 Wigram Road and 98 Treffers Road (Wigram Road frontage), commencing at its intersection with the main alignment of Wigram Road, and extending in a

northerly, then south westerly direction generally, for a distance of 35 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150174 Issue 1 dated 22/7/2025).

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

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A business at 78 Wigram Road has raised access issues for heavy vehicles due to other vehicles parking within the adjoining access road off Wigram Road.
- 3.2 The recommended option is to Install No Stopping restrictions in accordance with Attachment.

4. Background/Context Te Horopaki

- 4.1 Wigram Road is a minor arterial road.
- 4.2 As part of the reconstruction of Wigram Road in 2016, a short access road off the main Wigram Road alignment was constructed to service the industrial properties at 78 Wigram Road and 98 Treffers Road (Wigram Road frontage). This is within the legal road corridor.
- 4.3 Vehicles parking within the access road can hinder access to 78 Wigram Road, in particular for heavy vehicles. This has been confirmed by vehicle tracking analysis. The parked vehicles are understood to include workers from other businesses in the wider area.
- 4.4 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.5 The following reasonably practicable options were considered and are assessed in this report:
 - 4.5.1 Install no stopping restrictions as shown in Attachment A.
 - 4.5.2 Install no stopping restrictions along the entire length of the access road
 - 4.5.3 Do nothing.

Options Descriptions Ngā Kōwhiringa

- 4.6 **Preferred Option:** Install no stopping restrictions as shown in Attachment A.
 - 4.6.1 **Option Description:** Install no stopping restrictions within the access road but provide one on street parking space.
 - 4.6.2 **Option Advantages**
 - Improves heavy vehicle access to 78 Wigram Road.
 - Provides one on street parking space within the access road.
 - 4.6.3 **Option Disadvantages**
 - Removes the ability to park within the access road, except for one parking space, as requested by the affected businesses through consultation.
 - Cost to implement.
- 4.7 Install no stopping restrictions along the entire length of the access road.

- 4.7.1 **Option Description:** Fully install no stopping restrictions within the entire access road.
- 4.7.2 **Option Advantages**
- Improves heavy vehicle access to 78 Wigram Road.
- 4.7.3 **Option Disadvantages**
- Removes the ability for anyone to park within the access road.
 - Cost to implement.
- 4.8 Do Nothing.
- 4.8.1 **Option Description:** Do not install no stopping restrictions within the access road.
- 4.8.2 **Option Advantages**
- Does not remove parking within the access road.
 - No cost to implement.
- 4.8.3 **Option Disadvantages**
- Does not address the request to improve access for heavy vehicles to 78 Wigram Road.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Fully Install	Option 3 – Do Nothing
Cost to Implement	Approximately \$250	Approximately \$300	\$0
Maintenance/Ongoing Costs	Covered by the existing Maintenance Contract	Covered by the existing Maintenance Contract	\$0
Funding Source	Traffic Operations Team traffic signs and markings budget	Traffic Operations Team traffic signs and markings budget	N/A
Funding Availability	Available	Available	N/A
Impact on Rates	N/A	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Legal Considerations Ngā Hīraunga ā-Ture

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

- 6.2.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.3 The required decision
- 6.3.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
- 6.3.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
- 6.3.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 6.4 The community engagement and consultation outlined in this report reflect the assessment.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Transport
- 6.6.1 Activity: Transport
- Level of Service: 16.0.13 Respond to customer service requests within appropriate timeframes (The percentage of customer service requests relating to roads and footpaths to which the territorial authority responds within the timeframe specified in the Maintenance contracts) (DIA 5) - >=80% customer service requests are completed, or inspected and programmed within timeframes

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 The request for improved access originated from the business at 78 Wigram Road.
- 6.8 The businesses at 78 Wigram Road and 98 Treffers Road were consulted on an option that proposed to remove all the parking within the access road to these properties.
- 6.9 The businesses involved the property owner who owns both properties. The property owner discussed this with the two businesses and advised that they are all agreeable to the proposal if one parking space can be retained within the access road. Staff are also agreeable to this amendment, and this is reflected in the preferred option.
- 6.10 The Team Leader Parking Compliance supports the preferred option.
- 6.11 The decision affects the following wards/Community Board areas:
- 6.11.1 Waipuna Halswell Hornby Riccarton.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi



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

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

7. Next Steps Ngā Mahinga ā-muri

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

Attachments Ngā Tāpirihanga

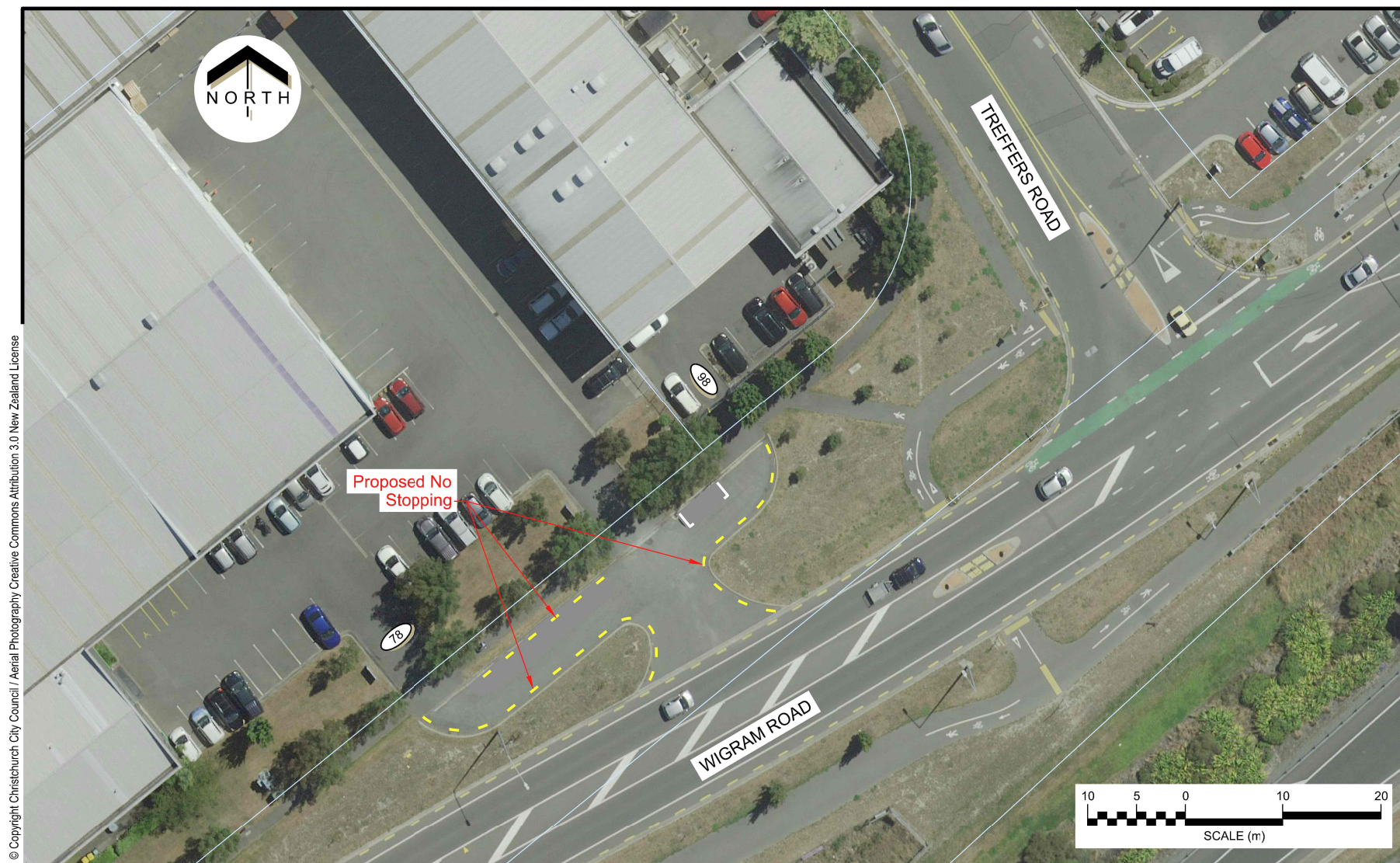
No.	Title	Reference	Page
A  	Wigram Road Proposed No Stopping Restrictions Plan TG150174	25/1468955	54

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Andrew Hensley - Traffic Engineer
Approved By	Lachlan Beban - Principal Advisor Transportation Signals Kathy Graham - Acting Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



Christchurch
City Council

Wigram Road
Proposed No Stopping Restriction
For Board Approval

Original Plan Size: A4
Drawn: VMI Issue 1 22/07/2025
Designed: AH Drawing: TG150174
Approved: GD Project:

11. Angela Street - Proposed No Stopping Restrictions

Reference Te Tohutoro: 25/935952

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek the approval of the Waipuna Halswell Hornby Riccarton Community Board to install no stopping restrictions in Angela Street.
- 1.2 This report has been written following requests from the community.
- 1.3 The community engagement and consultation outlined in this report reflect the significance.
- 1.4 The recommendation is to install no stopping restrictions in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Angela Street - Proposed No Stopping Restrictions Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south easterly side of Angela Street, commencing at its intersection with Yaldhurst Road and extending in a north easterly direction for a distance of 72 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG151612 Issue 1 dated 17/6/2025).
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 4. are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Concerns have been raised about vehicles illegally parking on the fire hydrant outside 10 Angela Street.
- 3.2 The recommended option is to Install No Stopping restrictions in accordance with Attachment A.
- 3.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.

4. Background/Context Te Horopaki

- 4.1 Angela Street is a local road in the suburb of Upper Riccarton.

- 4.2 It is primarily a residential road, with commercial activity at its southern end contributing to demand for on street parking.
- 4.3 Due to the extent of the existing no stopping restrictions, the first opportunity for vehicles to park on-street is outside of 10 Angela Street.
- 4.4 There is a substandard length of unrestricted parking of approximately 3 metres between the fire hydrant outside number 10 Angela Street and the vehicle crossing at 8 Angela Street. Apart from a motorcycle, this space is insufficient for a motor vehicle to park without also parking on the fire hydrant.
- 4.5 Under the Land Transport (Road User) Rule 2004 a driver or person in charge of a vehicle must not stop, stand or park within 500mm of a fire hydrant, unless the driver remains in the vehicle or has left in charge of the vehicle a person licenced and capable of moving it if necessary.
- 4.6 Unattended vehicles are parking in this space, generating complaints to Parking Compliance which are resulting in enforcement action.
- 4.7 To discourage illegal parking, an extension of the existing no-stopping restrictions up to the fire hydrant are recommended to cover the substandard space.
- 4.8 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.9 The following reasonably practicable options were considered and are assessed in this report:
 - 4.9.1 Install no-stopping restrictions as shown in Attachment A.
 - 4.9.2 Do nothing.
- 4.10 The following options were considered but ruled out:
 - 4.10.1 None.

Options Descriptions Ngā Kōwhiringa

- 4.11 **Preferred Option:** Install no-stopping restrictions.
 - 4.11.1 **Option Description:** Extend the existing no stopping restrictions in north easterly direction to the fire hydrant outside 10 Angela Street.
 - 4.11.2 **Option Advantages**
 - Reinforces that this is a substandard space for vehicles to park, and reduces the likelihood of illegal parking over the fire hydrant.
 - Likely to reduce complaints to Parking Compliance.
 - 4.11.3 **Option Disadvantages**
 - Prohibits a motorcycle from parking in this space.
- 4.12 Do nothing.
 - 4.12.1 **Option Description:** Do not install no stopping restrictions.
 - 4.12.2 **Option Advantages**
 - Does not remove the ability for a motorcycle to park in this space.
 - 4.12.3 **Option Disadvantages**

- Does not reinforce that this is a substandard space for vehicles to park.
- Does not reduce the likelihood of illegal parking over the fire hydrant.
- Does not reduce the likelihood of complaints to Parking Compliance.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - <enter text>
Cost to Implement	Less than \$100	\$0
Maintenance/Ongoing Costs	Covered by existing Maintenance Contract	\$0
Funding Source	Traffic Operations Team traffic signs and markings budget	N/A
Funding Availability	Available	N/A
Impact on Rates	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Legal Considerations Ngā Hīraunga ā-Ture

- 6.1 Statutory and/or delegated authority to undertake proposals in the report:
- 6.1.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
 - 6.1.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.
 - 6.1.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.2 Other Legal Implications:
- 6.2.1 There is no other legal context, issue, or implication relevant to this decision.
 - 6.2.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

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

- 6.4 The community engagement and consultation outlined in this report reflect the assessment.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Transport
- 6.6.1 Activity: Transport
- Level of Service: 10.3.3 Maintain customer satisfaction with the ease of use of Council on-street parking facilities - >=50%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 The request to address the parking issue has come from the community.
- 6.8 No properties owners or occupiers are considered directly or unduly affected by the proposal due to the substandard parking space already being covered by existing law.
- 6.9 The Team Leader Parking Compliance supports the preferred option.
- 6.10 The decision affects the following wards/Community Board areas:
- 6.10.1 Waipuna Halswell Hornby Riccarton.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

7. Next Steps Ngā Mahinga ā-muri

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

Attachments Ngā Tāpirihanga

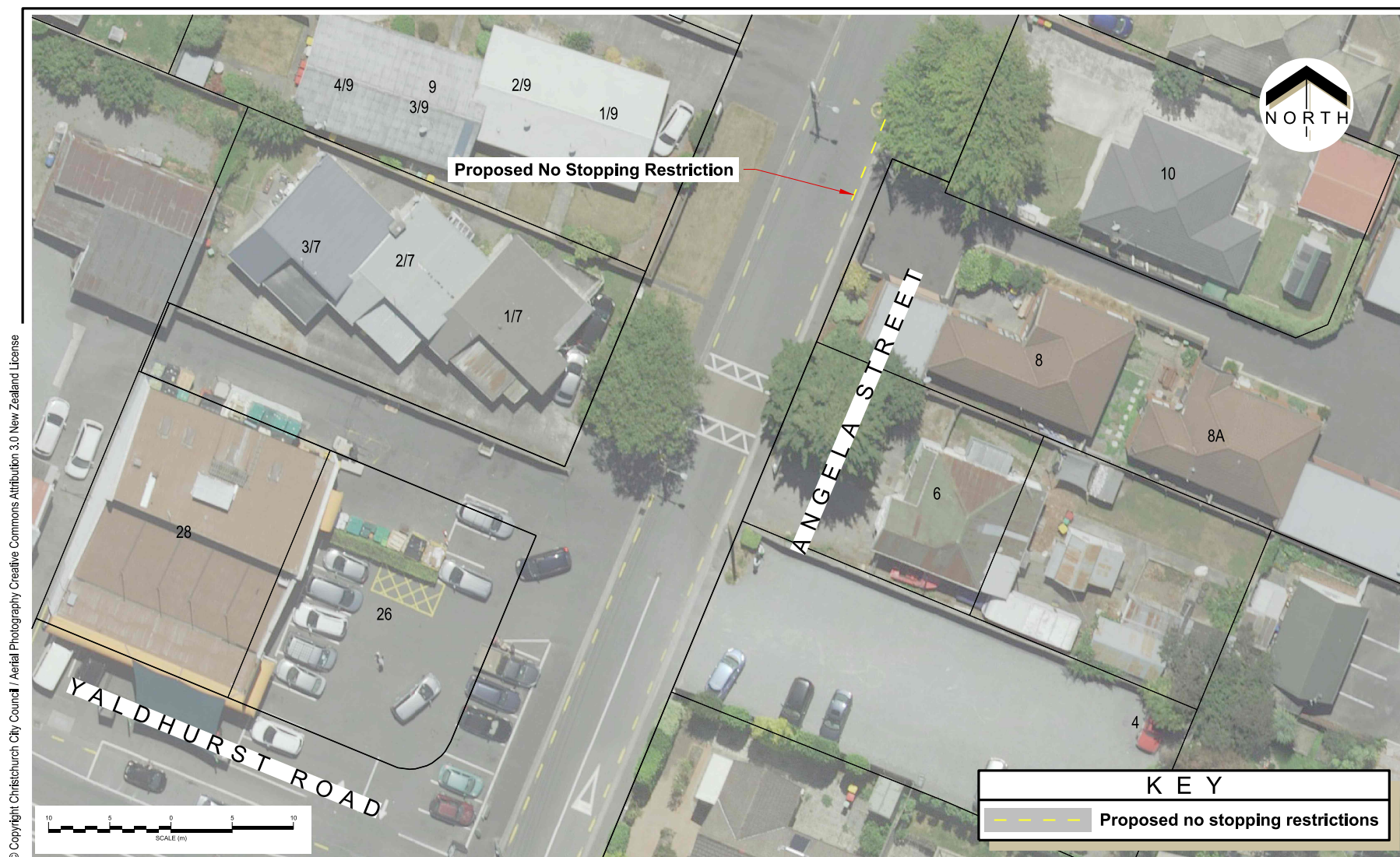
No.	Title	Reference	Page
A  	Angela Street Proposed No Stopping Restrictions Plan TG151612	25/1439746	60

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Andrew Hensley - Traffic Engineer
Approved By	Lachlan Beban - Principal Advisor Transportation Signals Kathy Graham - Acting Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



12. Wigram Road and Hayton Road Intersection Layout Updates

Reference Te Tohutoro: 24/1650191

Responsible Officer(s) Te Pou Matua: David Sun, Transport Project Manager
Richard Gibbs, Parks Senior Project Manager
Guy Williams, Parks Project Manager

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval from the Waipuna Halswell-Hornby-Riccarton Community Board (the Board) for the detailed traffic resolutions in relation to the updates of the layout of the proposed signalised intersection at Wigram Road and Hayton Roads prior to construction. The original layout was approved by the Board on 12 October 2023.
- 1.2 The report is staff generated to outline modifications required to the previously approved layout in response to recent Board approved developments in the surrounding area, including a Christchurch City Council (CCC) maintenance facility and sports fields.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Wigram Road and Hayton Road Intersection Layout Updates 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 all kerb alignments, paths, road surface treatments, traffic calming devices, signage and road markings as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).
4. Approves that in accordance with Section 2.4 of the Land Transport Rule: Road User Rule 2004 that cycles be exempt from being required to turn left, when in the left turn lane on the Wigram Road northeastern approach at its intersection with Ngā Puna Wai Access Road as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).
5. Approves that a pedestrian crossing be established on Ngā Puna Wai Access Road, for the use of pedestrians and riders of mobility devices only, located at a point approximately 80 metres southeast of its intersection with Wigram Road as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025), in accordance with Section 8.2 of the Land Transport Rule Traffic Control Devices: 2004.
6. Approves that a Give Way control be placed against the northwest bound Ngā Puna Wai Access Road traffic, located at a point approximately 80 metres southeast of its intersection with Wigram Road as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025). The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Ngā Puna Wai Access Road.
7. Approves that a Give Way control be placed against the south eastbound Ngā Puna Wai Access Road traffic, located at a point approximately 80 metres southeast of its intersection with

- Wigram Road as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025). The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Ngā Puna Wai Access Road.
8. Approves that a Give Way control be placed against the cyclists and riders of wheeled recreational devices, on the southeastern side of Wigram Road located at a point approximately 20 metres northeast of its intersection with Ngā Puna Wai Access Road as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025). The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, on the Little River Link.
 9. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the CCC Maintenance Facility Access Road approach at its intersection with Ngā Puna Wai Access Road be controlled by a Stop Control, as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).
 10. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the northwestern side of Wigram Road, commencing at its intersection with Hayton Road and extending in south westerly direction for a distance of 102 metres, as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).
 11. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the southeastern side of Wigram Road, commencing at its intersection with Ngā Puna Wai Access Road and extending in a south westerly direction for a distance of 104 metres, as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).
 12. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the northwestern side of Wigram Road, commencing at its intersection with Hayton Road and extending in a northeasterly direction for a distance of 35 metres, as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).
 13. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the southeastern side of Wigram Road commencing at its intersection with Ngā Puna Wai Access Road and extending in a north easterly direction for a distance of 78 metres, as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).
 14. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the southwestern side of Hayton Road, commencing at its intersection with Wigram Road and extending in a north westerly direction for a distance of 51 metres, as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).
 15. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the northeastern side of Hayton Road, commencing at its intersection with Wigram Road and extending in a north westerly direction for a distance of 47 metres, as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).
 16. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the southwestern side of Ngā Puna Wai Access Road, commencing at its intersection with Wigram Road and extending in a

south easterly direction for a distance of 78 metres, as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).

17. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the northeastern side of Ngā Puna Wai Access Road, commencing at its intersection with Wigram Road and extending in a south easterly direction for a distance of 80 metres, as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).
18. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the northwestern side of CCC Maintenance Facility Access Road, commencing at its intersection with Ngā Puna Wai Access Road and extending in a south westerly direction for a distance of 23 metres, as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).
19. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the southeastern side of CCC Maintenance Facility Access Road, commencing at its intersection with Ngā Puna Wai Access Road and extending in a south westerly direction for a distance of 23 metres, as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025).
20. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025, on the southeastern side of Wigram Road, commencing at its intersection with Ngā Puna Wai Access Road and extending in a north easterly direction for a distance of 80 metres be resolved as a bi-directional shared path in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
21. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025, on the southeastern side of Wigram Road commencing at its intersection with Ngā Puna Wai Access Road and extending in a south-westerly direction for a distance of 11 metres be resolved as a bi-directional shared path in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
22. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025, on the northwestern side of Wigram Road commencing at its intersection with Hayton Road and extending in a south westerly direction for a distance of 235 metres be resolved as a bi-directional shared path in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
23. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025, on the northwestern side of Wigram Road commencing at its intersection with Hayton Road and extending in a northeasterly direction for a distance of 8 metres be resolved as a bi-directional shared path in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the

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

24. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025, on the northwestern side of Wigram Road commencing at a point 8m northeast of its intersection with Hayton Road and extending in a northeasterly direction for a distance of 18 metres be resolved as shared path for pedestrian and northeast bound cycle only 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.
25. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025, on the southwestern side of Hayton Road commencing at its intersection with Wigram Road and extending in a north-westerly direction for a distance of 11 metres be resolved as a bi-directional shared path in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
26. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025, on the southwestern side of Hayton Road commencing at a point 11 metres northwest of its intersection with Wigram Road and extending in a north-westerly direction for a distance of 15 metres be resolved as a shared path for pedestrian and northwest bound cycle only 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.
27. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025, on the northwestern side of Hayton Road commencing at its intersection with Wigram Road and extending in a north easterly direction of for a distance of 12 metres be resolved as a bi-directional shared path in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
28. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on **Attachment A** to the report on the meeting agenda (Drawing RD3830S15, dated 22/07/2025, on the northwestern side of Hayton Road commencing at a point 12 metres northeast its intersection with Wigram Road and extending in a north easterly direction of for a distance of 14 metres be resolved as a shared path for pedestrian and southeast bound cycle only 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.
29. Approves that right turn movements from the Wigram Road southwest approach into Ngā Puna Wai Access Road be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017. This restriction is to apply every day from 11:00pm to 6:00am.
30. Approves that left turn movements from the Wigram Road northeast approach into Ngā Puna Wai Access Road be prohibited in accordance with Clause 17(1) (a) of the Christchurch City

Council Traffic and Parking Bylaw 2017. This restriction is to apply every day from 11:00pm to 6:00am.

31. Approves that through movements from the Hayton Road northwest approach into Ngā Puna Wai Access Road be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017. This restriction is to apply every day from 11:00pm to 6:00am.
32. 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 3-31.
33. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 3-32 are in place (or removed in the case of revocations).
34. Notes that approval of the signalisation of the intersection, and inclusion of special vehicle lanes for cycles, was approved by the Council on 1 November 2023.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Wigram/Hayton Roads Intersection Improvement project was approved by the Board and Council in 2023. Since then, new developments in the surrounding area, including a CCC maintenance facility and new sports fields, have progressed and received approval and consents. These developments require minor modifications to the previously approved intersection layout to ensure safe and functional access before construction commences.
- 3.2 This report seeks the Board's approval for a revised intersection layout that reflects recent changes in the surrounding area. The proposed updates align with the approved resource consents and updated traffic modelling. The key modifications include:
 - 3.2.1 Widened kerb alignments at the Wigram/Hayton intersection and along the Ngā Puna Wai Access Road to accommodate heavy vehicle movements.
 - 3.2.2 Installation of new 'No Stopping' lines along the Ngā Puna Wai Access Road to manage on-street parking.
 - 3.2.3 A new STOP-controlled access point on the Ngā Puna Wai Access Road serving the new developments.
 - 3.2.4 Removal of the previously proposed 20km/h speed limit on the Ngā Puna Wai Access Road in accordance with new national speed limit regulations.
 - 3.2.5 Upgrade of the pedestrian/cycle crossing on the Ngā Puna Wai Access Road to a dual cycle priority / zebra crossing to enhance safety for users of the Little River Major Cycle Route.
 - 3.2.6 Realignment of the shared path at the southeast corner of the intersection to improve priority and continuity for the Major Cycle Route.
 - 3.2.7 Minor extension of the right-turn lane on Hayton Road, resulting in the loss of one on-street parking space on the west side of the road.

4. Background/Context Te Horopaki

- 4.1 The Wigram/Hayton Roads Intersection Improvement project was approved by the Board and Council in 2023, with the originally proposed raised platform at the intersection later revoked in 2024.

- 4.1.1 The Board approved the original layout on 12 October 2023 (Resolution HHRB/2023/00099).
- 4.1.2 The Council approved the signalisation of the intersection and associated cycle lane infrastructure on 1 November 2023 (Resolution CNCL/2023/00138).
- 4.1.3 The raised platform at the intersection was revoked by the Board on 9 May 2024 following a Notice of Motion (HHRB/2024/00041).
- 4.2 During the detailed design phase, a resource consent application was lodged for a new access road into Ngā Puna Wai from the proposed Wigram/Hayton Roads intersection. Under the original Ngā Puna Wai consent, access was limited to Augustine Drive. The proposed Ngā Puna Wai Access Road would create a through-connection to Augustine Drive, requiring additional consent approval.
- 4.3 Following the approval of the intersection upgrade, the CCC Parks Team initiated plans to develop a maintenance facility and new sports fields at 141 and 189 Wigram Road. These developments are designed to be accessed via the new signalised intersection and the new Ngā Puna Wai Access Road north of the Southern Motorway underpass.



Figure 1 Location of Wigram/Hayton Intersection and associated works

- 4.4 These new developments have been approved by the Board:
 - 4.4.1 The CCC maintenance facility was approved on 13 June 2024 (HHRB/2024/00053).
 - 4.4.2 The new sports fields were approved on 13 March 2025 (HHRB/2025/00012).
- 4.5 Traffic modelling was undertaken as part of the resource consent process for the new developments. The modelling report is available as **Attachment B**.

- 4.5.1 The modelling assessed potential impacts across the wider network, including the proposed Wigram/Hayton signalised intersection, the developments themselves, and accessed through-traffic movements into Ngā Puna Wai via the intersection.
- 4.5.2 The modelling results indicate that traffic performance in the surrounding area remains acceptable. Predicted through traffic into Ngā Puna Wai is low, with the worst-case PM peak volume estimated at approximately 20 vehicles per hour.
- 4.6 All required resource consents have now been granted, including the approval in April 2025 for the through-access from Wigram/Hayton Roads intersection to Ngā Puna Wai.
- 4.7 The original intersection design restricted heavy vehicle access to the new Ngā Puna Wai Access Road, but the approved developments require safe access for larger vehicles including tour coaches, via the signalised intersection and new Ngā Puna Wai Access Road. Minor updates to the previously approved intersection layout are required to ensure safe and functional operation prior to construction.
- 4.8 The following related memos/information were circulated to the meeting members:

Date	Subject
10 April 2025	Updates on Wigram Road and Hayton Road Intersection Improvement

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- 4.9.1 Update the previously approved plan

- 4.10 The following options were considered but ruled out:

- 4.10.1 Do Nothing (retain the previously approved plan)

This option is ruled out because

- It does not provide safe and functional access to the new CCC developments.
- It would require substantial redesign of the developments and amendments to already approved resource consents.

Options Descriptions Ngā Kōwhiringa

- 4.11 **Preferred Option:** Update the previously approved plan

4.11.1 **Option Description:** This involves making only the essential modifications necessary to accommodate the approved developments, in line with granted resource consents and updated traffic modelling. These modifications include the following:

- Kerb alignment widened at the Ngā Puna Wai Access Road (both at the Wigram/Hayton intersection and along the access road itself) to accommodate safe heavy vehicle access.
- Installation of new 'No Stopping' lines along the Ngā Puna Wai Access Road to manage on-street parking.
- Introduction of a STOP-controlled access point on the Ngā Puna Wai Access Road to support access to the CCC Parks facilities.
- Removal of the previously proposed 20km/h speed limit on the Ngā Puna Wai Access Road to comply with updated national speed limit regulations.

- Upgrade of the pedestrian/cycle crossing on the Ngā Puna Wai Access Road to a dual cycle priority / zebra crossing to enhance safety for users of the Little River Major Cycle Route.
- Realignment of the shared path at the southeast corner of the intersection to improve priority and continuity for the Major Cycle Route.
- Minor extension of the right-turn lane on Hayton Road, resulting in the loss of one on-street parking space on the west side of the road.

4.11.2 Option Advantages

- Supports safe and functional access to CCC developments including the sports fields and maintenance facility.
- Aligns the intersection design with updated traffic modelling and resource consent requirements.

4.11.3 Option Disadvantages

- Incurred additional design and construction cost of approximately \$30,000.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option
Cost to Implement	\$2,300,000.00
Maintenance/Ongoing Costs	Approximately \$2,700 per annum for the maintenance works associated with the proposed traffic signs, road marking and street cleaning. These works will be covered under the area maintenance contract.
Funding Source	This project has been funded in the Council's LTP as follows: 42027 Wigram & Hayton Intersection Improvement
Funding Availability	Available
Impact on Rates	No additional impact on rates – the costs are accounted for in the Council's Long Term Plan.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that if the preferred option is not approved by the Board, the already approved developments including the CCC maintenance facility and sports fields will need to reconsider their access arrangements. This could lead to significant redesign or construction changes and may delay the commencement of their operations.

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 the 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 restrictions and traffic control devices.

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

6.3 Other Legal Implications:

6.3.1 If the Board does not approve the preferred option, the existing resource consents for the CCC maintenance facility and sports fields may need to be revisited and amended to reflect alternative access arrangements.

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 assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the amount of community interest in the project and the number of people affected by the changes.

6.4.3 Are consistent with Council's Plans and Policies.

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

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Public consultation on the initial proposed design took place in 2023 and 54 submissions were received.

6.8 The scheme design was revised based on community feedback and was approved by the Waipuna Halswell-Hornby-Riccarton Community Board and Council in 2023.

6.9 Three businesses affected by the updated design and previous submitters were informed of the proposed changes to the approved design and of their right to make a deputation.

6.10 One previous submitter provided feedback that was supportive of the updated design.

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 proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change.

6.14 The proposal contributes positively to emissions reductions by incorporating features that promote walking and cycling, helping to reduce reliance on private vehicles and associated emissions. Additionally, the new vehicle access to the Ngā Puna Wai Sports Hub from Wigram/Hayton Roads intersection shortens travel distances for users approaching from the north, further reducing emissions. These improvements contribute to the community outcome of creating a safe and accessible city by enhancing road safety and strengthening the walking and cycling network.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, construction is scheduled to begin in early 2026.

Attachments Ngā Tāpirihanga

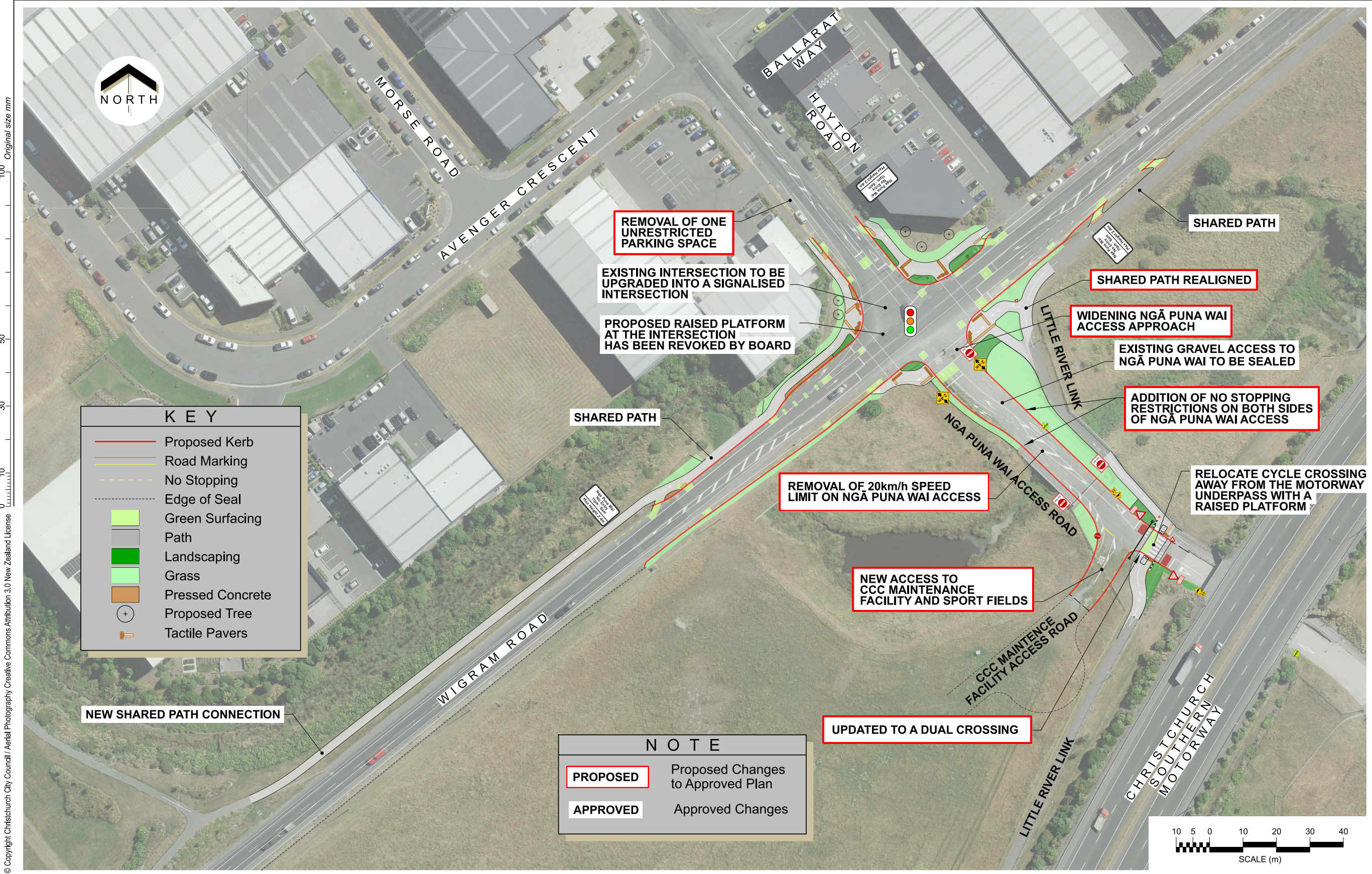
No.	Title	Reference	Page
A  	Wigram Hayton Updated Plan for Approval	25/1359208	71
B  	NPW North Traffic Modelling v01a	25/1418705	72

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	David Sun - Project Manager Guy Williams - Project Manager Richard Gibbs - Senior Project Manager Aviva Cui - Engagement Assistant
Approved By	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management





Ngā Puna Wai North

Traffic Network Effects Modelling Technical Report

October 2024



Document Issue Record

Version No	Prepared By	Description	Date
01a	Tim Wright	First issue	29 October 2024

Document Verification

Role	Name	Signature	Date
Preparation	Tim Wright		29 October 2024
Reviewer	John Falconer		31 October 2024
Approval	Tim Wright		31 October 2024



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- Appendix A: Local Area Model vs Count Comparisons
- Appendix B: SIDRA Movement Summary Tabulations and Delay Diagrams



1 Executive Summary

- 1.1 QTP Ltd have been appointed to undertake traffic modelling to inform the assessment of traffic effects of proposed new development at Ngā Puna Wai North, a new access road serving the Sports Hub from the Wigram Road / Hayton road intersection and the operation of this intersection under its proposed signalisation.
- 1.2 The new proposed development comprises sports pitches, a Council Parks maintenance depot and a turf farm. Traffic generation estimates associated with the new development have been provided by Novo Group with input from CCC. The turf farm is not anticipated to generate any significant traffic during the standard weekday AM and PM peak hours.
- 1.3 Modelling has been undertaken using the latest version (v23) of the Christchurch Assignment and Simulation Traffic model (**CAST**). The model is owned and managed by the Model Management Group comprising members of the Christchurch, Selwyn and Waimakariri District Councils, Waka Kotahi and Ecan. The model covers Greater Christchurch, including all roads with a significant through-traffic function, whilst having strong simulation capabilities at an intersection turning level.
- 1.4 Network-wide simulation modelling undertaken in CAST has been supplemented with isolated intersection modelling undertaken in the industry-standard SIDRA Intersection software. This cross-check provides greater confidence in the CAST modelling of the intersection and more easily facilitates investigation of alternate phasing and timings.
- 1.5 The generic v23 model has been refined in the vicinity of the proposed development site to provide a project-specific model able to simulate the impacts of the proposed rezoning on the operation of the local and wider road network, in addition to the operation of the intersection potentially providing access to the proposed rezoning.
- 1.6 Model vs count comparisons of the v21 generic 2018 base model and the 2021 project models have been undertaken for the local network with reference to Waka Kotahi's Transport Model Development Guidelines (**TMDG**). The calibrated 2018 base model and the validated 2021 project model largely meet the criteria. Outliers have been investigated and addressed. Overall, the validation and calibration exercise indicates the model is reflecting count data with appropriate accuracy.
- 1.7 Traffic conditions were observed in the vicinity of the proposed rezoning during the AM peak period on Wednesday 16th October 2024. Observations were by way of 'sweeps' of the road network to note operational issues, focusing on the proposed access from Hayton Road / Wigram Road and the existing access via the Augustine Drive / Halswell Road intersection. Notwithstanding the roadworks on Halswell Road and the consequential effects on Wigram Road, no specific issues were noted with the operation of the current access intersection at Augustine Drive / Halswell Road or the proposed access to be taken from the Hayton Road / Wigram Road intersection.
- 1.8 Assessment of the impacts of the proposed rezoning has been undertaken for the 'medium-term' CAST model horizon year of 2038.



- 1.9 In addition to the base year calibration exercise network and demand changes being applied to the 2038 'base model', changes were also made to better reflect the Lincoln Road and Halswell Road bus priority schemes (the latter under construction) to reflect the plans on the NZTA and CCC websites. Default CAST model demands to/from the Ngā Puna Wai Sports Hub have been modified to reflect counts undertaken by CCC for the week of 12th to 18th June, designed to capture vehicular demand to/from the sports hub including the recently completed Netball Centre.
- 1.10 The following points summarise the scenarios modelled and indicated network operation and effects:
- For the 2038 base scenario, modelling indicates reasonable network performance in the vicinity of the site (approach delays generally less than around 1 minute) including at the key intersections from which access is presently provided to the Sports Hub (Augustine Drive / Halswell Road) and proposed to be provided to Ngā Puna Wai North (Hayton Road / Wigram Road).
 - Modelling of a new 20kph north / south access road through the site, accessed from a fourth arm at the proposed signalised intersection of Hayton and Wigram Roads, indicates no significant use of the road in the AM peak hour. In the PM peak hour, with some 680 two-way trips assumed to/from the Sports Hub, around 130 of these trips (around 20%) route via the new access road and only a further 20 vph are through-trips (resulting in a modelled flow of 150 vph two-way in the PM peak hour). The key access intersections of Augustine Drive / Halswell Road and Hayton Road / Wigram Road operate with reasonable performance. There are some wider network delay reductions associated with use of the new road (on Aidanfield Drive southbound to McMahon Drive and on Treffers Road southbound to Wigram Road).
 - With the addition of traffic attributed to Ngā Puna Wai North, the proposed access via the signalised intersection of Hayton Road / Wigram Road operates with good performance (LoS D or better on all turns) in the peak periods. On the wider road network, net impacts of the proposed development are minor.
 - A threshold test was undertaken to identify the approximate level of trip making to / from the proposed Ngā Puna Wai sports fields that can be supported by the local road network at the limit of acceptable network performance and impact (a limit of 1 minute for intersection approach delays or, where this is exceeded in the base, impacts less than 10 seconds). This identified a threshold of around twice the assumed trip generation for the Sports Fields in the 'standard' modelling referred to a point d below. This equates to a two-way trip generation for the sports pitches of 768 trips (compared to 384 in the standard modelling) yielding a total two-way trip generation of around 850 vph in the PM peak hour with the inclusion of the maintenance depot (and around 225 vph in the AM peak hour). At this level of trip-making at Ngā Puna Wai North, for the Hayton Road / Wigram Road signals the highest delays occurs in the PM peak hour, of just under 1 minute for right-turning traffic to and from the site and the degrees of saturation is around 86% (just within practical capacity of 90% saturated). In terms of wider-network impacts, a modest increase in delays of around 6s is indicated on the Aidanfield Drive southbound approach to the McMahon Drive roundabout in the PM peak hour. With this approach having modelled delays approaching one minute, this is considered to be at around the



limit of acceptable performance and development impact.

- e. Modelling of access to Ngā Puna Wai from McMahon Drive, introduced into the 'standard' with-development scenario (refer to a point d below), indicates relatively small changes in traffic volumes and being greatest in the PM peak hour. Around 90 vph two-way route to/from the Sports Hub via McMahon Drive. This results in a net reduction in traffic on the longer alternative route via Euphrasie Drive and Aidanfield Drive. This relatively small volume of localised re-routing of traffic has negligible modelled effects on delays on the wider road network.



2 Introduction

- 2.1 QTP Ltd have been appointed to undertake traffic modelling to inform the assessment of traffic effects of proposed new development at Ngā Puna Wai North, a new access road serving the Sports Hub from the Wigram Road / Hayton road intersection and the operation of this intersection under its proposed signalisation.
- 2.2 The following diagram illustrates the existing and proposed components of Ngā Puna Wai and access arrangements.



Figure 2.1: Site Local and Access Plan

- 2.3 In essence, QTP's brief is as follows:
- To understand the demand for, and network effects of, opening of a new access to general traffic serving the Ngā Puna Wai Sports Hub.** The new access would be from the intersection of Hayton Rd / Wigram Rd. The approved design is for a signalised intersection, the fourth arm being the existing gravel road access to the southeast, underpassing the Christchurch Southern Motorway (CSM). This access road is presently only open for occasional access to events at the Canterbury Agricultural Park (A&P Showgrounds) adjacent to Ngā Puna Wai. The assessment includes estimating the potential use of the new access road as a through-route (rat-running), albeit as a low-speed (sealed) road.
 - To assess the likely operation of the proposed traffic signals at Hayton Rd / Wigram**



Rd with Proposed Development at Ngā Puna Wai North in place. This is for the scenario with the new access road to the Sports Hub in place and with new development on the area of land north of the CSM in place, both of which would be served via the south-east arm of the new signalised intersection.

- 2.4 In discussion with Novo Group, the scope of the modelling work should also address the following supplementary matters:
- What is the limit of new development traffic at Ngā Puna Wai north that could be accommodated without significant adverse effect on the operation of the surrounding road network?
 - What effect could the opening of McMahon Drive have on the operation of the road network, through-routing on the new access road through Ngā Puna Wai and the ability of the Hayton Rd / Wigram Rd signalised intersection to operate satisfactorily?
- 2.5 The modelling work is summarised as follows:
- Refine the zonal and network resolution in the immediate study area of the current generic version of Council's CAST model for 2021 and 2038
 - Field-check and compare the current network performance to that modelled for 2018 and 2021
 - Calibrate the 2021 (and 2038) models to the count data as required
 - Manipulate the CAST model demands to reflect 'base' and 'with development' scenarios for 2038
 - Modify the 2038 CAST model networks to reflect 'base' and 'with development' road networks
 - Testing of the network effects at 2038 of the possible north / south access road
 - Testing of the network impacts at 2038 of the addition of the proposed Ngā Puna Wai North development (sports fields and a service depot)
 - Testing of the effect that access via McMahon Drive could have on the network operation
 - Identification of the threshold of development traffic that yields acceptable network performance / impact (without access via McMahon Drive)
 - Produce outputs from the CAST models to indicate network operation and the effects of the proposed development
 - Cross-check modelling of the Hayton / Wigram / Site Access intersection using SIDRA Intersection modelling software
 - Provide summary reporting (this document) describing the methodology employed and the network operation and effects.



3 Base Models Review

3.1 CAST Model Version

- 3.1.1 The latest CAST model version (v23) has been used as the basis of the analysis. V23 is a minor update to the v21 model, undertaken in 2023 to address relatively minor issues noted in the application of the model between 2021 and 2023. The previous model update, v21, was completed in 2021, with the model base year being 2018. This was the last census year for which demographic data is presently available for. The initial estimates of travel demands for the CAST model come from the parent Christchurch Transportation Model (CTM) which uses demographic inputs as the basis of estimating travel demands in Greater Christchurch. The CAST model uses a refined zone system, network representation and simulation to better reflect the operation of the road network. The v23 2018 model is calibrated to over 4,000 individual turning counts in each model period, separately for light and heavy vehicles.

3.2 2018 Model vs Count Comparison

- 3.2.1 The following diagram illustrates the location of the four intersection counts used in the calibration of the wider CAST model for consideration of the performance of the v23 2018 base model in the vicinity of the proposed rezoning.

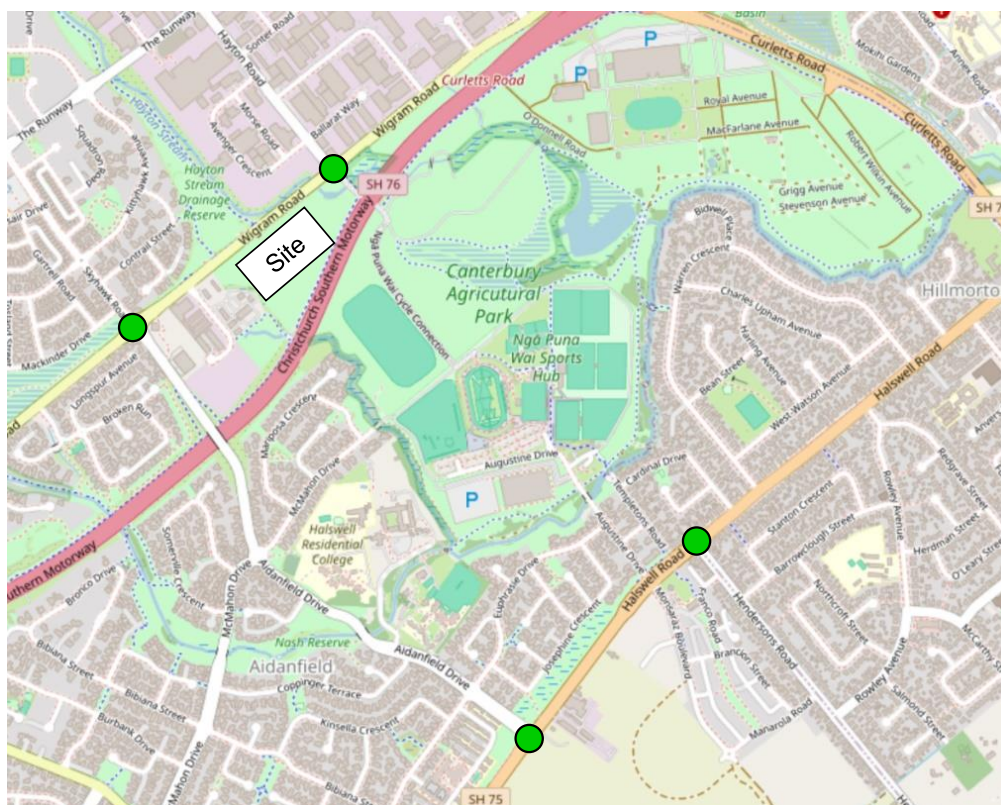


Figure 3.1: Location of v23 2018 Calibration Counts Local to Site

- 3.2.2 The following Table summarises the performance of the model against Waka Kotahi's Transport Model Development Guidance (TMDG) key criteria for turning counts for the Type



E: Small Area / Corridor model category.

Criteria	Target Type E	AM	IP	PM
R ²	>0.95	0.994	0.977	0.991
y = Mx	0.95-1.05	0.963	0.918	0.965
GEH<5	>85%	91%	100%	91%
GEH<7.5	>90%	100%	100%	100%
GEH<10	>95%	100%	100%	100%
<12	>100%	100%	100%	100%
RMSE	<15%	11%	18%	12%
Ave.Error	-	7%	10%	8%
No.Counts	-	23	23	23

Table 3.1: 2018 Model Local Performance Against TMDG Criteria

- 3.2.3 The 2018 base model meets all of the TMDG overall correlation criteria. The interpeak model narrowly misses the Slope and Root of the Mean Square of the Error (RMSE) criteria, but only the AM and PM peak models are applied for this appraisal. The RMSE value is not a particularly intuitive measure of error in the model. A more intuitive value of error is presented, being the average (absolute) error, or difference between counts and flows, being the sum of the absolute differences compared to the sum of the counts, indicating an 'average' error of less than 10%.

3.3 2021 CAST Model

- 3.3.1 The v21 model update included development of a (then) present-day model, for 2021. This included comprehensive updates to traffic signals across Christchurch to reflect signal phasing and timings extracted from the SCATS system that manages traffic signals in Christchurch. Furthermore, the 2021 model included the (then) recently completed major infrastructure motorway projects, including the Christchurch Southern Motorway, that has the potential to influence traffic volumes in the study area.

- 3.3.2 Unlike the 2018 base model, the 2021 model flows and network operation is very much a forecast, projected forwards from 2018, with forecast changes in demographics and changes to the traffic network. Accordingly, the 2021 CAST model has been considered against local count data available subsequent to the 2021 v21 update. First, however, further modifications to the v23 2021 (and 2038) generic models have been made to refine them specifically for this assessment, to form project models. This model refinement is briefly outlined next.

3.4 Network and Zonal Refinement

- 3.4.1 The 2021 and 2038 generic models have been modified to better reflect traffic demands and access to/from the industrial area north of Wigram Road, presently served by Hayton Road. 'Splitting' of the relatively large zone in the generic model bounded by Wigram, Hayton, Sonter and Treffers Road enables better reflection of the turning traffic at the intersections of Hayton Rd, Hammersmith Drive and Treffers Road with Wigram Road.
- 3.4.2 The splitting of the single zone (2227) covering the above-described industrial area was pursued following initial 2021 project model assignments and comparison to available local 2021 counts. The zone loads directly to Hammersmith Drive (only) and as-such none of the



traffic to the zone routed via the Hayton Road / Wigram Road intersection, contributing to an under-estimation of turning flows to/from Hayton Road at this location.

- 3.4.3 In addition, new zones 5001 and 5002 have been added to represent the sports pitches and maintenance depot components of the proposed development at Ngā Puna North.
- 3.4.4 The resulting refined base year network and zone loading implemented within the traffic model is illustrated within the following diagram output from the traffic model.

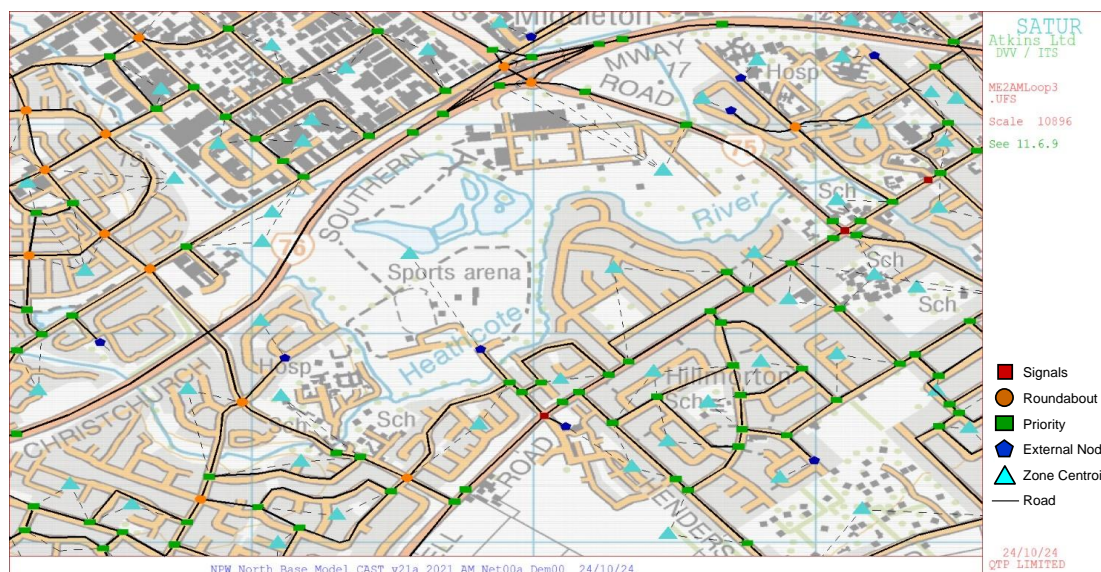


Figure 3.2: Project Model Network and Zone Loading, 2021

3.5 2021 Model vs Count Comparison

- 3.5.1 We have reviewed available count data for the local area within CCC's intersection traffic counts website. The following diagram illustrates the available counts since 2021 in the study area.

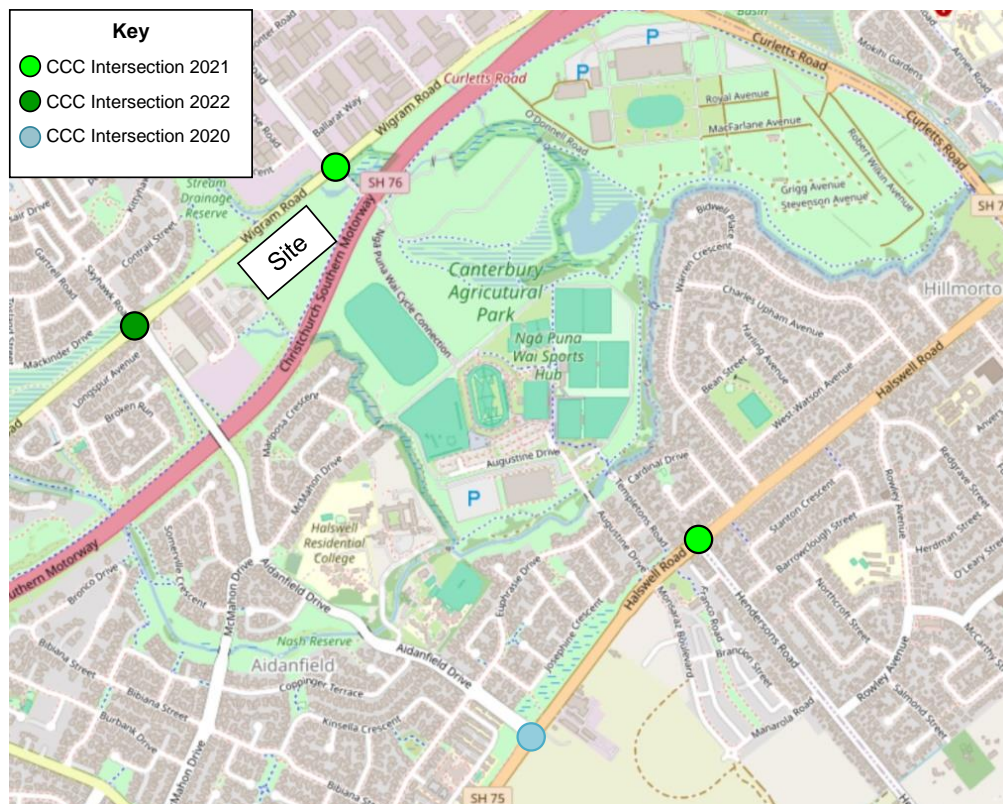
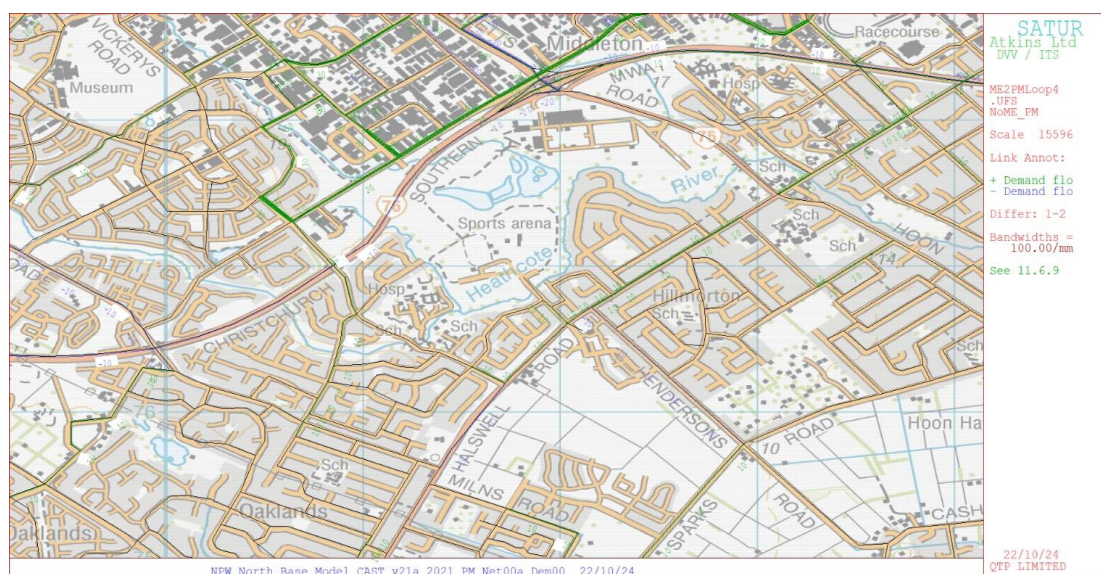
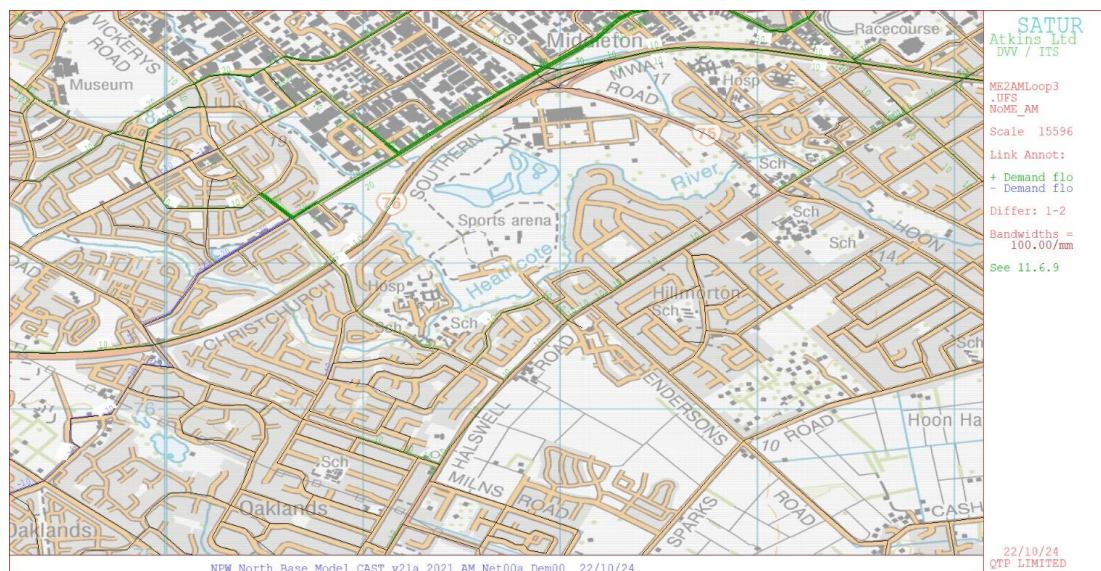


Figure 3.3: CCC Counts Used in 2021 Model vs Count Check

- 3.5.2 Ideally, all counts would be for 2021, but as with the 2018 base model calibration, counts within a year either side of the model year have been referenced. In addition, the 2020 Aidanfield Drive / Halswell Rd count has been supplemented with a 2024 count in comparing the goodness of model fit at this location. Similarly, a 2024 count at Wigram Road / Hayton Road has also been considered.
- 3.5.3 After an initial comparison of the modelled flows to counts, some relatively minor changes were made to the v23 2021 generic model network, summarised as follows:
- The single zone 2227 in the Hayton Road industrial area was split to two zones as described above
 - Link Types (Capacity Indices) on Wigram Road and the parallel roads in the industrial area, being Sonter Road and Hammersmith Drive, were reviewed to reflect the likely operating speeds and road hierarchy
 - Superficial changes were made to node locations and curved links, particularly in the Wigram area, as this network was historically from plans.
- 3.5.4 The result of the above modifications was a model with improved reflection of the turning counts, but there was a consistent trend in the under-estimation of turning volumes to/from Hayton Road. Whilst the GEH error values were all reasonable (all less than 7), given the focus of this study on the operation of signals at Wigram Road / Hayton Road, the 2021 model has been subject to a round of 'light' matrix estimation, using just 5 turning counts, in order to increase demands to/from Hayton Road.



- 3.5.5 The effects of the matrix estimation at 2021 are illustrated in the following plots, with green bands as increases in flows and blue as decreases.



- 3.5.6 As can be seen from the above plots, the desired effect has been achieved, with small increases in flows on Hayton Road in both periods (60-90 vph two-way). Two of the five turning counts were specified were at the neighbouring Aidanfield Drive / Wigram Road intersection where left and right turns between Wigram Road (northeast) and Skyhawk Road (northwest) were under-estimated in the base model.
- 3.5.7 We note that whilst some intersection turn counts at these two intersections were present in the 2018 base model matrix-estimation, these specific turning movements specified in the



2021 'light' matrix estimation were not present, due to faulty or missing data.

- 3.5.8 The following Table summarises the performance of the 2021 project model against the TMDG criteria for the turning counts illustrated above.

Criteria	Target Type E	AM	PM
	>0.95	0.963	0.953
	0.95-1.05	0.962	1.033
GEH<5	>85%	88%	82%
GEH<7.5	>90%	97%	94%
GEH<10	>95%	100%	100%
<12	>100%	100%	100%
RMSE	<17.5%	24%	28%
Ave.Error	-	15%	18%
No.Counts	-	34	34

Table 3.2: Model Performance Against TMDG Criteria

- 3.5.9 We note that the 2021 model has not been subject to matrix estimation to the 2021 counts. The 2021 model flows are forecasts that reflect new demographic inputs and take into account widespread re-assignment of trips due to the completion of infrastructure such as the Christchurch Southern Motorway Stage 2. The count check is therefore considered 'validation' as opposed to a calibration process. The TMDG guidance notes (4.3) that some relaxing of the target levels may be appropriate for validation comparisons (as opposed to models calibrated to the counts).
- 3.5.10 As noted within the v21 CAST Model Update Report, it is rarely the case that wide-area models meet the GEH <5 criteria unless subject to comprehensive matrix estimation. The reason for this is that there is too much variability in count data itself for a model to be expected to closely match a given count. By way of example, a count may be recorded as 250 on one occasion and 340 on another (different days of the week, different months, different years) and would have a GEH value >5 based on varying count volumes, irrespective of model inaccuracies.
- 3.5.11 The TMDG categorises models by purpose and has different count comparison by criteria for these model types. The (wider) generic CAST model is categorised as a Type C model, described as an Urban Area model. Type E models are described as Small Area or Corridor models. The GEH<5 criteria are 80% for Type C Urban Area model, this being met by the model.
- 3.5.12 The GEH <7.5 measure is considered more informative given fluctuations in count data. The >90% of turns criteria is comfortably met in all three periods.
- 3.5.13 The RMSE value is not a particularly intuitive measure of error in the model. TMDG notes that for Type E models values between 15 and 25% (as is the case for this project model) 'require clarification', whilst for Type C Urban Area models the acceptable value is 20%. We note that a large single contributor to the RMSE errors is the through-movement on Wigram Rd citybound in the AM peak hour and in the reverse direction in the PM peak hour. In both cases, the model is high relative to the counts for this particular movement, but the modelled flows at the adjacent Hayton Road intersection are a close match.



- 3.5.14 A more intuitive value of error is also presented, being the average (absolute) error, or difference between counts and flows, being the sum of the absolute differences compared to the sum of the counts, indicating an 'average' error of 15 to 18%.
- 3.5.15 Overall, the validation exercise indicates the model is reflecting count data with reasonable accuracy. Full tabulations of the model vs counts and XY scatter plots are provided as **Appendix A**.
- 3.6 **Model Performance Field-Check**
- 3.6.1 Traffic conditions were observed in the vicinity of the proposed rezoning during the AM peak period on Wednesday 16th October 2024. Observations were by way of 'sweeps' of the road network in the vicinity of Ngā Puna Wai, focusing on the proposed access from Hayton Road / Wigram Road and the existing access via the Augustine Drive / Halswell Road intersection. The following points were noted:
- Presently, bus priority lanes are under construction on the Halswell Road corridor. This has reduced the through-capacity on Halswell Road and increased travel times. It appears that traffic volumes have consequently increased on parallel Wigram Road, with apparently some vehicles re-routing.
 - Consequently, based on observations of a QTP employee who regularly commutes on Wigram Road, queues on the citybound approach to the downstream Annex Road intersection are somewhat longer than typical. The queue of slow moving vehicles was observed to extend to well beyond the location of the Hayton Road intersection at around 8:10.
 - Access to the existing Ngā Puna Wai Sports Hub via the gate at the end of McMahon Avenue was observed to be closed in the AM peak hour but open in the PM peak hour.
 - The recently asphalted cycleway / narrow potential north / south access road through Ngā Puna Wai (south) is subject to regular speed humps and 20kph rondels, per the following photo.
 - Overall, notwithstanding the roadworks on Halswell Road and the consequential effects on Wigram Road, no specific issues were noted with the operation of the current access intersection at Augustine Drive / Halswell Road or the proposed access to be taken from the Hayton Road / Wigram Road intersection.



Figure 3.6: The Potential North / South Vehicle Access Road through Ngā Puna Wai

- 3.6.2 The CAST models have been run as peak hour assignments with the default 'peak profile' factors invoked for delay modelling. This reflects the same default factoring of input (hourly) flows that occurs within the Australasian industry-standard isolated intersection modelling software SIDRA to account for 'peaking within the peak'. In simple terms, the input peak hour volumes are increased by around 5.3%.
- 3.6.3 The following plots, output from the model, indicate the level of delays forecast on the sections of road network in the vicinity of the proposed development. The link delays include average delays encountered on approach to intersections and are colour-coded to a simplified Level of Service (LoS) as follows:
- LoS A-C (<30s) – Green
 - LoS D (30-50s) – Orange
 - LoS E (50-70s) – Red
 - LoS F (>70s) – Black
- 3.6.4 Note that for the sake of clarity, only modelled delays greater than 25 seconds are illustrated. Note also that modelled delays are average approach delays that do not reflect the variation in delays by turn.

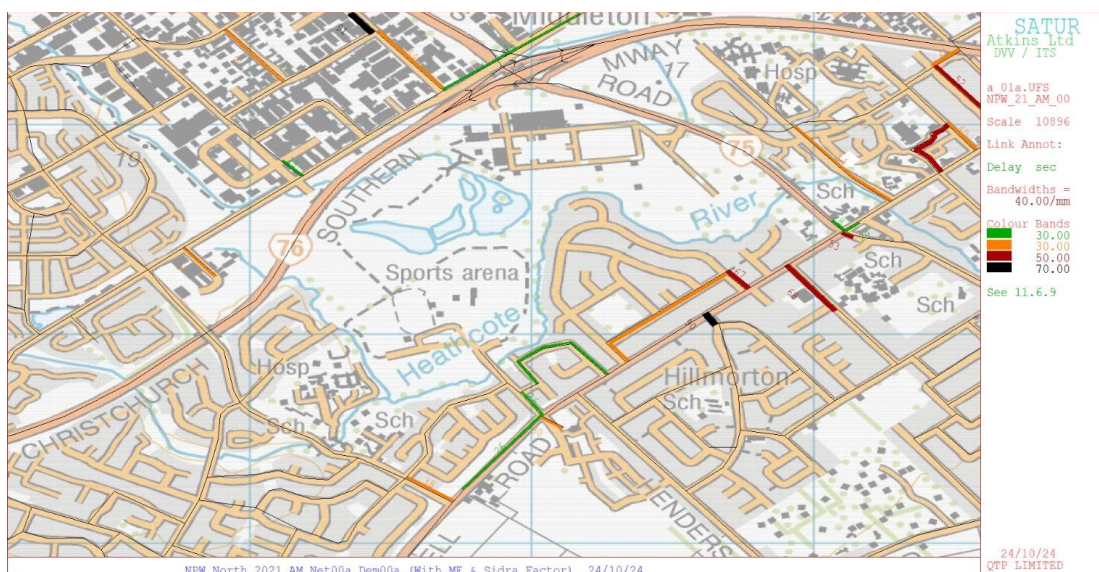


Figure 3.7: Modelled Average Link Delays, 2021 AM Peak Hour

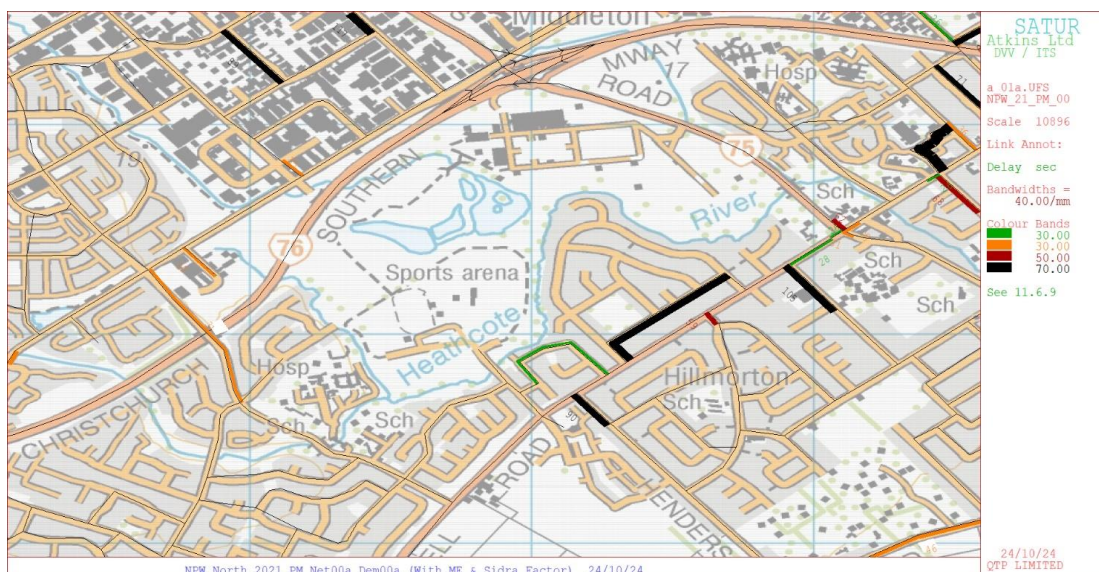


Figure 3.8: Modelled Average Link Delays, 2021 PM Peak Hour

- 3.6.5 The above plots indicate no major delay issues at the locations of the existing / proposed access points to Ngā Puna Wai. Some reasonably high delays (LoS E to F, around 1 to 1.5 minutes) are indicated on the minor-road approaches to Halswell Road. The Hendersons Road approach to Halswell Road has significant delays modelled in the PM peak hour in 2021 (90 seconds, LoS F) but is to be reconfigured as a Left-In, Left-Out (LILO) intersection under the bus priority works presently under construction.
- 3.6.6 The presently observed long procession of slow-moving vehicles citybound on Wigram Road, exacerbated by roadworks on parallel Halswell Road, is not fully observed in the model. As discussed above, this is understood to presently be exacerbated due to vehicles re-routing



from parallel Halswell Road under the present road works. The model indicates the Wigram Road approach to the Annex Road to be 85% saturated in the AM peak hour. Observations made on-site for a nearby study in 2023 indicated modest queueing extending only back to the motorway overbridge at the height of the morning peak hour and modest delays.

- 3.6.7 Overall the model is reasonably reflecting the capacity constraints observed on the road network in the vicinity of the site and the locations of relatively high delays observed.

3.7 2038 Base Model

- 3.7.1 For the purpose of this study, the 2038 base model is the v23 generic 2038 model, initially with the network and zonal demands subsequently refined as described above for 2021 (splitting and matrix estimation changes).
- 3.7.2 The v23 2028 generic model coding for the Lincoln Road and Halswell Road bus priority schemes (the latter under construction) have been comprehensively updated for this study to reflect the plans on the NZTA and CCC websites. Notably, the scheme being constructed preserves two through-traffic lanes on Halswell Road at several locations, including at the Augustine Drive signals, whereas early optioneering reflected in the models during coding in 2021 assumed single through-lanes to general traffic.
- 3.7.3 A further change has been implemented to the 2038 generic model demands: revision of the default CAST model demands to/from the existing Ngā Puna Wai Sports Hub, including the Netball Centre. In the generic model, demands to the single zone (3491) representing the hub are relatively low, reflecting recorded employment and future increases only.
- 3.7.4 Novo have forwarded counts undertaken by CCC for the week of 12th to 18th June, designed to capture vehicular demand to/from the sports hub including the recently completed Netball Centre. The counts include tube counts for the main access via Augustine Drive, and also via the minor access via McMahon Drive.
- 3.7.5 The counts indicate significant variation in volumes between the weekdays reflecting varying schedules at the Hockey, Rugby, Athletics and Netball facilities. Summing two-way counts across both access roads, peak hourly counts (summed by 15-minute periods) during the modelled AM peak period of 07:00 to 09:00 are around just 60 vph (two way) occurring from 08:00 to 09:00, whilst during the modelled PM peak period from 16:00 to 18:00, the peak hourly volume is some 644 vph. The PM peak hour count varies from around 430 vph occurring on both the Tuesday and Thursday surveys, to around 640 vph occurring on both the Monday and Thursday surveys.
- 3.7.6 Notably, maximum recorded vehicle flows are somewhat lower during the weekday PM peak (644 vph) compared to the weekend, when the peak flow of 1,177 vph was recorded on a Saturday between 09:30 and 10:30.
- 3.7.7 The actual peak flows used in the model, have been taken as the maximum inbound and outbound flows separately, occurring on different weekdays. This gives rise to demands of 40 / 21 inbound / outbound during the AM peak hour and 352 / 329 during the PM peak hour. Refer section 4.2, below, for further details.
- 3.7.8 The following diagrams illustrate the modelled peak hour traffic flows (in vehicles per hour)



on the local road network at 2038¹. Traffic volumes are indicated as directional bands, with the widths of the bands proportional to the directional flows illustrated.



Figure 3.9: Modelled Flows, No North/South Access Road and No Ngā Puna Wai North, 2038 AM Peak Hour



Figure 3.10: Modelled Flows, No North/South Access Road and No Ngā Puna Wai North, 2038 PM Peak Hour

3.7.9 The following diagrams illustrate the modelled delays for the base model in 2038.

¹ Illustrated link volumes do not include localised traffic loading to/from model zones loading to a link. The volumes are however included at the intersection 'nodes' for the purpose of simulation of intersection performance and are included in the turning volumes in the model vs count analysis.



Figure 3.11: Modelled Average Link Delays, No North/South Access Road and No Ngā Puna Wai North, 2038 AM Peak Hour

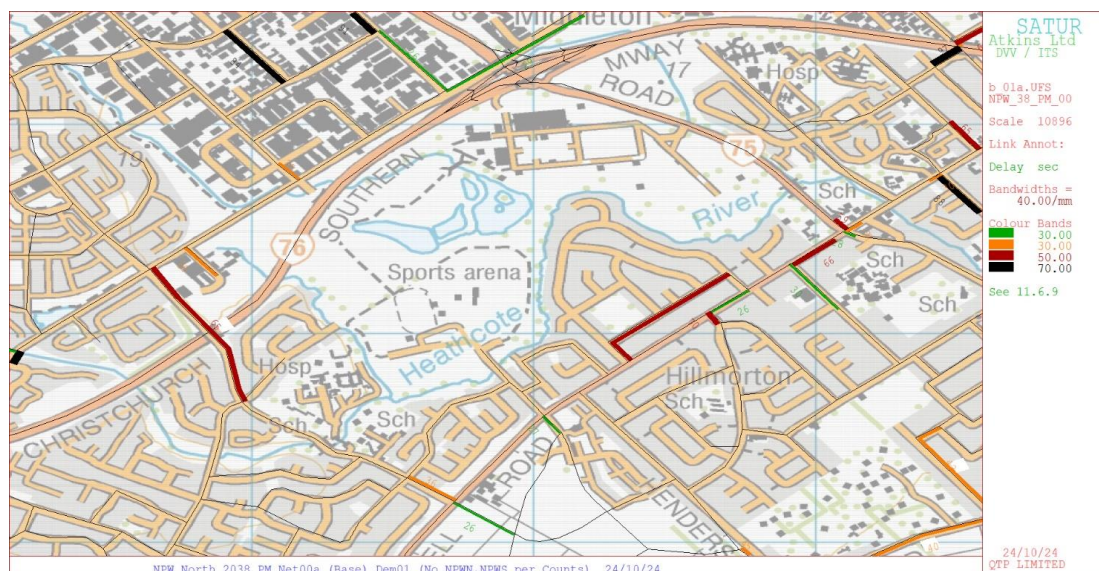


Figure 3.12: Modelled Average Link Delays, No North/South Access Road and No Ngā Puna Wai North, 2038 PM Peak Hour

- 3.7.10 Per the 2021 model, the above plots for 2038 indicate no major delay issues at the existing / proposed access points to Ngā Puna Wai in the future year base scenario. Some reasonably high delays (LoS E, around 1 minute) are indicated on the minor-road approaches to Halswell Road, per the 2021 model.
- 3.7.11 In the PM peak hour, two points are noted relative to the 2021 modelled delays (refer Figure 3.8):
- A decline in the performance on the Aidanfield Drive southbound approach to the



McMahon Drive roundabout in the PM peak hour (from LoS D to E)

- Generally some improvement to side-road delays on Halswell Road under the bus priority measures that include several LILO intersection treatments. However, southwestbound on Halswell Road, from Curletts Road approaching Tankerville Road, delays of around 65 seconds (LoS E) are indicated on approach to the new signalised pedestrian crossing just north of Tankerville Road.

3.7.12 Overall, the road network in the vicinity of Ngā Puna Wai continues to provide a similar modelled level of service in the 2038 base model as observed in the 2021 model.



4 'With Development' Demand Adjustments

4.1 Approach

4.1.1 The approach adopted to developing the 'with development' demand scenarios is summarised as follows:

- The model zone (3491) covering the existing Ngā Puna Wai Sport Hub in the generic CAST model has had any intra-zonal trips removed. This is for the purpose of providing a single 'template' zone with a trip distribution pattern appropriate for both reflecting the trip making to the existing Sports Hub, including the recently completed Netball Centre, and to that of the proposed new Ngā Puna North development.
- The resulting zone is then 'split' (and factored) to the desired 'trip ends' ('to and from trips') so that total trips to and from three separate zones, representing the existing Sports Hub, Ngā Puna Wai North sports fields and the proposed depot equal those required for the development scenario being modelled.

4.2 Trip Generation

4.2.1 Trips to/from the existing Sports Hub have been based on count data as described in section 3.7.

4.2.2 Trip generation assumptions for the components of the new development proposed at Ngā Puna Wai North have been provided by Novo Group, as follows:

- For the sports fields, the busiest period will be the PM peak hour. Vehicular demands are based on estimate of a maximum of 384 participants and an average vehicle occupancy of 2.0 providing 192 trips both in and out of the facility in the PM peak hour. In the AM peak hour, little use is expected. Christchurch City Council's Parks Unit have estimated up to 40 vehicles per hour in each direction.
- For the depot, CCC's Parks Unit have provided estimates of staff movements to/from their place of work and of the arrivals and departures of vehicles in the course of work, including movement of tractors and trucks which have been assumed to be heavy vehicles for the purpose of intersection capacity modelling².

4.2.3 The resulting trips are summarised within the following table.

Zone	Component	AM 08:00-09:00									PM 16:30-17:30								
		Light			Heavy			Veh			Light			Heavy			Veh		
		From	To	2-Way	From	To	2-Way	From	To	2-Way	From	To	2-Way	From	To	2-Way	From	To	2-Way
3491	Sports Hub	19	38	57	2	2	4	21	40	61	329	352	681	0	0	0	329	352	681
5001	NPW N Pitches	40	40	80	0	0	0	40	40	80	192	192	384	0	0	0	192	192	384
5002	NPW N Depot	17	32	49	17	0	17	34	32	66	32	17	49	0	17	17	32	34	66

Table 4.1: Modelled Development Trips

² The CAST model assumes a Passenger Car Unit (PCU) factor of 2.0 applies to heavy vehicles. Subsequent SIDRA Intersection analyses uses the heavy vehicle numbers as a direct input. Note that this appraisal is limited to the modelled effects in terms of network capacity and efficiency and does not include geometric design including swept-path analysis for heavy vehicles.



5 Modelled Trip Distribution

5.1 Ngā Puna Wai Sports Hub Traffic Trip Distribution

- 5.1.1 The trip distribution for the existing Ngā Puna Wai Sports Hub, including the recently completed Netball Centre, is based on the inherent trip distribution within the CAST traffic model for the zone that is broadly coincident with the extent of Ngā Puna Wai. This in-turn originates from the 'parent' regional Christchurch Transportation Model (CTM) based on employment³ allocated to the model zone. The trip distribution is a synthetic statistical distribution that assumes a trip proportion to and from all other zones in the model for each trip purpose, calibrated to trip lengths from Household Travel Surveys and Statistics New Zealand Census Journey to Work data. The trip distribution between employee's households and Nga Puna Wait is accordingly 'wide' and distributed across hundreds of model zones. This provides a reasonable basis of the trip distribution to the existing and proposed sports facilities (and those of the depot), which are similarly anticipated to be widely spread throughout Christchurch.
- 5.1.2 The following model plots illustrate the modelled trips to and from the zone representing the Ngā Puna Wai Sports Hub in the AM and PM peak hours(separately). As noted above, the distribution of trips (locations to where trips are coming from and going to) are based on those of the regional model based on demographic inputs. Routing through the transport network for this assessment using the project-version of the CAST model is however undertaken based on the optimal routes between origins and destinations, taking into account simulated delays at intersections.



Figure 5.1: Modelled Routing of Inbound Trips To Site, 2038 AM Peak Hour

³ The employment numbers are used to generate trips that reflect a wide range of trip purposes (e.g. including work trips for employees and social/recreation trips for facility users).



Figure 5.2: Modelled Routing of Outbound Trips From Site, 2038 AM Peak Hour

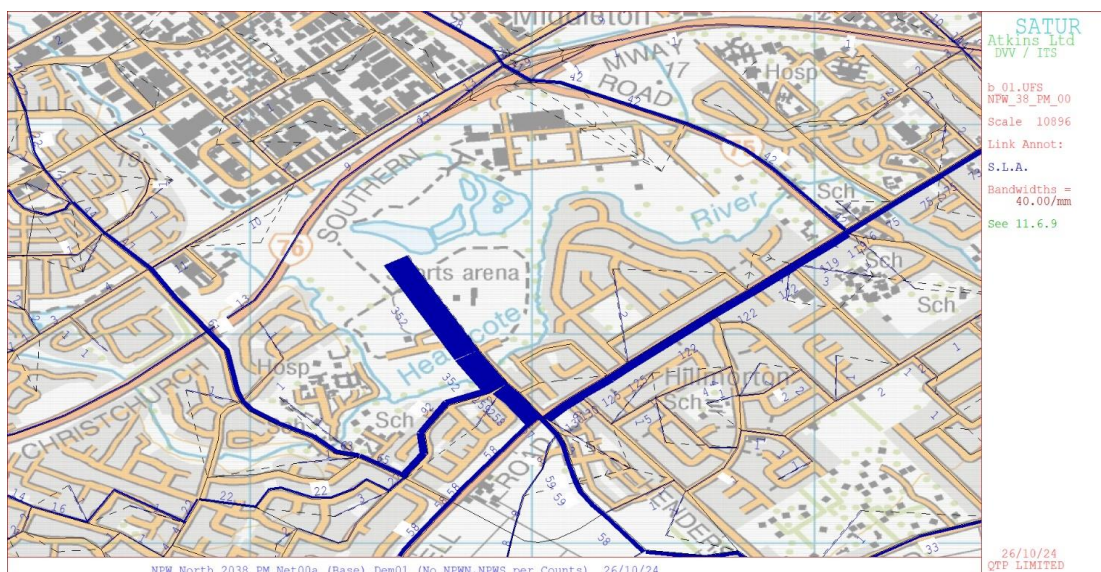


Figure 5.3: Modelled Routing of Inbound Trips To Site, 2038 PM Peak Hour

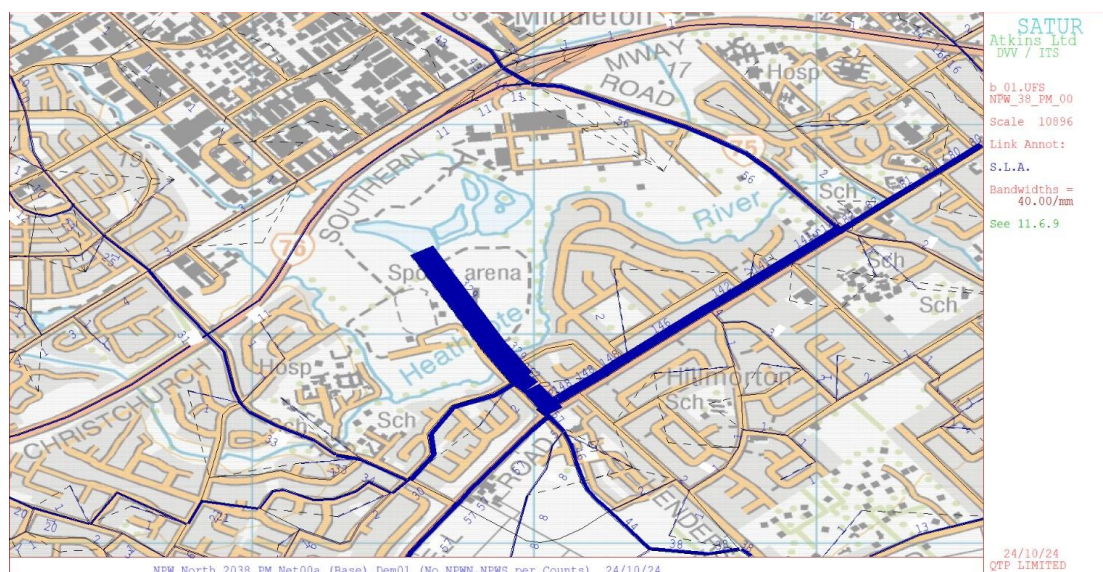


Figure 5.4: Modelled Routing of Outbound Trips From Site, 2038 PM Peak Hour

5.1.3 The following table summarises the above distribution plots local to the site.

Road	AM		PM	
	To	From	To	From
Halswell Rd NE	36%	57%	37%	45%
Monsaraz Boulevard (SE)	21%	13%	19%	17%
Halswell Rd SW	19%	9%	17%	17%
Euphrasie Dr (W)	24%	22%	27%	20%

5.1.4 In both periods and directions, the largest proportion of trips route via Halswell Road northeast (around 40%, but varying). This is logical, given this is the direct route to much of the city. There is an approximately even split in the remaining 60% of trips in routing via Monsaraz Boulevard (and on to/from southern areas of the city via Henderson Road), Halswell Road to southwest suburbs and via Euphrasie Drive to western and northwestern suburbs.

5.1.5 Overall, the modelled trip distribution appears reasonable.



6 Modelled Effects of New North/South Access Road

6.1 Overview

- 6.1.1 In-line with the agreed scope of this study, the first 'do-something' scenario modelled is of the effects of the potential new north-south access road, including the new signalised intersection at Hayton Road / Wigram Road. **This first scenario considers only the effects of this network change – new development at Ngā Puna Wai North is not included.**
- 6.1.2 The modelling reflects the approved intersection design per the CCC meeting minutes of 01/11/23, per the following plan.



Figure 6.1: Hayton / Wigram / Access Road Approved Intersection Design

- 6.1.3 Note also that CCC have advised that the new access road underpassing the southern motorway is unsuitable for use by heavy vehicles. Accordingly, the modelling assumes the new link would be banned to heavy vehicles.
- 6.2 **Traffic Flow Changes**
- 6.2.1 The following model plots illustrate the change in modelled traffic volumes due to the new north/south access road. The changes are relative to the 2038 base scenario modelled flows as illustrated earlier at Figure 3.9 and Figure 3.10. Increases are illustrated as red bands and reductions in green, with the width of the bands proportional to the annotated change in flow (to the nearest 10 vph). For clarity, only changes greater than 10 vph are illustrated.



Figure 6.2: Modelled Changes in Traffic Flows Due to Access Road, 2038 AM Peak Hour

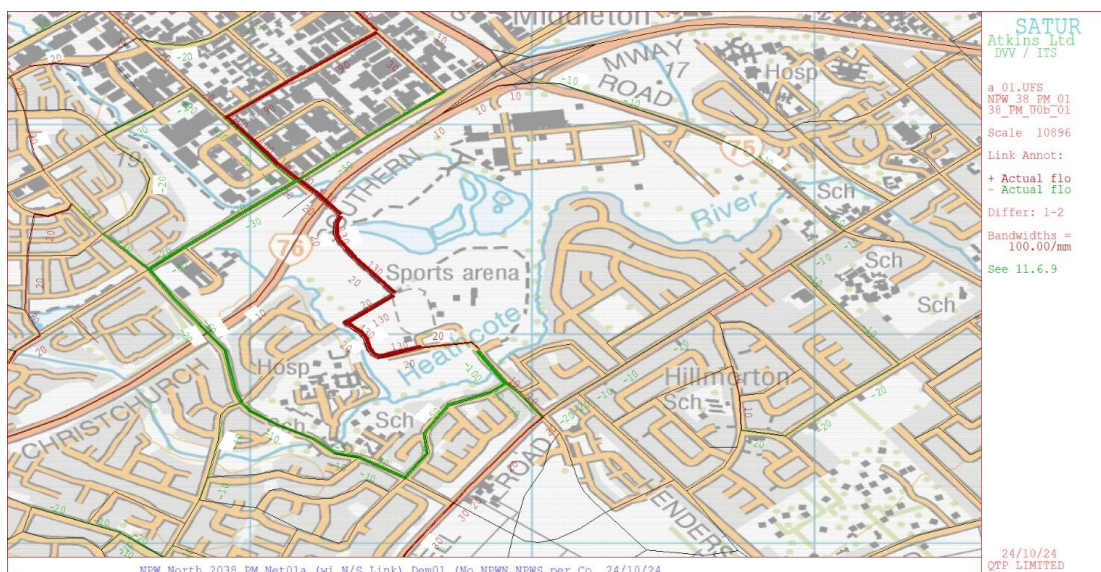


Figure 6.3: Modelled Changes in Traffic Flows Due to Access Road, 2038 PM Peak Hour

6.2.2 The following points are noted:

- In the morning peak hour, it appears that there are zero users of the new link road. In practice, this is a function of the plot parameters that only illustrate changes in vehicle flows greater than 10 vph. With the demands to the existing Sports Hub reflecting existing count data that suggests low traffic demands in the morning peak hour of around just 60 vph two-way, the new road attracts just 5 vehicles in the AM peak hour, all of which are to/from the Sports Hub (i.e. there is no through-traffic modelled as using the access road).
- In the PM peak hour, with trips to the existing Sports Hub being significantly higher than the AM peak, at around 680 vph two-way, the new access road attracts around 150 vph.



The large majority of these trips are to/from the Sports Hub, with around only 20 vph being through-traffic.

- In the AM peak hour, the modelled response to the new signalised intersection at Hayton Road / Wigram Road is a small net reduction in vehicles on the existing approaches, being around 20 vehicles per hour on a directional basis. This reflects the modest additional delays to traffic on Wigram Road and Hayton Road introduced under signalisation (around 30-40 seconds per vehicle, refer to the following section below). The model assigns drivers to their optimal route based on 'cost', being a combination of time and distance. Thus, as occurs in practice, when additional delays are introduced on a corridor, for a small number of trips a competing corridor (e.g. Halswell Road) becomes optimal and a small number of trips are modelled as diverting.
- In the PM peak hour the effects of a new northern access to the existing Sports Hub are evident. Trips between locations in northwestern Christchurch and the Sports Hub are able to take a more direct route and this results in a net reduction in trips on Aidanfield and Euphrasie Drives (around 50 to 80 vph). There is an increase in traffic on Hayton and Sonter Roads (around 100 vph) due to vehicles re-routing to use the new road.

6.3 Modelled Approach Delays

- 6.3.1 The following plots illustrate the modelled delays around the network at an intersection approach level, in the same manner as those presented earlier within this report for the 2021 present-day model and the 2038 base model.



Figure 6.4: Modelled Average Link Delays, with Access Road, 2038 AM Peak Hour



Figure 6.5: Modelled Average Link Delays, with Access Road, 2038 PM Peak Hour

- 6.3.2 Modelled delays at the signalised intersection of the new access road with Hayton and Wigram Roads are modest at LoS D (less than 50 seconds on all approaches) in the peak hours.
- 6.3.3 The above illustrated modelled link delays are most useful when considered together with the relative **changes** in delays due to the proposed development (presented next). In this way, locations of material changes can be considered in the context of the level of delay forecast.
- 6.4 **Modelled Delay Changes**
- 6.4.1 The following plots illustrate the modelled changes in approach delays in the vicinity of Nga Puna Wai. Only delay changes greater than 2 seconds are illustrated. The delay changes are illustrated as annotated bands, with the width of the bands proportional to the change in delay forecast. Increases in delay are illustrated as red bands, with reductions in green.



Figure 6.6: Modelled Changes in Link Delays Due to Access Road, 2038 AM Peak Hour



Figure 6.7: Modelled Changes in Link Delays Due to Access Road, 2038 PM Peak Hour

6.4.2 From the above plots of changes in modelled link delays >2s in the peak hours, the following points are noted:

- The only locations indicated with a significant change in modelled approach delays (>5s) in either peak period is on approach to the newly assumed signals at the intersection of Hayton, Wigram and the Access Roads. As noted above from the delay plots, the intersection is indicated to operate with a reasonable level of service (D or better) on all approaches.
- The above plots highlight the network delay benefits on the Aidanfield Drive southbound approach to its intersection with McMahon Drive. This is due to traffic to/from the Ngā



Puna Wai Sports Hub able to route directly via the new north/south access road, providing some relief to this route, as described in section 6.1.3. We note also some relief on the Treffers Road (southbound) approach to Wigram Road due to the proposed signals on Hayton Road providing a lower delay, more attractive route for traffic wishing to turn right on to Wigram road.

6.5 SIDRA Intersection Modelling Cross-Check

- 6.5.1 The SATURN software-based CAST model includes relatively sophisticated simulation of intersection performance compared to other area-wide software typically used for strategic modelling (i.e. for the parent CTM implemented in CUBE). This is achieved through two fundamental features of the software lacking in more strategic models. First, SATURN models true capacity restraint, such that the formation of queues are simulated and the effects of bottlenecks on downstream flows and also the effects of queues 'blocking back' from one intersection to another. Second, the software uses a 'Cyclical Flow Profile' meaning that the variation in traffic profiles and queueing vary through a typical modelled 'cycle time'. This allows, the effects of signals to be modelled on available 'gaps' in the major traffic stream at adjacent intersections. 'Platoon dispersal' is also modelled. Additionally, specifically in the CAST model, a great deal of effort is employed to model the effects of pedestrian phases at traffic signals.
- 6.5.2 Notwithstanding this relatively sophisticated simulation modelling undertaken on a wide-area basis that assists in understanding wider transport network performance under different demand and network scenarios, the CAST model does not typically allow for the detailed modelling of specific short-lane lengths on approaches to intersections. Also other tools are better suited to exploring different phasing arrangements and timing optimisation at specific intersections.
- 6.5.3 The Australasian industry-standard isolated intersection software SIDRA has been applied specifically as a cross-check of the operation of the modelled operation of the proposed signalised intersection at Hayton, Wigram and the new Access Roads. Note that the exercise is simply a cross-check of the modelled intersection performance for the given set of flows. In practice, the CAST intersection modelling calculates the delays that are in-turn influential to the assigned traffic volumes through the intersection. That is to say, the modelled flows in CAST are in equilibrium with the modelled intersection performance. Any significant discrepancy between modelled delays in the SIDRA modelling and those of the CAST modelling would not, in practice, occur to the same extent because higher delays would result in some traffic taking alternative routes (which in-turn would reduce the modelled delays). Similarly, lower delays as modelled in SIDRA would likely attract increased volumes onto the corridor than with the CAST model, which in-turn would increase delays to some degree.
- 6.5.4 We note also that by default, SIDRA assumes some 'peaking within the peak hour' reflecting traffic volumes in the central 30-minute period being a little higher than the surrounding 15—minute shoulders. This is simply modelled in SIDRA by increasing the input hourly traffic flows by 5.3% (by default). For consistency with this standard practice for intersection modelling, all modelling of delays (and delay differences) presented in this report for the CAST model, also adopt this 'peak flow factor', with separate CAST model runs undertaken with this peak flow factor implemented. As such, the resulting flows from the CAST model used as input flows to the SIDRA intersection model already allow for peak flow factoring and



the factors have accordingly been set to 1.

6.5.5 Full SIDRA modelling movement summaries for the various future year scenarios are provided within **Appendix B**.

6.5.6 The following diagrams illustrate the intersection layout and phasing assumed within the modelling of all scenarios.

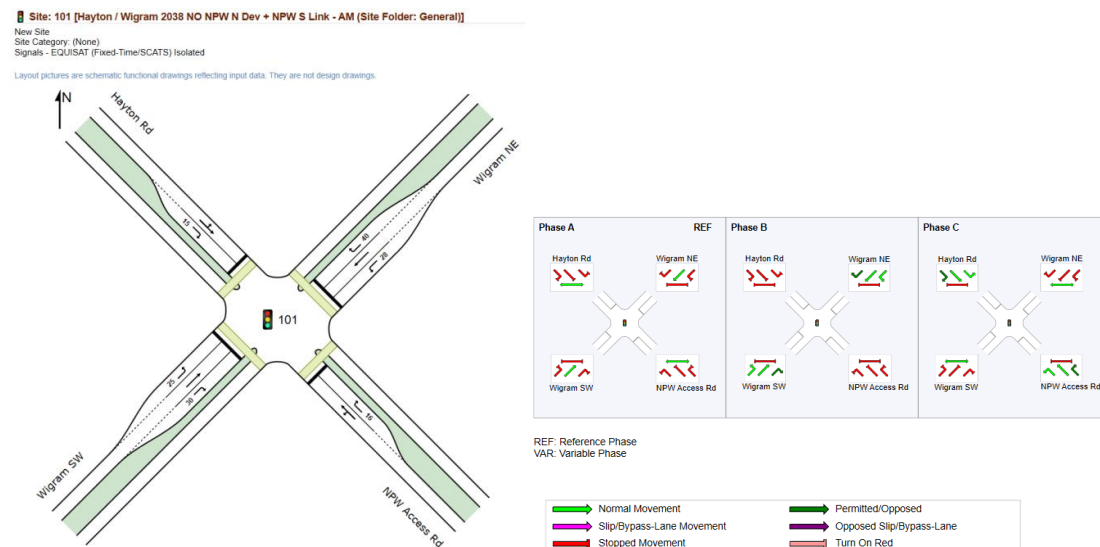


Figure 6.8: SIDRA Intersection Modelling Assumed Geometry and Phasing

6.5.7 A potentially influential assumption is the level of cycle (and pedestrian) demand through the intersection, noting that this will accommodate cycle facilities. These have been based on inspection of the v24 2038 Christchurch Cycle Model, with some rounding up of cycle volumes given relatively high levels of uncertainty in cycle modelling.

6.5.8 The following diagrams illustrate the modelled degrees of saturation (DoS) and delays for this initial scenario in 2038 with the new access road but with no new development at Ngā Puna Wai North.



Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time) Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups

All Movement Classes (*)

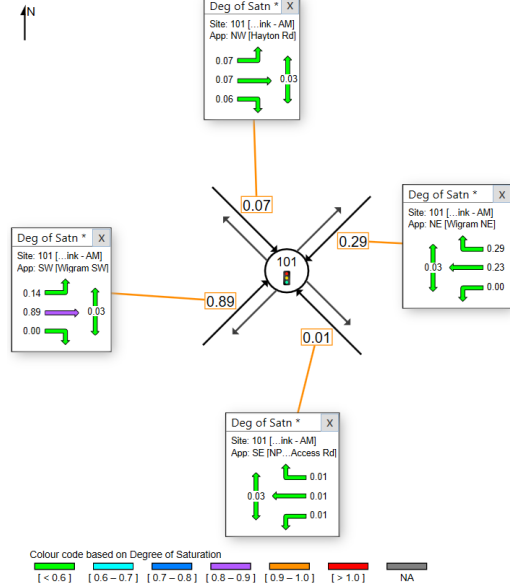


Figure 6.9: SIDRA Modelling Summary, With Access Road, 2038 AM Peak Hour

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time) Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups

All Movement Classes (*)

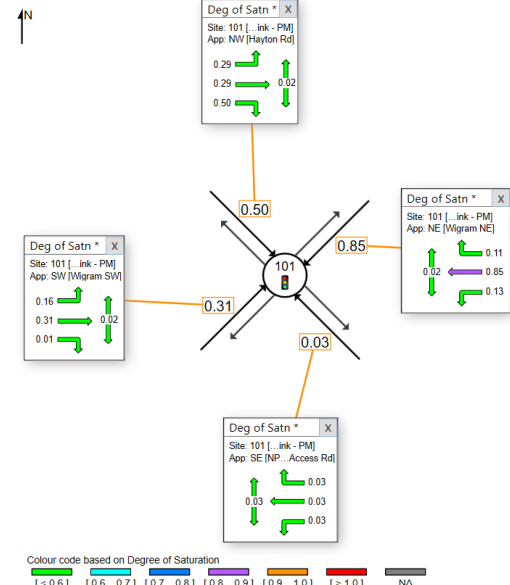


Figure 6.10: SIDRA Modelling Summary, With Access Road, 2038 PM Peak Hour

6.5.9 Overall, the SIDRA intersection modelling indicates similar operation to the CAST model, with LoS D at worst.



7 Modelled Effects of Ngā Puna Wai North Development

7.1 Overview

7.1.1 In-line with the agreed scope of this study, this scenario relates to the effects of the proposed new development at Ngā Puna Wai North, assuming the new north-south access road with signalised access via the Hayton Road / Wigram Road intersection (refer previous chapter) is in place.

7.2 Trip Distribution

7.2.1 The following model plots illustrate the modelled trips to and from the zone representing the proposed sports pitches at Ngā Puna Wai North. Referring to Table 4.1, the PM peak hour has around three times the traffic generation of the AM peak hour and the sports pitches comprise 85% of the PM peak trips.

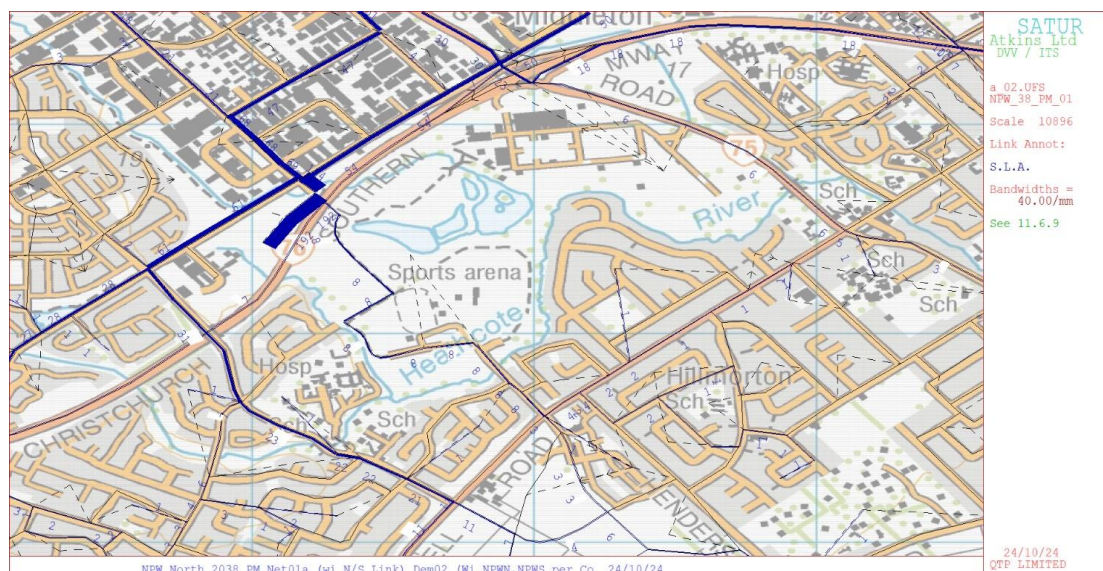


Figure 7.1: Modelled Routing of Inbound Trips To Site, 2038 PM Peak Hour

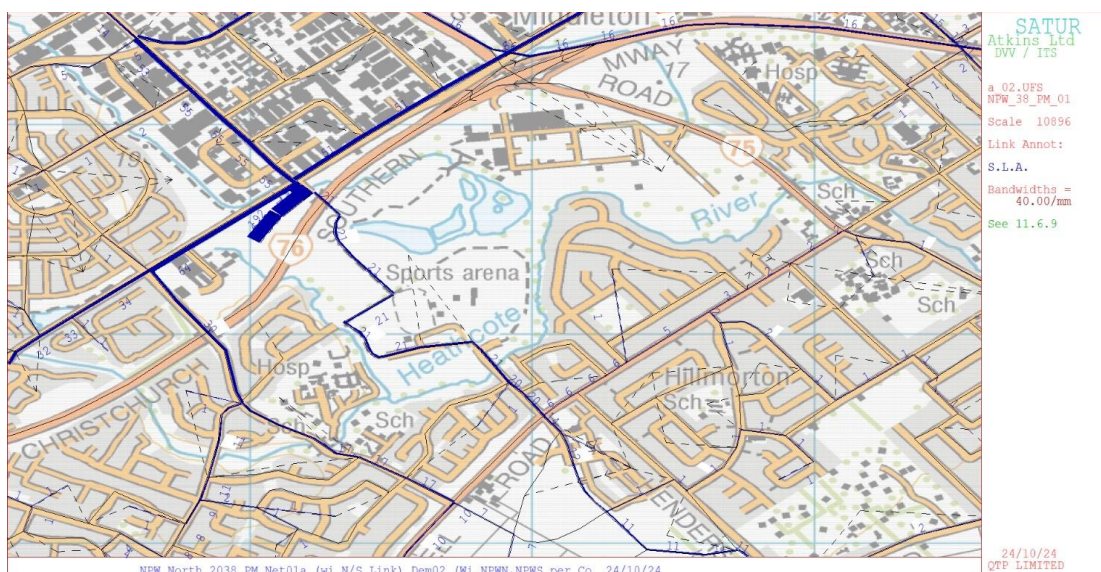


Figure 7.2: Modelled Routing of Outbound Trips From Site, 2038 PM Peak Hour

7.2.2 Notably, in both directions, the modelled trip distribution results in a fairly even distribution of traffic on Wigram Road Northeast and Southeast of the site and on Hayton Road. Relatively few trips to or from the site route via the new north / south access road.

7.3 Modelled Peak Hour Traffic Flows

7.3.1 The following diagrams illustrate the modelled peak hour traffic flows (in vehicles per hour) on the local road network in 2038 with development at Ngā Puna Wai North.



Figure 7.3: Modelled Flows, With North/South Access Road and Ngā Puna Wai North Development, 2038 AM Peak Hour



Figure 7.4: Modelled Flows, With North/South Access Road and Ngā Puna Wai North Development, 2038 PM Peak Hour

7.4 Traffic Flow Changes

7.4.1 The following model plots illustrate the change in modelled traffic volumes due to the new development at Ngā Puna Wai North (the sports pitches and maintenance depot combined). The changes are relative to the 2038 scenario with the north-south access road in place, but without the proposed Ngā Puna Wai North development, as presented within the previous chapter. Increases are illustrated as red bands and reductions in green, with the width of the bands proportional to the annotated change in flow (to the nearest 10 vph). For clarity, only changes greater than 10 vph are illustrated.



Figure 7.5: Modelled Changes in Traffic Flows Due to Ngā Puna Wai North, 2038 AM Peak Hour



Figure 7.6: Modelled Changes in Traffic Flows Due to Ngā Puna Wai North, 2038 PM Peak Hour

7.4.2 The following points are noted:

- In the morning peak hour, with relatively low traffic demands to/from the proposed development, modelled flows on the new access road are near-zero. Wider network flow impacts are modest beyond the Hayton Road / Wigram Road intersection (less than 30 vph on any approach road).
- In the PM peak hour, trips to the new development are significantly higher than the AM peak, at around 460 vph two-way. However, the modelled proportion of trips accessing Ngā Puna Wai North via the new access road is low, with an increase in trips of around just 20 vph on the new road.

7.5 Modelled Approach Delays

7.5.1 The following plots illustrate the modelled delays around the network at an intersection approach level.



Figure 7.7: Modelled Average Link Delays, with Ngā Puna Wai North Development, 2038 AM Peak Hour

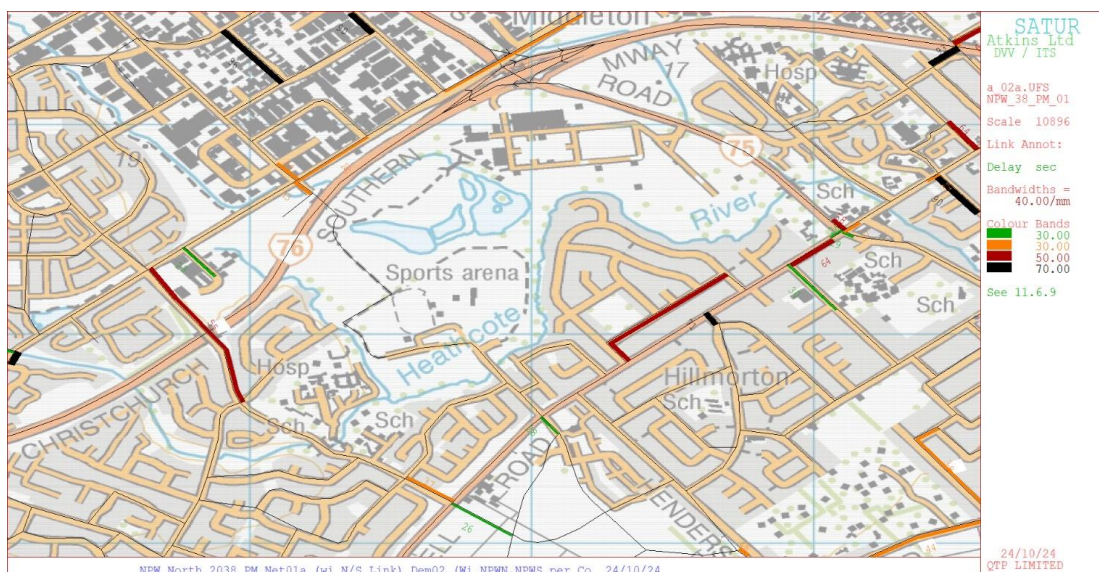


Figure 7.8: Modelled Average Link Delays, with Ngā Puna Wai North Development, 2038 PM Peak Hour

- 7.5.2 Modelled delays at the signalised intersection of the new access road with Hayton and Wigram Roads are modest at LoS D (less than 50 seconds on all approaches) in the peak hours.
- 7.5.3 The above illustrated modelled link delays are most useful when considered together with the relative **changes** in delays due to the proposed development (presented next). In this way, locations of material changes can be considered in the context of the level of delay forecast.



7.6 Modelled Delay Changes

7.6.1 The following plots illustrate the modelled changes in approach delays due to the proposed new development at Ngā Puna Wai North.



Figure 7.9: Modelled Changes in Link Delays Due to Ngā Puna Wai North Development, 2038 AM Peak Hour



Figure 7.10: Modelled Changes in Link Delays Due to Ngā Puna Wai North Development, 2038 PM Peak Hour

7.6.2 From the above plots of changes in modelled link delays >2s in the peak hours, the following points are noted:

- The only locations indicated with a significant change in modelled approach delays (greater than around 5s) in either peak period is on approach to the newly assumed



signals at the intersection of Hayton, Wigram and the Access Roads. As noted above from the delay plots, the intersection is indicated to operate with a reasonable level of service (D or better) on all approaches.

- A small increase in delays of 7s is indicated on the Treffers Road approach to Wigram Road. However, as noted within the previous chapter, this approach is subject to delay-relief of a similar magnitude due to the proposed new access road attracting traffic to the parallel Hayton Road corridor. As such, the approach continues to operate with a reasonable Level of Service (LoS D in the AM peak hour).

7.7 SIDRA Intersection Modelling Cross-Check

7.7.1 The following diagrams illustrate the modelled degrees of saturation (DoS) and delays at the proposed signalised intersection of Hayton and Wigram Roads for this scenario in 2038 with the new access road and the proposed new development at Ngā Puna Wai North.

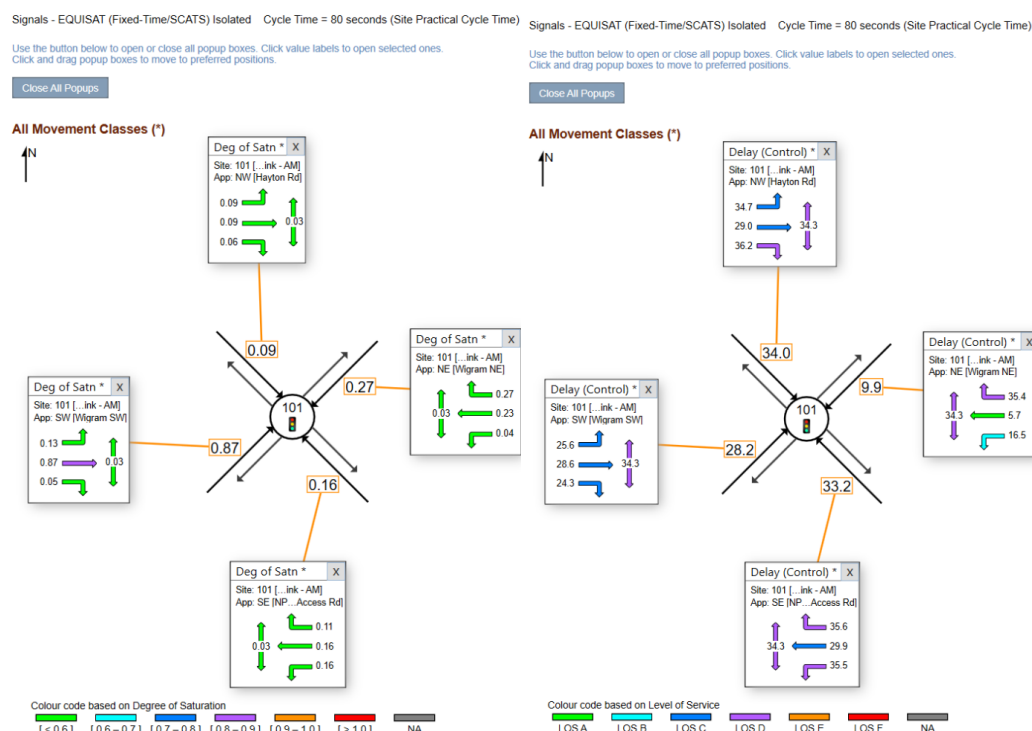


Figure 7.11: SIDRA Modelling Summary, With Ngā Puna Wai North Development, 2038 AM Peak Hour



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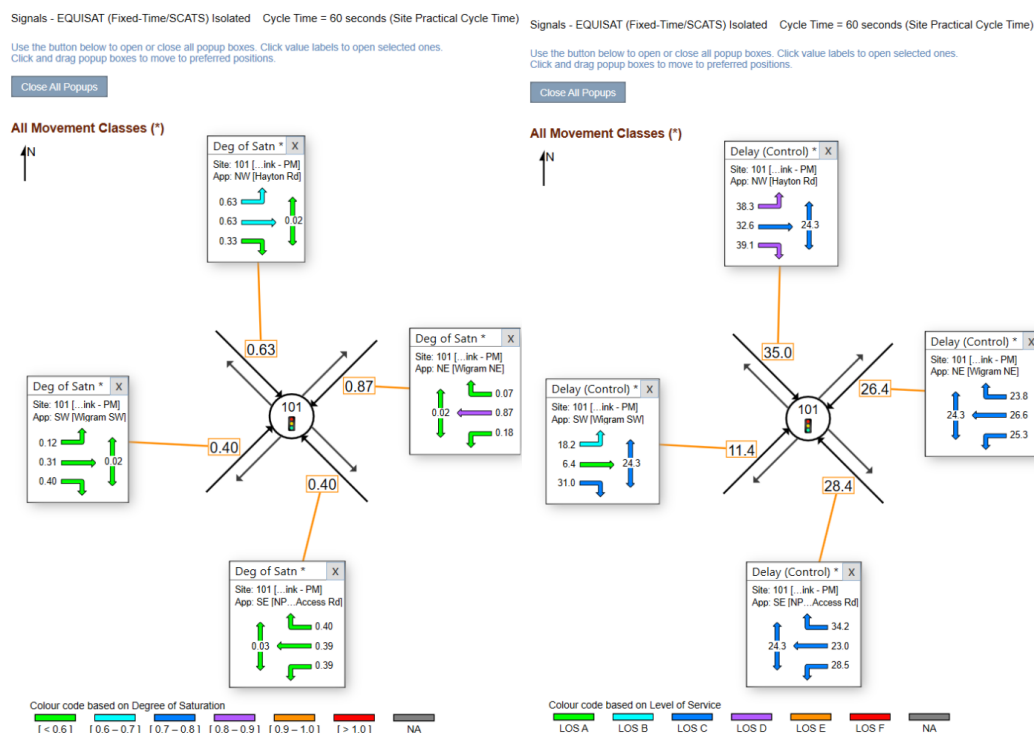


Figure 7.12: SIDRA Modelling Summary, With Ngā Puna Wai North Development, 2038 PM Peak Hour

7.7.2 Overall, the SIDRA intersection modelling indicates similar operation to the CAST model, with LoS D at worst.



8 Ngā Puna Wai North Development Traffic Threshold Test

8.1 Overview

8.1.1 In-line with the agreed scope of this study, this scenario identifies the approximate limit of development traffic at Ngā Puna Wai North that can be accommodated without significant effects on the operation of the road network. Based on the modelling of proposed development at Ngā Puna Wai North for the assumed level of traffic generation presented within the previous chapter, it appears that the Hayton / Wigram / Site Access signalised intersection could accommodate around twice the volume of traffic initially assumed for the sports pitches. Accordingly, modelling presented here reflects two-way trip generation for the sports pitches of 768 trips (compared to 384 in the previous chapter) yielding a total two-way trip generation of around 850 vph in the PM peak hour with the inclusion of the maintenance depot (and around 225 vph in the AM peak hour).

8.1.2 Per the previous chapter, the 'threshold' development at Ngā Puna Wai North assumes the new north-south access road with signalised access via the Hayton Road / Wigram Road intersection (refer previous chapter) is in place and the effects of the development traffic are presented relative to this road network.

8.2 Modelled Peak Hour Traffic Flows

8.2.1 The following diagrams illustrate the modelled peak hour traffic flows (in vehicles per hour) on the local road network in 2038 with development at Ngā Puna Wai North.



Figure 8.1: Modelled Flows, Ngā Puna Wai North Threshold Test, 2038 AM Peak Hour



Figure 8.2: Modelled Flows, Ngā Puna Wai North Threshold Test 2038 PM Peak Hour

8.3 Traffic Flow Changes

8.3.1 The following model plots illustrate the change in modelled traffic volumes due to the new development at Ngā Puna Wai North (for the threshold development test). The changes are relative to the 2038 scenario with the north-south access road in place, but without any proposed Ngā Puna Wai North development.



Figure 8.3: Modelled Changes in Traffic Flows Due to Ngā Puna Wai North, 2038 AM Peak Hour



Figure 8.4: Modelled Changes in Traffic Flows Due to Ngā Puna Wai North, 2038 PM Peak Hour

8.3.2 The following points are noted:

- In the morning peak hour, with relatively low traffic demands to/from the proposed development, modelled flows on the new access road are near-zero. Wider network flow impacts are modest beyond the Hayton Road / Wigram Road intersection (less than 40 vph on any approach road).
- In the PM peak hour, trips to the new development are significantly higher than the AM peak, at around 850 vph two-way. However, the modelled proportion of trips accessing Ngā Puna Wai North via the new access road is low, with an increase in trips of around just 60 vph on the new road.

8.4 Modelled Approach Delays

8.4.1 The following plots illustrate the modelled delays around the network at an intersection approach level.



Figure 8.5: Modelled Average Link Delays, Ngā Puna Wai North Threshold Test, 2038 AM Peak Hour



Figure 8.6: Modelled Average Link Delays, Ngā Puna Wai North Threshold Test, 2038 PM Peak Hour

- 8.4.2 Modelled delays at the signalised intersection of the new access road with Hayton and Wigram Roads are significantly higher than for the 'proposed development' modelling. Delays on the existing approaches to the Hayton and Wigram Road approaches to the signalised intersection remain reasonable at LoS E or better and notably modelled delays on the Wigram Road approaches are maintained at LoS D or better (maximum approach delay of 30s) whilst delays on the new access road approach are around 70 seconds in the critical PM peak hour.
- 8.4.3 The above illustrated modelled link delays are most useful when considered together with the relative **changes** in delays due to the proposed development (presented next). In this



way, locations of material changes can be considered in the context of the level of delay forecast.

8.5 Modelled Delay Changes

8.5.1 The following plots illustrate the modelled changes in approach delays for Ngā Puna Wai North threshold development test.



Figure 8.7: Modelled Changes in Link Delays Due to Ngā Puna Wai North Threshold Development, 2038 AM Peak Hour



Figure 8.8: Modelled Changes in Link Delays Due to Ngā Puna Wai North Threshold Development, 2038 PM Peak Hour

8.5.2 From the above plots of changes in modelled link delays >2s in the peak hours, the following



points are noted:

- Significant changes in modelled approach delays are indicated on approach to the newly assumed signals at the intersection of Hayton, Wigram and the Access Roads. As noted above from the delay plots, the intersection is indicated to be operating at around it's limit of reasonable performance.
- A modest increase in delays of around 10s is indicated on the Treffers Road approach to Wigram Road in the AM peak hour. However, as noted within Chapter 6, this approach is subject to delay-relief of a similar magnitude due to the proposed new access road attracting traffic to the parallel Hayton Road corridor. As such, the approach continues to operate with a reasonable Level of Service (LoS D in the AM peak hour).
- A modest increase in delays of around 6s is indicated on the Aidanfield Drive southbound approach to the McMahon Drive roundabout in the PM peak hour. With this approach having modelled delays approaching one minute, this is considered to be at around the limit of acceptable performance and development impact.

8.6 SIDRA Intersection Modelling Cross-Check

8.6.1 The following diagrams illustrate the modelled degrees of saturation (DoS) and delays at the proposed signalised intersection of Hayton and Wigram Roads for this scenario in 2038 with the new access road and the higher 'threshold development test' at Ngā Puna Wai North.

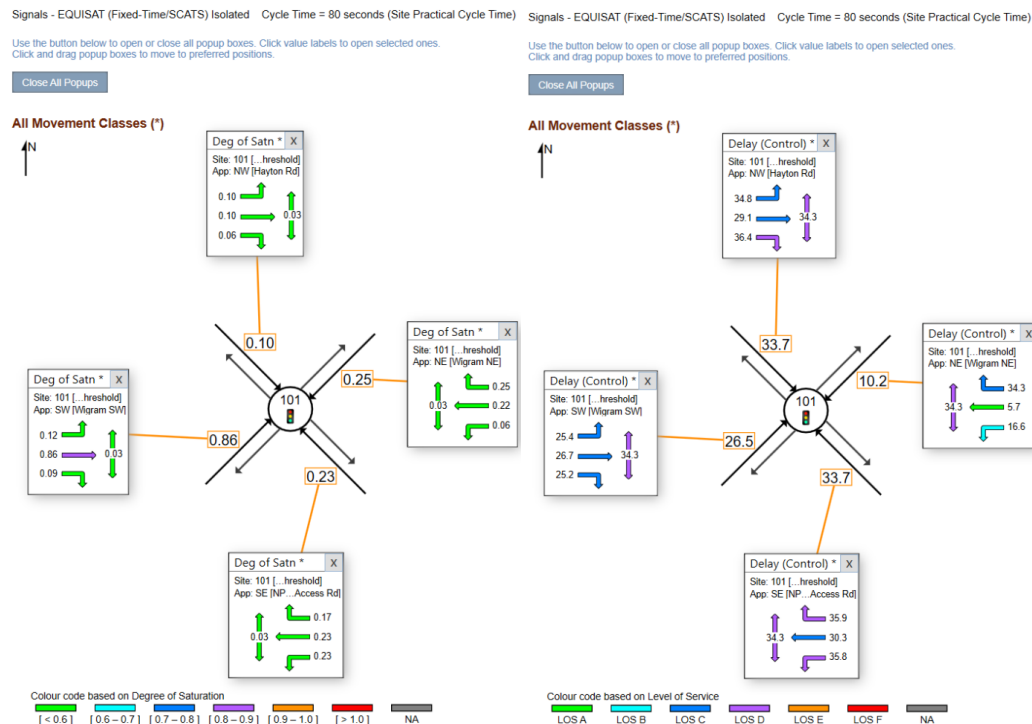


Figure 8.9: SIDRA Modelling Summary, Ngā Puna Wai North Threshold Test, 2038 AM Peak Hour

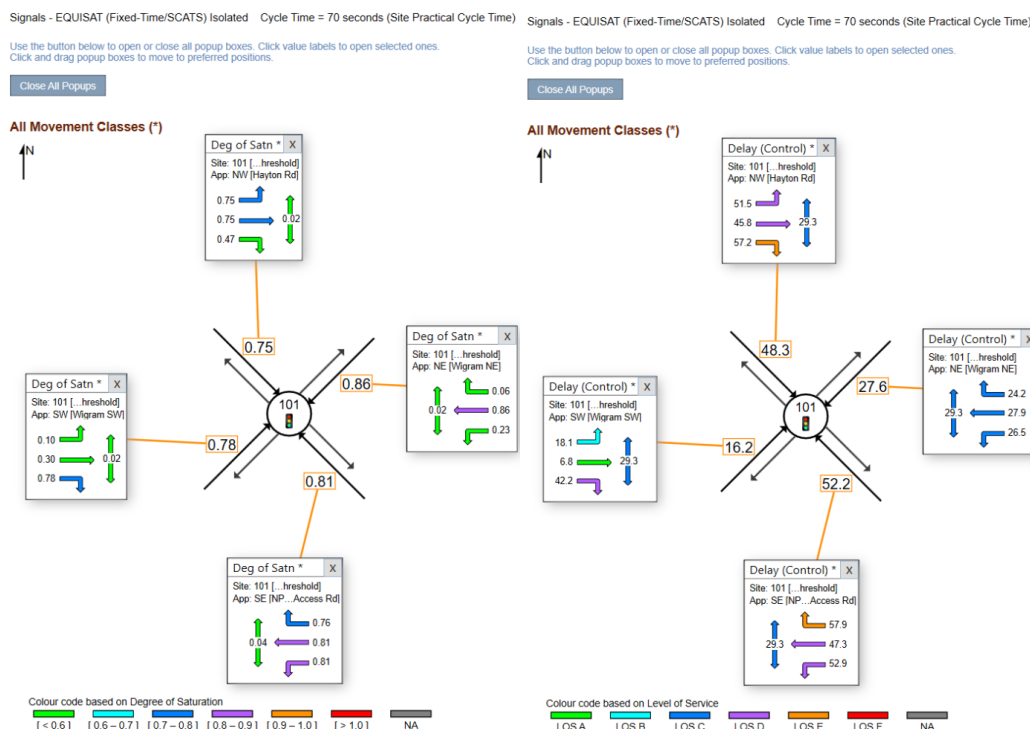


Figure 8.10: SIDRA Modelling Summary, With Ngā Puna Wai North Threshold Test, 2038 PM Peak Hour

- 8.6.2 Overall, the SIDRA intersection modelling indicates similar operation to the CAST model, with LoS C generally maintained on the Wigram Road approaches in both peak hours. In the AM peak hour, delays on the Hayton and Access Road approaches remain modest at 30-40s, LoS C to D (varying by turn). In the PM peak hour, delays increase to just under one minute on the Hayton and Access Road approaches and the highest intersection turn degrees of saturation is around 86% (just within practical capacity of 90% saturated).
- 8.6.3 As such, the SIDRA modelling reflects the CAST modelling that, for the volume of trips assumed for this 'threshold' scenario, the proposed signalised intersection of the Access Road with Hayton and Wigram Road would be at around the limit of acceptable performance.



9 Modelled Effects of Access from McMahon Drive

9.1 Overview

9.1.1 Access to the Ngā Puna Wai Sports Hub is presently physically possible from McMahon Drive, in addition to Augustine Drive (refer Figure 2.1). The access is however gated and not always open.

9.1.2 In-line with the agreed scope of this study, this test considers the possible effects of assuming access from McMahon Drive is provided for the core 'with Ngā Puna Wai North' development scenario presented in Chapter 7.

9.2 Modelled Peak Hour Traffic Flows

9.2.1 The following diagrams illustrate the modelled peak hour traffic flows (in vehicles per hour) on the local road network at 2038 with development at Ngā Puna Wai North, the north-south access road and assuming access from McMahon Drive is in place.



Figure 9.1: Modelled Flows, McMahon Drive Access Test, 2038 AM Peak Hour



Figure 9.2: Modelled Flows, McMahon Drive Access Test, 2038 PM Peak Hour

9.3 Traffic Flow Changes

9.3.1 The following model plots illustrate the change in modelled traffic volumes due to allowing (additional) access from McMahon Drive. The changes are relative to the 2038 base scenario modelled flows as illustrated earlier at Figure 7.3 and Figure 7.4. Increases are illustrated as red bands and reductions in green, with the width of the bands proportional to the annotated change in flow (to the nearest 10 vph). For clarity, only changes greater than 10 vph are illustrated.

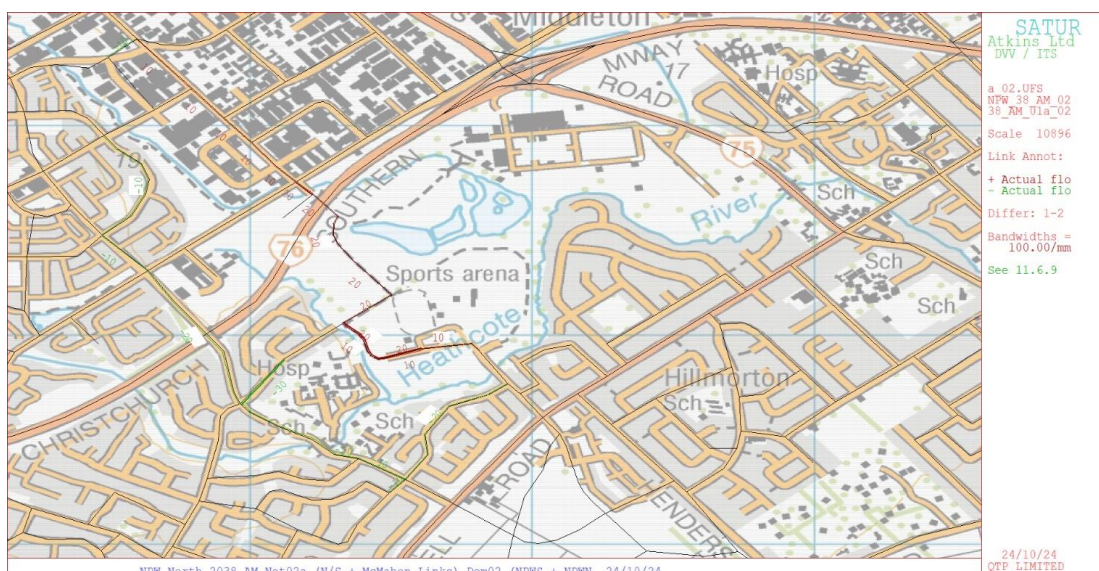


Figure 9.3: Modelled Changes in Traffic Flows Due to McMahon Drive Link, 2038 AM Peak Hour

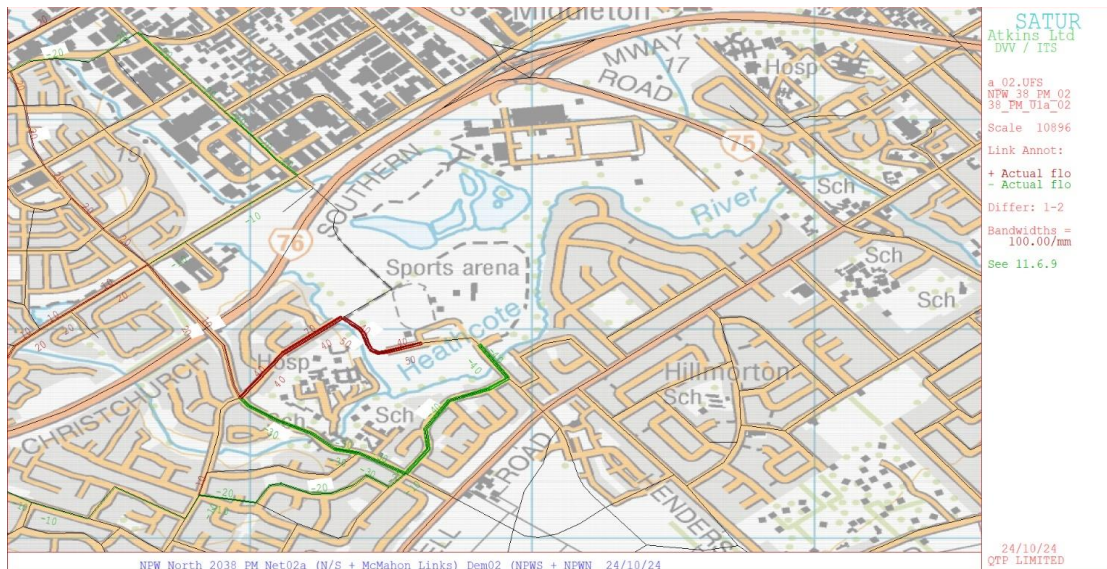


Figure 9.4: Modelled Changes in Traffic Flows Due to McMahon Drive Link, 2038 PM Peak Hour

9.3.2 The following points are noted:

- In the morning peak hour, allowing access from McMahon Drive results in a modest increase in traffic volumes on the north-south access road both to the north and south of the intersection with McMahon Drive. This is because the connection makes the use of the internal access roads within Ngā Puna Wai a convenient route for residents living in the McMahon Drive area east of Aidanfield Drive (including Mariposa Crescent and Rosario Place). The increases are modest at around 30 vph two-way and the modelling suggests use of the internal access roads does not become an attractive through-route for longer distance trips.
- In the PM peak hour, with a larger number of trips to and from the existing Sports Hub (than the AM peak hour), Mc Mahon Drives serves as a more convenient route for trips between the Sports Hub and suburbs to the west (for example, Wigram). Around 90 vph two-way route to/from the Sports Hub via McMahon Drive. This results in a net reduction in traffic on the longer alternative route via Euphrasie Drive and Aidanfield Drive, as illustrated by the green band reductions in the above diagrams.

9.4 Modelled Approach Delays

9.4.1 The following plots illustrate the modelled delays around the network at an intersection approach level, in the same manner as those presented earlier within this report for the 2021 present-day model and the 2038 base model.



Figure 9.5: Modelled Average Link Delays, with McMahon Drive Link, 2038 AM Peak Hour

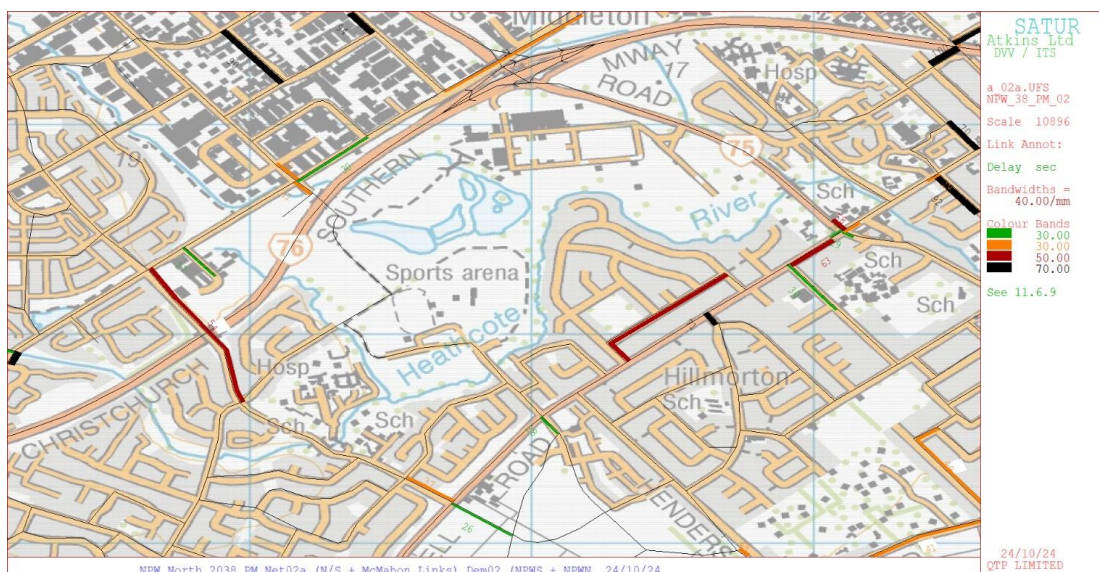


Figure 9.6: Modelled Average Link Delays, with McMahon Drive Link, 2038 PM Peak Hour

9.4.2 The above illustrated modelled link delays are most useful when considered together with the relative **changes** in delays due to the proposed development (presented next). In this way, locations of material changes can be considered in the context of the level of delay forecast.

9.5 Modelled Delay Changes

9.5.1 The following plots illustrate the modelled changes in approach delays in the vicinity of Nga Puna Wai. Only delay changes greater than 2 seconds are illustrated. The delay changes are illustrated as annotated bands, with the width of the bands proportional to the change in delay forecast. Increases in delay are illustrated as red bands, with reductions in green.



Figure 9.7: Modelled Changes in Link Delays Due to McMahon Drive Link, 2038 AM Peak Hour



Figure 9.8: Modelled Changes in Link Delays Due to McMahon Drive Link, 2038 PM Peak Hour

- 9.5.2 The above plots indicate that the McMahon Drive link would have negligible effect on the operation of the wider road network. Very small increases in travel time (<5s) are modelled on the internal access roads on approach to the three-way intersection that would be formed between the internal north-south access road and the McMahon Drive access.



10 Modelling Results Summary

- 10.1 The following points summarise the scenarios modelled and indicated network operation and effects:
- b. The 2038 base scenario includes traffic associated with the recently expanded Sports Hub, based on traffic counts undertaken on the site access roads in June 2024. It also includes completion of bus priority on the Halswell Road and Lincoln Road corridors presently under construction, in addition to general traffic growth related to projected demographic growth in the generic Christchurch models. Modelling indicates reasonable network performance in the vicinity of the site (approach delays generally less than around 1 minute) including at the key intersections from which access is presently provided to the Sports Hub (Augustine Drive / Halswell Road) and proposed to be provided to Ngā Puna Wai North (Hayton Road / Wigram Road).
 - c. Modelling of a new 20kph north / south access road through the site, accessed from a fourth arm at the proposed signalised intersection of Hayton and Wigram Roads, indicates no significant use of the road in the AM peak hour. In the PM peak hour, with some 680 two-way trips assumed to/from the Sports Hub, around 130 of these trips (around 20%) route via the new access road and only a further 20 vph are through-trips (resulting in a modelled flow of 150 vph two-way in the PM peak hour). The key access intersections of Augustine Drive / Halswell Road and Hayton Road / Wigram Road operate with reasonable performance. There are some wider network delay reductions associated with use of the new road (on Aidanfield Drive southbound to McMahon Drive and on Treffers Road southbound to Wigram Road).
 - d. With the addition of traffic attributed to Ngā Puna Wai North, the proposed access via the signalised intersection of Hayton Road / Wigram Road operates with good performance (LoS D or better on all turns) in the peak periods. On the wider road network, net impacts of the proposed development are minor.
 - e. A threshold test was undertaken to identify the approximate level of trip making to / from the proposed Ngā Puna Wai sports fields that can be supported by the local road network at the limit of acceptable network performance and impact (a limit of 1 minute for intersection approach delays or, where this is exceeded in the base, impacts less than 10 seconds). This identified a threshold of around twice the assumed trip generation for the Sports Fields in the 'standard' modelling referred to a point d above. This equates to a two-way trip generation for the sports pitches of 768 trips (compared to 384 in the standard modelling) yielding a total two-way trip generation of around 850 vph in the PM peak hour with the inclusion of the maintenance depot (and around 225 vph in the AM peak hour). At this level of trip-making at Ngā Puna Wai North, for the Hayton Road / Wigram Road signals the highest delays occurs in the PM peak hour, of just under 1 minute for right-turning traffic to and from the site and the degrees of saturation is around 86% (just within practical capacity of 90% saturated). In terms of wider-network impacts, a modest increase in delays of around 6s is indicated on the Aidanfield Drive southbound approach to the McMahon Drive roundabout in the PM peak hour. With this approach having modelled delays approaching one minute, this is considered to be at around the limit of acceptable performance and development impact.
 - f. Modelling of access to Ngā Puna Wai from McMahon Street, introduced into the 'standard' with-development scenario (refer to a point d above), indicates relatively small changes in traffic volumes and being greatest in the PM peak hour. Around 90 vph two-way route to/from the Sports



Hub via McMahon Drive. This results in a net reduction in traffic on the longer alternative route via Euphrasie Drive and Aidanfield Drive. This relatively small volume of localised re-routing of traffic has negligible modelled effects on delays on the wider road network.



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Appendix A: Local Area Model vs Count Comparisons

Item 12

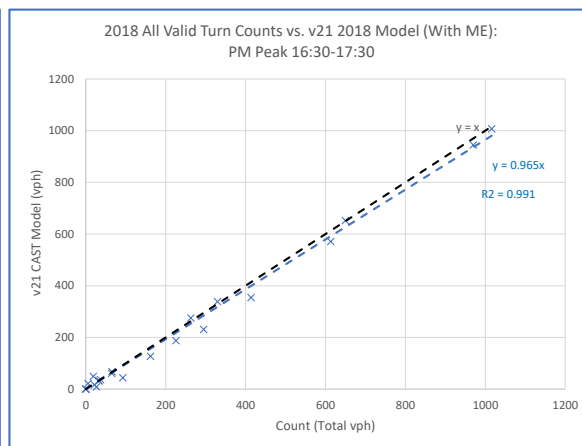
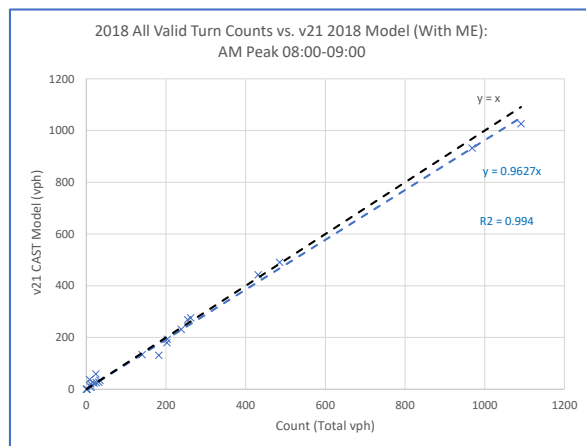
Attachment B

2018 Base Model vs Counts

GEHc	Target
5	80%
7.5	85%
10	90%
12	100%

AM Peak 08:00-09:00				Av. Interpeak 09:00-16:00				PM Peak 16:30-17:30			
All Veh	GEHc	%		All Veh	GEHc	%		All Veh	GEHc	%	
Cnts: 23	5	91%		Cnts: 23	5	100%		Cnts: 23	5	91%	
RMSE: 11%	8	100%		RMSE: 18%	7.5	100%		RMSE: 12%	7.5	100%	
Tot C: 4634	10	100%		Tot C: 3070	10	100%		Tot C: 5341	10	100%	
Tot M: 4549	12	100%		Tot M: 2871	12	100%		Tot M: 5055	12	100%	
% Diff: -2%				% Diff: -6%				% Diff: -5%			
R ² : 0.994	AAE: 7%			R ² : 0.977	AAE: 10%			R ² : 0.991	AAE: 8%		

Sequence ID	Row ID	Intersection	Approach	Turn	CAST Node Ref	AM Peak 08:00-09:00				Av. Interpeak 09:00-16:00				PM Peak 16:30-17:30			
79	79	Aidanfield / Halswell	Aidanfield SEB	Right	7671-1024-8139	11	20	9	2	34	68	34	5	19	49	30	5
80	80			Left	7671-1024-8710	262	276	14	1	154	151	-3	0	330	339	9	0
81	81			Left	8139-1024-7671	182	131	-51	4	76	72	-4	0	66	67	1	0
82	82			Thru	8139-1024-8710	968	933	-35	1	473	467	-6	0	613	571	-42	2
83	83	Halswell / Hendersons	Halswell SB	Right	8710-1024-7671	254	269	15	1	153	160	7	1	263	275	12	1
84	84			Thru	8710-1024-8139	431	442	11	1	478	398	-80	4	970	944	-26	1
2070	2070			Thru	5130-1733-7640	1091	1026	-65	2	517	477	-40	2	650	652	2	0
2071	2071			Right	5130-1733-7717	203	193	-10	1	145	129	-16	1	295	231	-64	4
2072	2072	Halswell / Hendersons	Halswell SB	Thru	7640-1733-5130	485	490	5	0	494	445	-49	2	1016	1007	-9	0
2073	2073			Left	7640-1733-7717	31	27	-4	1	42	40	-2	0	65	61	-4	1
2074	2074			Left	7717-1733-5130	238	232	-6	0	122	118	-4	0	226	187	-39	3
2075	2075			Right	7717-1733-7640	8	37	29	6	9	10	1	0	6	22	16	4
2208	2208	Haytons / Wigram	Wigram SB	Right	7296-1813-8768	19	24	5	1	29	30	1	0	33	32	-1	0
2209	2209			Left	8768-1813-7296	24	60	36	5	18	17	-1	0	22	16	-6	1
3856	3856			U-turn	2487-8767-2487	1	0	-1	1	0	0	0	0	1	0	-1	1
3857	3857			Right	2487-8767-8777	34	34	0	0	15	23	8	2	37	37	0	0
3858	3858	Aidanfield / Wigram	Aidanfield NWB	Left	2487-8767-9243	12	8	-4	1	25	8	-17	4	27	9	-18	4
3859	3859			Left	8777-8767-2487	25	25	0	0	24	24	0	0	33	32	-1	0
3860	3860			U-turn	8777-8767-8777	0	0	0	0	2	0	-2	2	0	0	0	0
3861	3861			Thru	8777-8767-9243	202	180	-22	2	100	100	0	0	162	127	-35	3
3862	3862	Skyhawk SEB	Skyhawk SEB	Right	9243-8767-2487	11	8	-3	1	34	12	-22	5	93	44	-49	6
3863	3863			Thru	9243-8767-8777	140	133	-7	1	126	123	-3	0	414	354	-60	3
3864	3864			U-turn	9243-8767-9243	2	0	-2	2	0	0	0	0	0	0	0	0

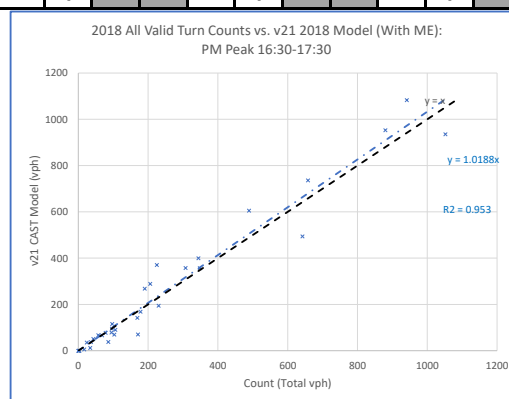
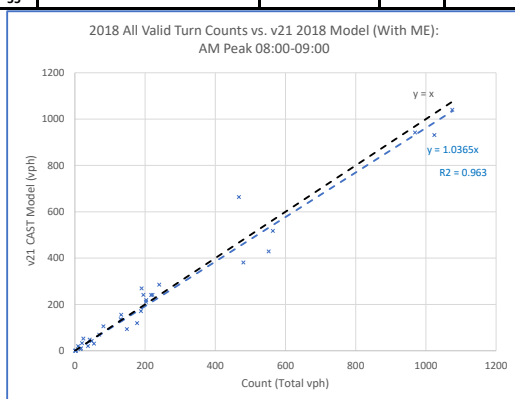


2021 Model vs Counts

GEH<	Target
5	80%
7.5	85%
10	90%
12	100%

AM Peak 08:00-09:00				Av. Interpeak 09:00-16:00				PM Peak 16:30-17:30			
All Veh	GEH<	%		All Veh	GEH<	%		All Veh	GEH<	%	
Cnts: 34	5	88%		Cnts: 34	5	79%		Cnts: 34	5	82%	
RMSE: 24%	7.5	97%		RMSE: 27%	7.5	97%		RMSE: 28%	7.5	94%	
Tot C: 7798	10	100%		Tot C: 5252	10	100%		Tot C: 7975	10	100%	
Tot M: 7719	12	100%		Tot M: 5146	12	100%		Tot M: 8264	12	100%	
% Diff: -1%				% Diff: -2%				% Diff: 4%			
R ² : 0.963	AAE: 15%			R ² : 0.938	AAE: 19%			R ² : 0.953	AAE: 18%		

Sequence ID	Row ID	Intersection	Approach	Turn	CAST Node Ref	AM Peak 08:00-09:00				Av. Interpeak 09:00-16:00				PM Peak 16:30-17:30			
						Cnt	Mod	Diff	GEH	Cnt	Mod	Diff	GEH	Cnt	Mod	Diff	GEH
1	1	0847 Haytons/Wigram 04/05/21	Wigram SWB	Thru	7296-1813-8553	240	285	45	3	372	377	5	0	880	953	73	2
2	2			Right	7296-1813-8768	69	69	0	0	80	41	-39	5	106	91	-15	2
3	3			Left	8553-1813-8768	203	219	16	1	101	139	38	3	96	96	0	0
4	4			Thru	8553-1813-7296	969	941	-28	1	339	357	18	1	307	358	51	3
5	5			Left	8768-1813-7296	148	93	-55	5	93	29	-64	8	103	69	-34	4
6	6	16011 Aidanfield/Wigram 22/09/22	Wigram SWB	Right	8768-1813-8553	37	20	-17	3	61	47	-14	2	78	78	-1	0
7	7			Left	8553-8767-8777	81	106	25	3	122	130	8	1	348	357	9	0
8	8			Thru	8553-8767-2487	132	155	23	2	222	258	36	2	489	606	117	5
9	9			Right	8553-8767-9243	48	42	-6	1	87	36	-51	7	171	70	-101	9
10	10			U-Turn	8553-8767-8553	3	0	-3	2	0	0	0	0	1	0	-1	1
11	11	Aidanfield NWB	Aidanfield NWB	Left	8777-8767-2487	20	33	13	2	24	35	11	2	36	37	1	0
12	12			Thru	8777-8767-9243	202	211	9	1	121	111	-10	1	169	142	-27	2
13	13			Right	8777-8767-8553	480	380	-100	5	109	137	28	3	97	116	19	2
14	14			U-Turn	8777-8767-8777	1	0	-1	1	0	0	0	0	1	0	-1	1
15	15			Left	2487-8767-9243	16	7	-9	3	24	10	-14	3	34	12	-22	5
16	16	Wigram NEB	Wigram NEB	Thru	2487-8767-8553	467	663	196	8	227	318	91	6	190	269	79	5
17	17			Right	2487-8767-8777	42	48	6	1	24	31	7	1	43	51	8	1
18	18			U-Turn	2487-8767-2487	2	0	-2	2	0	0	0	0	0	0	0	0
19	19			Left	9243-8767-8553	177	119	-58	5	87	40	-47	6	68	67	-1	0
20	20			Thru	9243-8767-8777	130	136	6	1	142	135	-7	1	344	400	56	3
21	21	Skyhawk SEB	Skyhawk SEB	Right	9243-8767-2487	17	11	-6	2	38	15	-23	5	95	79	-16	2
22	22			U-Turn	9243-8767-9243	1	0	-1	1	1	0	-1	1	3	0	-3	2
23	23			Right	8710-1024-7671	190	269	79	5	137	177	40	3	206	289	83	5
24	24			Thru	8710-1024-8139	552	429	-123	6	590	449	-141	6	1052	935	-117	4
25	25			Left	8139-1024-8710	1024	931	-93	3	519	493	-26	1	642	494	-148	6
26	26	Aidanfield SEB	Aidanfield SEB	Left	8139-1024-7671	188	170	-18	1	71	77	6	1	57	67	10	1
27	27			Right	7671-1024-8139	9	20	11	3	25	67	42	6	24	35	11	2
28	28			Left	7671-1024-8710	217	241	24	2	138	193	55	4	225	370	145	8
29	29			Thru	7640-1733-7717	54	30	-24	4	40	38	-2	0	86	38	-48	6
30	30			Left	7640-1733-5130	564	517	-47	2	598	539	-59	2	941	1083	142	4
31	31	Hendersons NWB	Hendersons NWB	Left	7717-1733-5130	195	241	46	3	103	127	24	2	178	169	-9	1
32	32			Right	7717-1733-7640	24	52	28	5	39	23	-16	3	17	6	-11	3
33	33			Thru	5130-1733-7640	1075	1040	-35	1	613	575	-38	2	658	736	78	3
34	34			Right	5130-1733-7717	221	241	20	1	105	143	38	3	230	194	-36	2
35	35			Thru	7296-1813-8553	259	285	26		423	377			1025	953		
36	36	0847 Haytons/Wigram 15/05/24	Wigram SWB	Right	7296-1813-8768	59	69	10		82	41			107	91		
37	37			Left	8553-1813-8768	150	219	69		103	139			78	96		
38	38			Thru	8553-1813-7296	952	941	-11		329	357			319	358		
39	39			Left	8768-1813-7296	112	93	-19		89	29			95	69		
40	40			Right	8768-1813-8553	33	20	-13		53	47			61	78		
41	41	1028 Aidanfield/Halswell 08/01/23	Halswell SWB	Thru	8710-1024-8139	530	429	-101		532	449			887	935		
42	42			Right	8710-1024-7671	198	269	71		128	177			200	289		
43	43			Left	8139-1024-7671	224	170	-54		72	77			71	67		
44	44			Thru	8139-1024-8710	850	931	81		511	493			675	494		
45	45			Left	7671-1024-8710	189	241	52		144	193			306	370		
46	46	Aidanfield SEB	Aidanfield SEB	Right	7671-1024-8139	21	20	-1		31	67			32	35		
47	47					-				-				-			
48	48					-				-				-			
49	49					-				-				-			
50	50					-				-				-			
51	51					-				-				-			
52	52					-				-				-			
53	53					-				-				-			
54	54					-				-				-			
55	55					-				-				-			





Ngā Puna Wai North – Traffic Network Effects Modelling
Technical Report

Appendix B: SIDRA Movement Summary Tabulations

Item 12

Attachment B

MOVEMENT SUMMARY

**Site: 101 [Hayton / Wigram 2038 NO NPW N Dev + NPW S Link
- AM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]	m			km/h
SouthEast: NPW Access Rd															
4	L2	All MCs	1	0.0	1	0.0	0.008	33.6	LOS C	0.1	0.7	0.83	0.56	0.83	34.9
5	T1	All MCs	2	0.0	2	0.0	0.008	28.1	LOS C	0.1	0.7	0.83	0.56	0.83	35.5
6	R2	All MCs	2	0.0	2	0.0	0.007	34.1	LOS C	0.1	0.5	0.84	0.61	0.84	33.6
Approach			5	0.0	5	0.0	0.008	31.6	LOS C	0.1	0.7	0.84	0.58	0.84	34.6
NorthEast: Wigram NE															
7	L2	All MCs	1	0.0	1	0.0	0.001	16.1	LOS B	0.0	0.1	0.54	0.57	0.54	40.2
8	T1	All MCs	285	6.0	285	6.0	0.229	5.7	LOS A	4.4	32.2	0.42	0.36	0.42	46.4
9	R2	All MCs	38	2.6	38	2.6	0.288	38.2	LOS D	1.4	10.1	0.91	0.75	0.91	32.3
Approach			324	5.6	324	5.6	0.288	9.6	LOS A	4.4	32.2	0.48	0.41	0.48	44.1
NorthWest: Hayton Rd															
10	L2	All MCs	20	25.0	20	25.0	0.075	34.4	LOS C	0.7	5.8	0.85	0.69	0.85	33.4
11	T1	All MCs	1	0.0	1	0.0	* 0.075	28.7	LOS C	0.7	5.8	0.85	0.69	0.85	34.2
12	R2	All MCs	15	26.7	15	26.7	0.059	35.2	LOS D	0.5	4.3	0.86	0.68	0.86	33.2
Approach			36	25.0	36	25.0	0.075	34.6	LOS C	0.7	5.8	0.86	0.69	0.86	33.3
SouthWest: Wigram SW															
1	L2	All MCs	123	2.4	123	2.4	0.142	26.0	LOS C	2.7	19.2	0.59	0.70	0.59	39.6
2	T1	All MCs	1032	2.0	1032	2.0	* 0.892	32.8	LOS C	42.7	304.4	0.90	0.96	1.07	37.7
3	R2	All MCs	1	0.0	1	0.0	0.002	23.6	LOS C	0.0	0.1	0.54	0.58	0.54	40.1
Approach			1156	2.1	1156	2.1	0.892	32.0	LOS C	42.7	304.4	0.86	0.93	1.02	34.7
All Vehicles			1521	3.4	1521	3.4	0.892	27.3	LOS C	42.7	304.4	0.78	0.81	0.90	36.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
SouthEast: NPW Access Rd												
P2	Full	30	30	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
NorthEast: Wigram NE												

P3	Full	30	30	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
NorthWest: Hayton Rd												
P4	Full	30	30	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
SouthWest: Wigram SW												
P1	Full	30	30	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
All		120	120	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
 Pedestrian movement LOS values are based on average delay per pedestrian movement.
 Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: QTP LTD | Licence: PLUS / 1PC | Processed: Thursday, 24 October 2024 10:44:22 am
 Project: C:\Users\tim.wright.QTP\QTP Limited\QTP Files - Documents\Projects\2024\2024-020 - Novo NPW Northern Access\Technical\Model
 \SIDRA\NPW.sip9

MOVEMENT SUMMARY

**Site: 101 [Hayton / Wigram 2038 NO NPW N Dev + NPW S Link
- PM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist] m				km/h
SouthEast: NPW Access Rd															
4	L2	All MCs	1	0.0	1	0.0	0.031	26.5	LOS C	0.3	2.0	0.83	0.58	0.83	37.9
5	T1	All MCs	11	0.0	11	0.0	0.031	21.1	LOS C	0.3	2.0	0.83	0.58	0.83	38.6
6	R2	All MCs	7	0.0	7	0.0	0.027	27.8	LOS C	0.2	1.2	0.86	0.65	0.86	35.7
Approach			19	0.0	19	0.0	0.031	23.8	LOS C	0.3	2.0	0.84	0.60	0.84	37.5
NorthEast: Wigram NE															
7	L2	All MCs	73	0.0	73	0.0	0.131	27.9	LOS C	1.6	11.1	0.76	0.72	0.76	38.0
8	T1	All MCs	941	0.7	941	0.7	* 0.853	24.5	LOS C	28.1	198.3	0.89	0.94	1.05	40.2
9	R2	All MCs	35	2.9	35	2.9	0.112	28.4	LOS C	0.8	5.8	0.79	0.70	0.79	37.2
Approach			1049	0.8	1049	0.8	0.853	24.8	LOS C	28.1	198.3	0.87	0.92	1.02	37.2
NorthWest: Hayton Rd															
10	L2	All MCs	33	3.0	33	3.0	0.286	29.0	LOS C	2.8	19.5	0.89	0.72	0.89	36.9
11	T1	All MCs	74	0.0	74	0.0	0.286	23.4	LOS C	2.8	19.5	0.89	0.72	0.89	37.6
12	R2	All MCs	146	2.7	146	2.7	* 0.502	30.6	LOS C	4.1	29.2	0.94	0.79	0.94	35.0
Approach			253	2.0	253	2.0	0.502	28.3	LOS C	4.1	29.2	0.92	0.76	0.92	35.7
SouthWest: Wigram SW															
1	L2	All MCs	87	3.4	87	3.4	0.160	21.5	LOS C	1.9	13.8	0.77	0.72	0.77	37.9
2	T1	All MCs	360	2.5	360	2.5	0.313	6.4	LOSA	5.2	37.1	0.53	0.45	0.53	46.0
3	R2	All MCs	1	0.0	1	0.0	0.006	26.9	LOS C	0.0	0.2	0.83	0.59	0.83	35.9
Approach			448	2.7	448	2.7	0.313	9.4	LOSA	5.2	37.1	0.57	0.51	0.57	44.1
All Vehicles			1769	1.4	1769	1.4	0.853	21.4	LOS C	28.1	198.3	0.80	0.79	0.89	38.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Aver. Speed
		ped/h	ped/h	sec		[Ped ped]	[Dist] m			sec	m/sec
SouthEast: NPW Access Rd											
P2	Full	40	40	24.3	LOS C	0.1	0.1	0.90	0.90	178.2	1.12
NorthEast: Wigram NE											

P3	Full	20	20	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
NorthWest: Hayton Rd												
P4	Full	20	20	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
SouthWest: Wigram SW												
P1	Full	20	20	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
All	Pedestrians	100	100	24.3	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
 Pedestrian movement LOS values are based on average delay per pedestrian movement.
 Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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 \SIDRA\NPW.sip9

MOVEMENT SUMMARY

Site: 101 [Hayton / Wigram 2038 With NPW N Dev + NPW S Link - AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	[Total HV]											
			veh/h	%	veh/h	%	v/c	sec		[Veh. veh	Dist]	m			km/h
SouthEast: NPW Access Rd															
4	L2	All MCs	16	12.5	16	12.5	0.161	35.5	LOS D	1.7	14.0	0.87	0.68	0.87	34.1
5	T1	All MCs	33	30.3	33	30.3	*0.161	29.9	LOS C	1.7	14.0	0.87	0.68	0.87	34.8
6	R2	All MCs	30	16.7	30	16.7	0.114	35.6	LOS D	1.0	8.1	0.87	0.71	0.87	33.1
Approach			79	21.5	79	21.5	0.161	33.2	LOS C	1.7	14.0	0.87	0.69	0.87	34.0
NorthEast: Wigram NE															
7	L2	All MCs	33	0.0	33	0.0	0.037	16.5	LOS B	0.7	4.7	0.56	0.65	0.56	40.0
8	T1	All MCs	281	5.7	281	5.7	0.226	5.7	LOS A	4.3	31.6	0.42	0.36	0.42	46.4
9	R2	All MCs	38	2.6	38	2.6	0.270	35.4	LOS D	1.3	9.6	0.87	0.74	0.87	33.1
Approach			352	4.8	352	4.8	0.270	9.9	LOS A	4.3	31.6	0.48	0.43	0.48	43.8
NorthWest: Hayton Rd															
10	L2	All MCs	18	27.8	18	27.8	0.087	34.7	LOS C	0.9	7.0	0.86	0.68	0.86	33.8
11	T1	All MCs	8	0.0	8	0.0	0.087	29.0	LOS C	0.9	7.0	0.86	0.68	0.86	34.7
12	R2	All MCs	13	30.8	13	30.8	0.056	36.2	LOS D	0.4	3.9	0.87	0.68	0.87	32.8
Approach			39	23.1	39	23.1	0.087	34.0	LOS C	0.9	7.0	0.86	0.68	0.86	33.7
SouthWest: Wigram SW															
1	L2	All MCs	111	2.7	111	2.7	0.128	25.6	LOS C	2.4	17.2	0.59	0.69	0.59	39.7
2	T1	All MCs	1018	2.1	1018	2.1	*0.873	28.6	LOS C	38.7	275.5	0.87	0.90	1.00	39.2
3	R2	All MCs	29	0.0	29	0.0	0.055	24.3	LOS C	0.6	4.3	0.56	0.66	0.56	39.9
Approach			1158	2.1	1158	2.1	0.873	28.2	LOS C	38.7	275.5	0.83	0.87	0.95	36.0
All Vehicles			1628	4.1	1628	4.1	0.873	24.6	LOS C	38.7	275.5	0.76	0.77	0.84	37.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
SouthEast: NPW Access Rd												
P2	Full	30	30	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
NorthEast: Wigram NE												

P3	Full	30	30	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
NorthWest: Hayton Rd												
P4	Full	30	30	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
SouthWest: Wigram SW												
P1	Full	30	30	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
All	Pedestrians	120	120	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 101 [Hayton / Wigram 2038 With NPW N Dev + NPW S Link - PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
SouthEast: NPW Access Rd															
4	L2	All MCs	71	0.0	71	0.0	0.391	28.5	LOS C	3.8	26.8	0.91	0.75	0.91	36.3
5	T1	All MCs	73	0.0	73	0.0	0.391	23.0	LOS C	3.8	26.8	0.91	0.75	0.91	37.0
6	R2	All MCs	68	0.0	68	0.0	0.400	34.2	LOS C	2.0	14.2	0.98	0.75	0.98	33.6
Approach			212	0.0	212	0.0	0.400	28.4	LOS C	3.8	26.8	0.93	0.75	0.93	35.6
NorthEast: Wigram NE															
7	L2	All MCs	118	6.8	118	6.8	0.182	25.3	LOS C	2.4	17.6	0.71	0.72	0.71	39.0
8	T1	All MCs	921	0.8	921	0.8	* 0.867	26.6	LOS C	29.2	205.6	0.90	0.99	1.11	39.3
9	R2	All MCs	26	3.8	26	3.8	0.069	23.8	LOS C	0.5	3.8	0.69	0.68	0.69	38.9
Approach			1065	1.5	1065	1.5	0.867	26.4	LOS C	29.2	205.6	0.88	0.95	1.05	36.6
NorthWest: Hayton Rd															
10	L2	All MCs	32	3.1	32	3.1	0.634	38.3	LOS D	6.0	43.2	0.97	0.83	1.03	36.2
11	T1	All MCs	177	4.0	177	4.0	* 0.634	32.6	LOS C	6.0	43.2	0.97	0.83	1.03	36.9
12	R2	All MCs	74	5.4	74	5.4	0.328	39.1	LOS D	2.1	15.4	0.94	0.75	0.94	34.3
Approach			283	4.2	283	4.2	0.634	35.0	LOS C	6.0	43.2	0.96	0.81	1.01	33.6
SouthWest: Wigram SW															
1	L2	All MCs	77	2.6	77	2.6	0.115	18.2	LOS B	1.5	10.8	0.69	0.70	0.69	39.2
2	T1	All MCs	362	2.5	362	2.5	0.314	6.4	LOS A	5.2	37.4	0.53	0.45	0.53	46.0
3	R2	All MCs	67	4.5	67	4.5	0.401	31.0	LOS C	1.9	14.0	0.93	0.76	0.93	34.5
Approach			506	2.8	506	2.8	0.401	11.4	LOS B	5.2	37.4	0.61	0.53	0.61	43.0
All Vehicles			2066	2.0	2066	2.0	0.867	24.1	LOS C	29.2	205.6	0.83	0.81	0.93	37.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m /sec
SouthEast: NPW Access Rd											
P2	Full	40	40	24.3	LOS C	0.1	0.1	0.90	0.90	178.2	200.0
NorthEast: Wigram NE											

P3	Full	20	20	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
NorthWest: Hayton Rd												
P4	Full	20	20	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
SouthWest: Wigram SW												
P1	Full	20	20	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
All	Pedestrians	100	100	24.3	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
 Pedestrian movement LOS values are based on average delay per pedestrian movement.
 Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 101 [Hayton / Wigram 2038 With NPW N Dev + NPW S Link - AM Threshold (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]	m			km/h
SouthEast: NPW Access Rd															
4	L2	All MCs	25	8.0	25	8.0	0.226	35.8	LOS D	2.5	19.7	0.89	0.71	0.89	34.0
5	T1	All MCs	47	21.3	47	21.3	*0.226	30.3	LOS C	2.5	19.7	0.89	0.71	0.89	34.7
6	R2	All MCs	46	10.9	46	10.9	0.172	35.9	LOS D	1.6	12.1	0.89	0.73	0.89	33.0
Approach			118	14.4	118	14.4	0.226	33.7	LOS C	2.5	19.7	0.89	0.72	0.89	33.9
NorthEast: Wigram NE															
7	L2	All MCs	51	0.0	51	0.0	0.058	16.6	LOS B	1.1	7.4	0.56	0.66	0.56	39.9
8	T1	All MCs	272	5.9	272	5.9	0.219	5.7	LOS A	4.1	30.4	0.42	0.36	0.42	46.4
9	R2	All MCs	37	2.7	37	2.7	0.255	34.3	LOS C	1.3	9.2	0.86	0.74	0.86	33.5
Approach			360	4.7	360	4.7	0.255	10.2	LOS B	4.1	30.4	0.49	0.44	0.49	43.7
NorthWest: Hayton Rd															
10	L2	All MCs	18	27.8	18	27.8	0.098	34.8	LOS C	1.0	7.9	0.86	0.68	0.86	34.0
11	T1	All MCs	12	0.0	12	0.0	0.098	29.1	LOS C	1.0	7.9	0.86	0.68	0.86	34.8
12	R2	All MCs	13	30.8	13	30.8	0.060	36.4	LOS D	0.4	3.9	0.87	0.68	0.87	32.8
Approach			43	20.9	43	20.9	0.098	33.7	LOS C	1.0	7.9	0.86	0.68	0.86	33.8
SouthWest: Wigram SW															
1	L2	All MCs	102	2.9	102	2.9	0.118	25.4	LOS C	2.2	15.8	0.59	0.69	0.59	39.7
2	T1	All MCs	1012	2.1	1012	2.1	*0.862	26.7	LOS C	36.7	261.8	0.85	0.87	0.96	40.0
3	R2	All MCs	45	0.0	45	0.0	0.087	25.2	LOS C	1.0	6.9	0.59	0.67	0.59	39.5
Approach			1159	2.1	1159	2.1	0.862	26.5	LOS C	36.7	261.8	0.82	0.85	0.91	36.6
All Vehicles			1680	4.0	1680	4.0	0.862	23.7	LOS C	36.7	261.8	0.75	0.75	0.82	37.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
SouthEast: NPW Access Rd												
P2	Full	30	30	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
NorthEast: Wigram NE												

P3	Full	30	30	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
NorthWest: Hayton Rd												
P4	Full	30	30	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
SouthWest: Wigram SW												
P1	Full	30	30	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
All		120	120	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 101 [Hayton / Wigram 2038 With NPW N Dev + NPW S Link - PM Threshold (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
SouthEast: NPW Access Rd															
4	L2	All MCs	130	0.0	130	0.0	0.810	52.9	LOS D	10.0	70.1	1.00	1.00	1.27	32.9
5	T1	All MCs	138	0.0	138	0.0	0.810	47.3	LOS D	10.0	70.1	1.00	1.00	1.27	33.4
6	R2	All MCs	103	0.0	103	0.0	* 0.763	57.9	LOS E	3.9	27.6	1.00	0.92	1.33	30.8
Approach			371	0.0	371	0.0	0.810	52.2	LOS D	10.0	70.1	1.00	0.98	1.29	28.9
NorthEast: Wigram NE															
7	L2	All MCs	171	5.3	171	5.3	0.231	26.5	LOS C	3.8	27.8	0.68	0.73	0.68	38.9
8	T1	All MCs	894	0.8	894	0.8	0.861	27.9	LOS C	31.1	219.0	0.89	0.94	1.05	39.1
9	R2	All MCs	26	3.8	26	3.8	0.064	24.2	LOS C	0.6	4.0	0.64	0.67	0.64	39.0
Approach			1091	1.6	1091	1.6	0.861	27.6	LOS C	31.1	219.0	0.85	0.90	0.98	36.2
NorthWest: Hayton Rd															
10	L2	All MCs	31	3.2	31	3.2	0.751	51.5	LOS D	9.7	69.3	0.99	0.92	1.14	34.3
11	T1	All MCs	244	2.9	244	2.9	0.751	45.8	LOS D	9.7	69.3	0.99	0.92	1.14	34.9
12	R2	All MCs	56	1.8	56	1.8	0.470	57.2	LOS E	2.0	14.5	1.00	0.74	1.00	31.2
Approach			331	2.7	331	2.7	0.751	48.3	LOS D	9.7	69.3	0.99	0.89	1.12	30.0
SouthWest: Wigram SW															
1	L2	All MCs	77	2.6	77	2.6	0.102	18.1	LOS B	1.6	11.5	0.64	0.69	0.64	39.3
2	T1	All MCs	351	2.6	351	2.6	0.298	6.8	LOS A	5.6	40.3	0.50	0.44	0.50	45.7
3	R2	All MCs	122	2.5	122	2.5	* 0.782	42.2	LOS D	4.8	34.5	1.00	0.99	1.39	31.2
Approach			550	2.5	550	2.5	0.782	16.2	LOS B	5.6	40.3	0.63	0.60	0.72	40.6
All Vehicles			2343	1.7	2343	1.7	0.861	31.8	LOS C	31.1	219.0	0.84	0.84	0.99	34.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m /sec
SouthEast: NPW Access Rd											
P2	Full	40	40	29.3	LOS C	0.1	0.1	0.92	0.92	183.2	1.09
NorthEast: Wigram NE											

P3	Full	20	20	29.3	LOS C	0.0	0.0	0.92	0.92	183.1	200.0	1.09
NorthWest: Hayton Rd												
P4	Full	20	20	29.3	LOS C	0.0	0.0	0.92	0.92	183.1	200.0	1.09
SouthWest: Wigram SW												
P1	Full	20	20	29.3	LOS C	0.0	0.0	0.92	0.92	183.1	200.0	1.09
All	Pedestrians	100	100	29.3	LOS C	0.1	0.1	0.92	0.92	183.1	200.0	1.09

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
 Pedestrian movement LOS values are based on average delay per pedestrian movement.
 Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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13. Subdivision adjacent roads: Glovers Road, Kennedys Bush Road, and Candys Road

Reference Te Tohutoro: 25/1029009

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

Pou Matua: Andy Milne, Team Leader Asset Planning

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to approve parking restrictions and other works constructed as development requirements of subdivisions fronting along
 - Kennedys Bush Road, between the Cashmere Road and Glovers Road
 - Glovers Road
 - Candys Road
- 1.2 The report is an outcome from a briefing report to Council on 29 April 2024

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Subdivision adjacent roads: Glovers Road, Kennedys Bush Road, and Candys Road Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

Existing Glovers Road Traffic Controls – Kennedys Bush Road to Halswell Road (SH75)

3. Approves the existing paths, kerb alignments, road surface treatments, traffic islands and road markings, on Glovers Road commencing at its intersection with Kennedys Bush Road and extending in a westerly direction to the eastern end of the approach island to Halswell Road (SH75) as detailed on Attachment A to the report on the meeting agenda, Sheet 1.

Existing Jack Rogers Road / Glovers Road Intersection

4. Approves that Jack Rogers Road at its intersection with Glovers Road be controlled by a Give Way, in accordance with Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004 as detailed on Attachment A to the report on the meeting agenda, Sheet 1.

Existing Pitcaithly Street / Glovers Road Intersection

5. Approves that Pitcaithly Street at its intersection with Glovers Road be controlled by a Give Way, in accordance with Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004 as detailed on Attachment A to the report on the meeting agenda, Sheet 2.

Existing Glovers Road Stopping/Parking – Kennedys Bush Road to Halswell Road (SH75)

6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:

- a. On the southern side of Glovers Road, commencing at its intersection with Kennedys Bush Road and extending in a westerly direction for a distance of 53 metres as detailed on Attachment A to the report on the meeting agenda, Sheets 3 and 4.
 - b. On the southern side of Glovers Road, commencing at a distance 222 metres west of its intersection with Kennedys Bush Road and extending in a westerly direction for a distance of 73 metres as detailed on Attachment A to the report on the meeting agenda, Sheet 2.
7. Approves that a bus stop in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, be reserved for large passenger service vehicles only, for the purposes of setting down or picking up passengers only, as part of a bus service as defined in the Land Transport Management Act 2003. This restriction will apply on the southern side of Glovers Road commencing at a distance 295 metres west of its intersection with Kennedys Bush Road and extending in a westerly direction for a distance of 15 metres as detailed on Attachment A to the report on the meeting agenda, Sheet 2.
8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
 - a. On the southern side of Glovers Road, commencing at a distance 310 metres west of its intersection with Kennedys Bush Road and extending in a westerly direction for a distance of 10 metres as detailed on Attachment A to the report on the meeting agenda, Sheet 2.
 - b. On the southern side of Glovers Road, commencing at a distance 41 metres west of its intersection with Jack Rogers Road and extending in a westerly direction to its intersection with Halswell Road (SH75) as shown on Attachment A to the report on the meeting agenda, Sheet 1.
 - c. On the northern side of Glovers Road, commencing at its intersection with Halswell Road (SH75) and extending in an easterly direction for a distance of 33 metres as shown on Attachment A to the report on the meeting agenda, Sheet 1.
 - d. On the northern side of Glovers Road, commencing at a distance 71 metres west of its intersection with Larsens Road and extending in an easterly direction to its intersection with Larsens Road as detailed on Attachment A to the report on the meeting agenda, Sheet 2.
 - e. On the northern side of Glovers Road, commencing at a distance 165 metres east of its intersection with Larsens Road and extending in an easterly direction for a distance of 44 metres as detailed on Attachment A to the report on the meeting agenda, Sheets 3 and 4.

Existing Larsens Road Stopping/Parking – Glovers Road Intersection

9. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the western side of Larsens Road, commencing at its intersection with Glovers Road and extending in a northerly direction for a distance of 10 metres as shown on Attachment A to the report on the meeting agenda, Sheet 2.

Existing Glovers Road Shared Path – Kennedys Bush Road to Halswell Road (SH75)

10. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, a bi-directional shared path, reserved for road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004 be established:

- a. On the southern side of Glovers Road commencing at its intersection with Kennedys Bush Road and extending in a westerly direction to its intersection with Pitcaithly Street, as detailed on Attachment A to the report on the meeting agenda, Sheets 2, 3 and 4.
- b. On the southern side of Glovers Road commencing at its intersection with Pitcaithly Street and extending in a westerly direction to its intersection with Jack Rogers Road as detailed on Attachment A to the report on the meeting agenda, Sheets 1 and 2.
- c. On the southern side of Glovers Road commencing at its intersection with Jack Rogers Road and extending in a westerly direction to its intersection with Halswell Road (SH75) as detailed on Attachment A to the report on the meeting agenda, Sheet 1.

Existing Kennedys Bush Road Traffic Controls – Glovers Road to Comer Street

11. Approves the existing paths, kerb alignments, road surface treatments and road markings, on Kennedys Bush Road commencing at its intersection with Glovers Road and extending in a southerly direction to its intersection with Comer Street as detailed in Attachment A to the report on the meeting agenda, Sheets 4 and 5.

Existing Kennedys Bush Road / Glovers Road Intersection

12. Approves that the northern approach of Kennedys Bush Road at its intersection with Glovers Road be controlled by a Give Way, in accordance with Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004 as detailed on Attachment A to the report on the meeting agenda, Sheet 4.

Existing Kennedys Bush Road / Whites Tramway Road / Muirhill Street Intersection

13. Approves that the intersection of Kennedys Bush Road, Whites Tramway Road and Muirhill Street be controlled by a roundabout in accordance with Section 10.4 of the Land Transport Act - Traffic Control Devices Rule: 2004, including all kerb alignments, road surface treatments and road markings at the intersection, and also including all approaches to this intersection, as detailed Attachment A to the report on the meeting agenda, Sheet 4.

Existing Comer Street / Kennedys Bush Road Intersection

14. Approves that Comer Street at its intersection with Kennedys Bush Road be controlled by a Give Way, in accordance with Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004 as detailed on Attachment A to the report on the meeting agenda, Sheet 5.

Existing Cashmere Road / Kennedys Bush Road Intersection

15. Approves that Cashmere Road at its intersection with Kennedys Bush Road be controlled by a Give Way, in accordance with Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004 as detailed on Attachment A to the report on the meeting agenda, Sheet 5.

Existing Kennedys Bush Road Stopping/Parking – Glovers Road to Comer Street

16. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
 - a. On the eastern side of Kennedys Bush Road, commencing at its intersection with Glovers Road and extending in a northerly direction for a distance of 17 metres as detailed on Attachment A to the report on the meeting agenda, Sheet 4.
 - b. On the eastern side of Kennedys Bush Road, commencing at its intersection with Glovers Road and extending in a southerly direction for a distance of 29 metres as detailed on Attachment A to the report on the meeting agenda, Sheet 4.

- c. On the eastern side of Kennedys Bush Road, commencing at a distance 102 metres south of its intersection with Glovers Road and extending in a southerly direction for a distance of 31 metres as detailed on Attachment A to the report on the meeting agenda, Sheet 4.
- d. On the eastern side of Kennedys Bush Road, commencing at its intersection with Muirhill Street and extending in a southerly direction for a distance of 35 metres as detailed on Attachment A to the report on the meeting agenda, Sheets 4 and 5.
- e. On the western side of Kennedys Bush Road, commencing at its intersection with Comer Street and extending in a northerly direction for a distance of 24 metres as detailed on Attachment A to the report on the meeting agenda, Sheet 5.
- f. On the western side of Kennedys Bush Road, commencing at a distance of 75 metres north of its intersection with Comer Street and extending in a northerly direction for a distance of 33 metres as detailed on Attachment A to the report on the meeting agenda, Sheet 5.
- g. On the western side of Kennedys Bush Road, commencing at its intersection with Whites Tramway Road and extending in a northerly direction for a distance of 38 metres as detailed on Attachment A to the report on the meeting agenda, Sheet 4.
- h. On the western side of Kennedys Bush Road, commencing a distance 91 metres north of its intersection with Whites Tramway Road and extending in a northerly direction to its intersection with Glovers Road as detailed on Attachment A to the report on the meeting agenda, Sheet 4.
- i. On the western side of Kennedys Bush Road, commencing at its intersection with Glovers Road and extending in a northerly direction for a distance of 15 as detailed on Attachment A, Sheet 4.

Existing Muirhill Street Stopping/Parking – Kennedys Bush Road Intersection

- 17. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
 - a. On the northern side of Muirhill Street, commencing at its intersection with Kennedys Bush Road and extending in an easterly direction for a distance of 25 metres as detailed on Attachment A, Sheet 4.
 - b. On the southern side of Muirhill Street, commencing at a distance 25 metres east of its intersection with Kennedys Bush Road and extending in a westerly direction to its intersection with Kennedys Bush Road detailed on Attachment A to the report on the meeting agenda, Sheet 4.

Existing Whites Tramway Road Stopping/Parking – Kennedys Bush Road Intersection

- 18. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
 - a. On the northern side of Whites Tramway Road, commencing at a distance 31 metres west of its intersection with Kennedys Bush Road and extending in an easterly direction to its intersection with Kennedys Bush Road detailed on Attachment A to the report on the meeting agenda, Sheet 4.
 - b. On the southern side of Comer Street, commencing at its intersection with Kennedys Bush Road and extending in a westerly direction for a distance of 31 metres as detailed on Attachment A to the report on the meeting agenda, Sheet 4.

Existing Kennedys Bush Road Shared Path – Glovers Road to Comer Street

19. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, a bi-directional shared path, reserved for road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004 be established:
 - a. On the western side of Kennedys Bush Road commencing at its intersection with Glovers Road and extending in a southerly direction to its intersection with Whites Tramway Road as detailed on Attachment A to the report on the meeting agenda, Sheet 4.
 - b. On the western side of Kennedys Bush Road commencing at its intersection with Whites Tramway Road and extending in a southerly direction to its intersection with Comer Street as detailed on Attachment A to the report on the meeting agenda, Sheets 4 and 5.

Existing Candys Road Traffic Controls – Halswell Road (SH75) to Sabys Road

20. Approves the existing paths, kerb alignments, road surface treatments, traffic islands and road markings, on Candys Road commencing at its intersection with Halswell Road (SH75) and extending in a westerly direction for a distance of 50 metres detailed on Attachment A to the report on the meeting agenda, Sheet 8.

Existing Candys Road Stopping/Parking – Halswell Road (SH75) to Sabys Road

21. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
 - a. On the northern side of Candys Road, commencing at a distance 22 metres from its intersection with Halswell Road (SH75) and extending in a westerly direction for a distance of 12 metres as detailed on Attachment A to the report on the meeting agenda, Sheet 8.
22. On the southern side of Candys Road, commencing at a distance 48 metres from its intersection with Halswell Road (SH75) and extending in a westerly direction for a distance of 14 metres as detailed on Attachment A to the report on the meeting agenda, Sheet 8.
23. 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 3-22.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 This report provides the context for, and seeks Board approval of, currently installed traffic control devices along:
 - Kennedys Bush Road, between the Cashmere Road and Glovers Road
 - Glovers Road
 - Candys Road (By Halswell Road)
- 3.2 The current road layout was altered by the adjacent subdivisions as required by their resource consent(s). However, the designs were not specifically approved by the Community Board exercising their delegated authority, and traffic and parking restrictions installed as part of these subdivisions require approval from the Community Board in order to be enforceable.
- 3.3 The recommended option retains the currently constructed layout and formally resolves the existing traffic control devices to ensure that they are enforceable.

4. Background/Context Te Horopaki

- 4.1 This report provides the context for, and seeks Board approval of, currently layout and currently installed traffic control devices along
 - Kennedys Bush Road, between the Cashmere Road and Glovers Road
 - Glovers Road
 - Candys Road (By Halswell Road)
- 4.2 The existing layouts are consistent with the resource consent requirements, and the technical details of the detailed engineering plans were accepted by Council technical staff through the subdivisions consenting process.
- 4.3 There are cycle lanes that have been marked on sections of these roads. These are not included in this report: staff will return with a single report covering all cycle provision in the area.
- 4.4 The following related memos/information were circulated to the meeting members:

Date	Subject
15 May 2025	Attachment B: Subdivision Road changes Approvals Memo
29 April 2025	Council Briefing 29/4/25: Subdivision process (<i>included in Attachment B</i>)
29 April 2025	Council Briefing 29/4/25: Subdivision process (powerpoint slides) (<i>included in Attachment B</i>)
29 April 2025	Subdivision Road changes Approvals (Summary of legal advice) (<i>included in Attachment B</i>)
29 April 2025	Christchurch City Council video archive for Briefing 29/04/25: Subdivision Process https://youtu.be/55EDidlwoug?t=2802

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.5 The following reasonably practicable options were considered and are assessed in this report:
 - 4.5.1 Option One – approve existing layout and traffic control devices
 - 4.5.2 Option Two – investigate changes to layouts and/or traffic control devices
- 4.6 The following options were considered but ruled out:
 - 4.6.1 Option Three - Do not approve layout and traffic control devices.
 - 4.6.2 This was ruled out as this would result in any parking restrictions being unenforceable by Council, and would permit unsafe parking behaviour

Options Descriptions Ngā Kōwhiringa

- 4.7 **Preferred Option:** Option One – approve existing layout and traffic control devices
 - 4.7.1 **Option Description:** That all installed layouts and markings are approved by the Board without change, so that any restrictions and violations can be enforced
 - 4.7.2 **Option Advantages**
 - Allows parking restrictions to be enforceable and for the road environment to operate as intended by the design
 - No additional resource is required
 - 4.7.3 **Option Disadvantages**
 - May not meet Community Board wishes for the area

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

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

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

4.8.2 **Option Advantages**

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

4.8.3 **Option Disadvantages**

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

Analysis Criteria Ngā Paearu Wetekina

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

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

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

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

Impact on Rates	<0.01%	TBC
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6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

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

Legal Considerations Ngā Hiraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
- 6.3.1 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of no stopping and traffic control devices.
 - 6.3.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.4 Other Legal Implications:
- 6.4.1 There is no other legal context, issue, or implication relevant to this decision.
 - 6.4.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

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

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 Community views have not been specifically sought as the changes are already in place on-street, are safety related, and it is considered that the Community Board has sufficient knowledge of the community views and information to make a decision.
- 6.9 The decision affects the following wards/Community Board areas:
- 6.9.1 Waipuna Halswell-Hornby-Riccarton Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Existing roading and parking restrictions requires no further action to implement and parking restrictions will be enforceable once approved.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Plans for Approval: Glovers Road, Kennedys Bush Road and Candys Road	25/1058147	154
B 	Subdivision Road Changes Approvals Memo	25/1072818	160

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

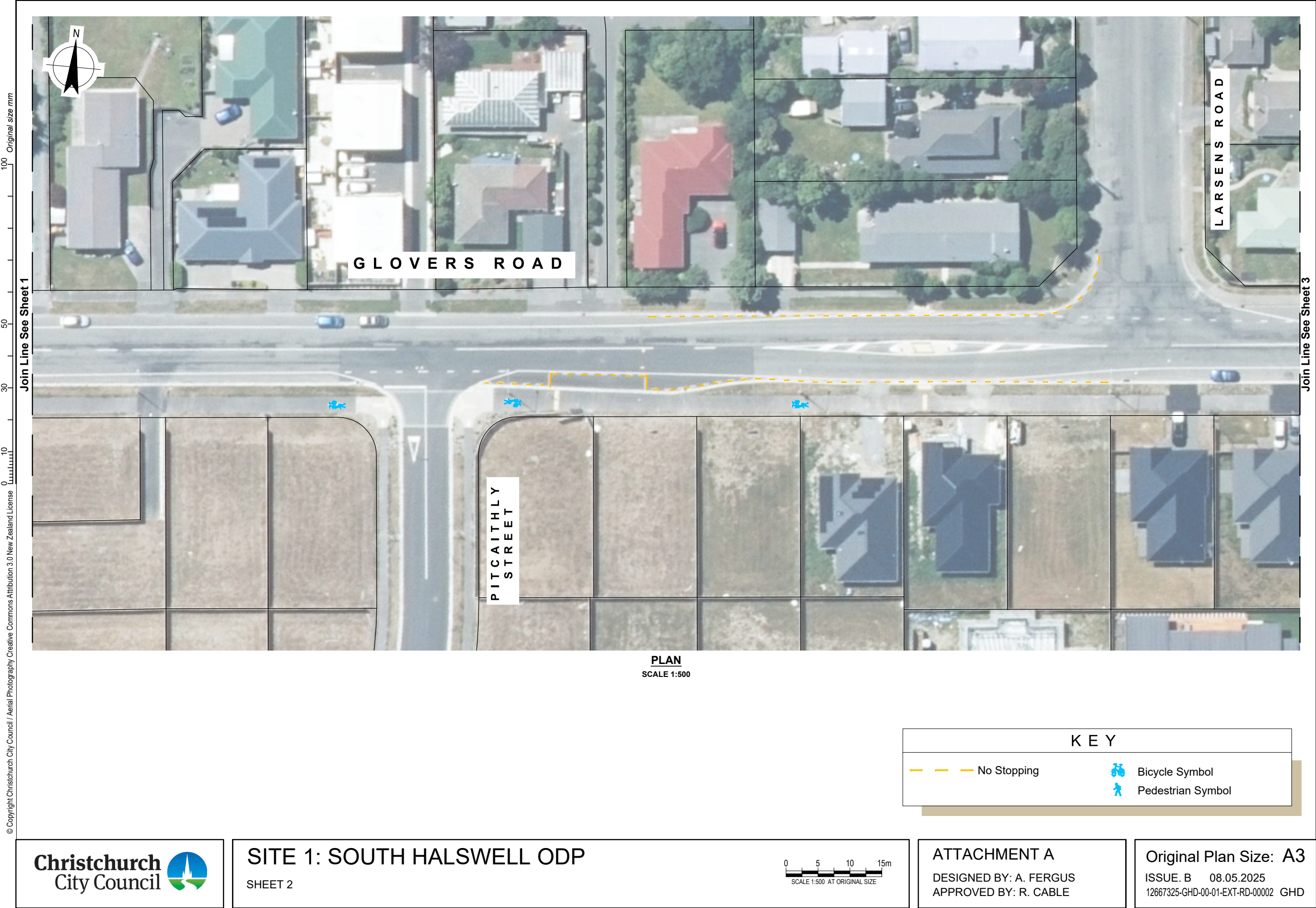
Authors	Peter Rodgers - Transport Network Planner Andy Milne - Team Leader Asset Planning
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management

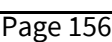


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KEY




- No Stopping
- 🚲 Bicycle Symbol
- 🚶 Pedestrian Symbol

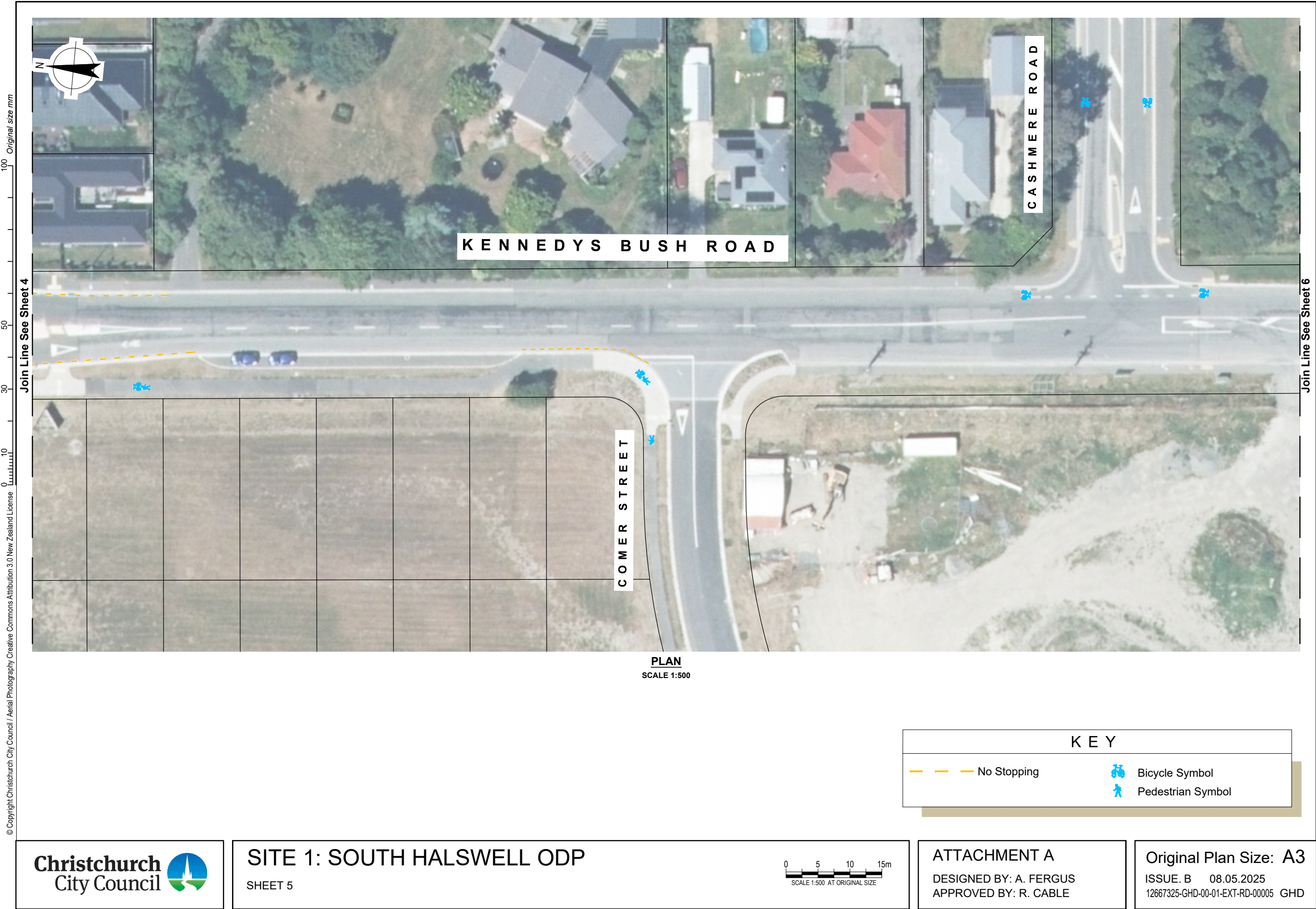


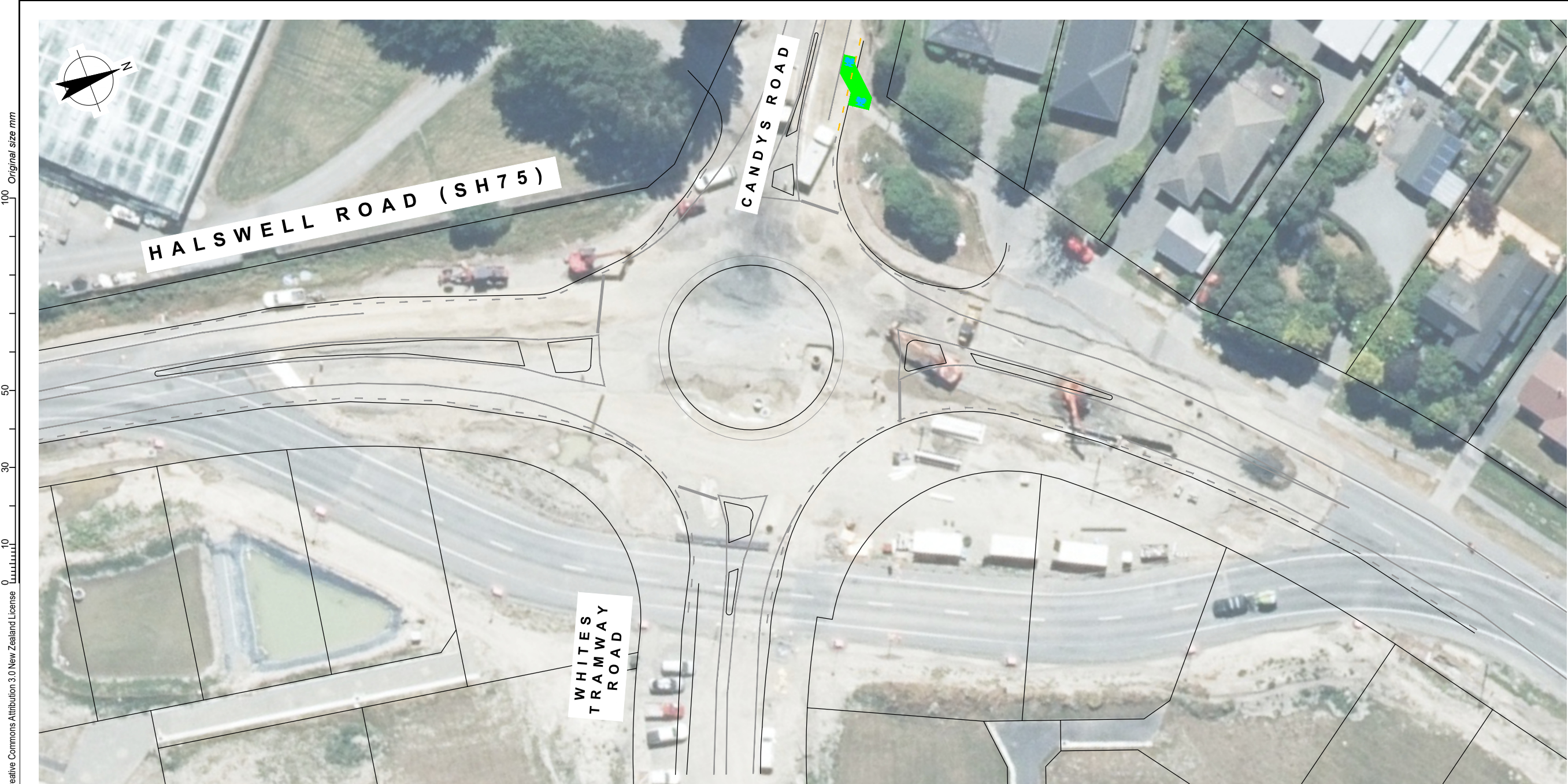







PLAN
 SCALE 1:500

KEY	
	No Stopping
	Bicycle Symbol
	Pedestrian Symbol





PLAN
 SCALE 1:500

KEY	
	No Stopping
	Bicycle Symbol
	Pedestrian Symbol

Memo

Date: 28 May 2025
From: Andrew Milne
To: Councillors and Mayor and Community Board Members
Cc: Executive Leadership Team
Reference: 25/900663

Subdivision Road changes Approvals

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this Memo is to provide context and background to a series of reports that will be presented to the Board and Council over the next 3 to 4 months that seek approvals for existing and future road changes associated with subdivisions and changes to the future process for subdivision approvals.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 Community Boards are currently provided with updates on the progress of subdivision development and the resulting changes to the road network via briefings. We are changing our process by presenting such proposed road network changes to the Boards prior to construction for in principle approval to enable the Boards to fully exercise their delegated powers. This follows an information session with Council on 29 April 2025, for which the cover sheet is provided in **Attachment A** and the accompanying PowerPoint slides provided to Councillors are **Attachment B**.
- 2.2 The recording of the information session can be viewed here [29.04.25 - Christchurch City Council](#). The information session starts at approximately 47mins.
- 2.3 Priority will be given to those road changes that have been granted consent under the RMA but not yet started construction. In addition, approvals to formalise road changes and traffic and parking restrictions will be sought for changes that have already occurred on the vested road network.
- 2.4 For subdivision works connecting to existing roads, a series of resolution reports are being prepared that provide the context for and seek Community Board approval to retain the currently constructed infrastructure. These reports are being prepared for inclusion within Board agendas from May and June 2025 onwards. The scope of the areas being addressed through this first round of reports is provided in **Attachment C**.
- 2.5 Reports will also be presented for new internal subdivision roads vested with Council, following the road being constructed and vested. This primarily involves resolving signs and markings under the Traffic and Parking Bylaw. It will also be necessary for some other internal subdivision new roads vested in recent years to have parking restrictions formally approved.

- 2.6 Going forward, subdivisions affecting existing road frontages will be coming to the Community Boards once consents are issued, and prior to construction this follows from legal advice to staff as summarised in **Attachment D**.

3. Conclusion Whakakapinga

- 3.1 A number of reports will be presented to Community Boards in the coming months regarding road changes associated with subdivision approvals.
- 3.2 In the future, reports are intended to be presented for approval once a subdivision is consented, prior to construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Council Briefing 29/4/25: Subdivision Process	25/668800
B	Council Briefing 29/4/25: powerpoint slides	25/922735
C	Scope	25/922736
D	Summary of legal advice	25/937085

Signatories Ngā Kaiwaitohu

Authors	Andy Milne - Team Leader Asset Planning Peter Rodgers - Transport Network Planner
Approved By	Lynette Ellis - Head of Transport & Waste Management

Memos

Council Information Session/Workshop
29 April 2025

3. Subdivision Approval Process

Reference Te Tohutoro: 25/668800

Presenter(s) Te Kaipāhō : Mark Stevenson – Head of Planning and Consents
Lynette Ellis – Head of Transport and Waste

1. Detail Te Whakamahuki

Purpose and Origin	<ul style="list-style-type: none"> Council has a rigorous process for the consenting and development of subdivisions in the district. This includes undertaking engineering approvals and safety audits. Staff have become aware of a gap in the approval process for subdivisions which has resulted in further work. This information session will outline the subdivision approval process, next steps for approvals for existing subdivisions and changes to the future process for subdivision approvals.
Timing	This information session is expected to last for 60 minutes.
Outcome Sought	<ul style="list-style-type: none"> Awareness of the subdivision process and the requirements of the regulatory process. Understanding of the approvals gap that has been identified. Understanding of next steps that will be undertaken with the Community Boards.
ELT Consideration	ELT members are aware of the issue but have not been specifically briefed.
Next Steps	<p>Following this briefing, staff will begin the process of presenting reports to Community Boards. This will cover:</p> <ul style="list-style-type: none"> Legalisation of the signs and lines within the completed subdivision. Approval of the changes to the existing road network. Recommendations to Council for any Part A decisions. <p>Staff are also reviewing and updating the process required to gain all appropriate approvals for subdivisions. This will be updated with developers moving forward.</p>
Key points / Background	<ul style="list-style-type: none"> When land is being developed, the District Plan includes rules for new roads while also seeking to ensure existing roads that road or property access is provided to are of an appropriate standard. This may involve adding footpaths, creating access points, safety improvements and planning where new roads connect to existing ones. Decisions on subdivision applications are generally decided without public notification, as outlined in the District Plan and are made under staff delegations. The conditions associated with a resource consent for a subdivision requires the developer to construct roads and roading infrastructure inside the new development that will later be vested with the Council, as well as providing appropriate connections to existing Council-owned infrastructure.

Item No.: 3

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Memos

Council Information Session/Workshop
29 April 2025

	<ul style="list-style-type: none">As part of the consenting process for a subdivision, there are roading standards and specifications that developers must meet. This includes ensuring that all engineering approvals and safety audits are undertaken.Staff recently discovered that some work in current subdivisions, including new road infrastructure such as signage and road markings, intersection upgrades and connections to existing roads, were carried out without community board approval.This issue has been most prominent in areas where there has been high demand for the development of rural land, such as Halswell.
Useful Links	<ul style="list-style-type: none">Subdivision consent activities : Christchurch City Council

Attachments Ngā Tāpirihanga

There are no attachments to this coversheet.

Signatories Ngā Kaiwaitohu

Authors	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management
Approved By	Mark Stevenson - Acting Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services

Memos

Christchurch
City Council 

Subdivisions and Roading

Process and delegations

29 April 2025

Christchurch
City Council 

Attachment B
Item 13

Memos

Christchurch
City Council

Planning at strategic level - South West Area Plan

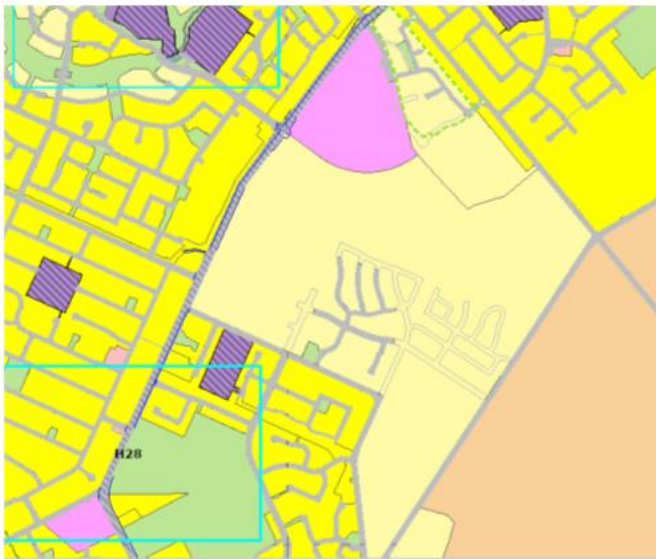


ECan Presentation on PC14

17 March 2022

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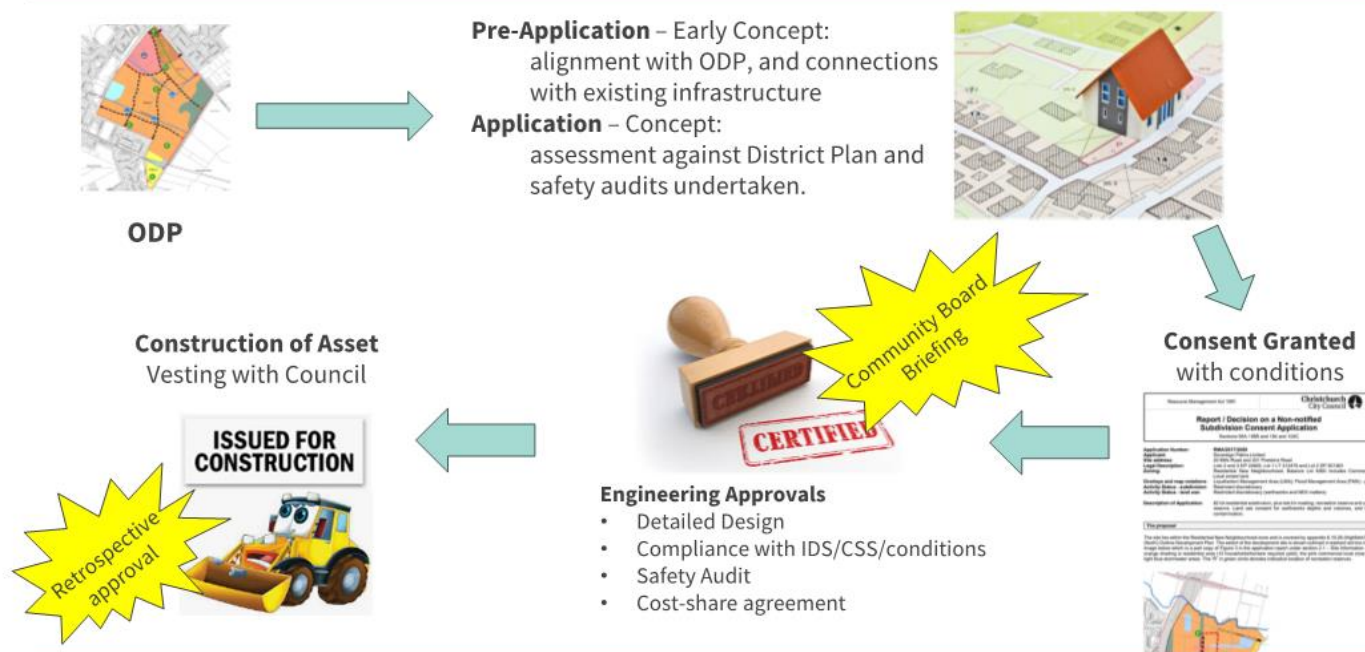
Greenfield area – zoning and Outline Development Plan



Attachment B



Subdivision Process



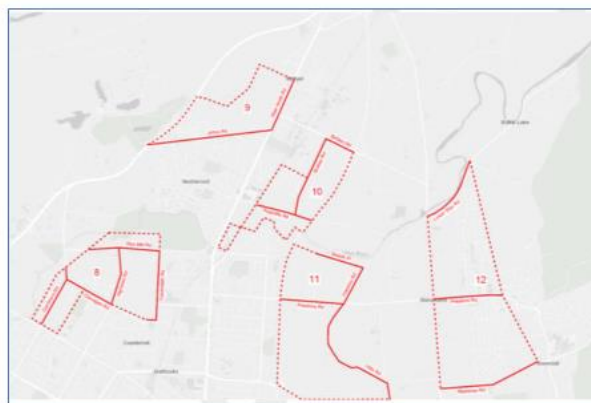
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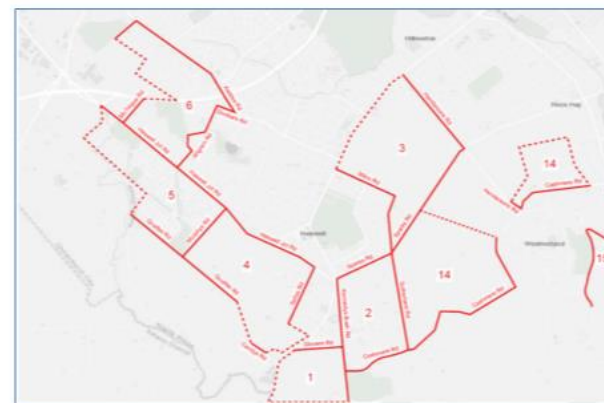
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Next Steps

- Community Board Reports:
 - Priority = subdivision areas where works have not started
 - Areas where works are underway
 - Areas where works have been completed



Northern Area



Southeast Area

Subdivision Process - Future



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Slides beyond this for reference

Process and delegations

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Item 13

Attachment B

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Subdivision Process

- Land is first zoned in the District Plan through a plan change, inclusive of a public consultation process. In greenfield areas, Outline Development Plans are prepared that are included in the District Plan to achieve an integrated approach to development
- Urban development is reasonably expected on land zoned for urban purposes.
- Decisions on subdivision applications are typically non-notified as directed by the District Plan and made under staff delegation.
- Under conditions of the subdivision consent, the formation of new roads and upgrades to existing road frontages and intersections follow a similar/comprehensive process, which also applies to the Council i.e. in accordance with the requirements of Council standards as set out in the IDS and CSS.
- All works on existing roads are under a Corridor Access Request to obtain a Work Access Permit where that work only impacts on the normal operation of the road, footpath or berm.
- When works are completed to the satisfaction of Council Engineers and all conditions met, a subdivision completion certificate under section 224(c) will be issued to enable titles to be created and new roads to vest.

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Engineering/IDS Approval Process

- Construction phase traffic management plan
- Detailed engineering design phase
- Construction management by a Independent Chartered Engineer
- Safety audits at the detailed design and post construction phases
- Provision of as-builts and construction completion reporting/certification
- Quality Assurance management and documentation
- Audit and acceptance by Council Subdivision Engineer (requires liaison with all asset managers including the Transport Unit
- On-site audits/visits by Council specialists
- Practical completion and defects liability inspections with Council asset representatives for handover.

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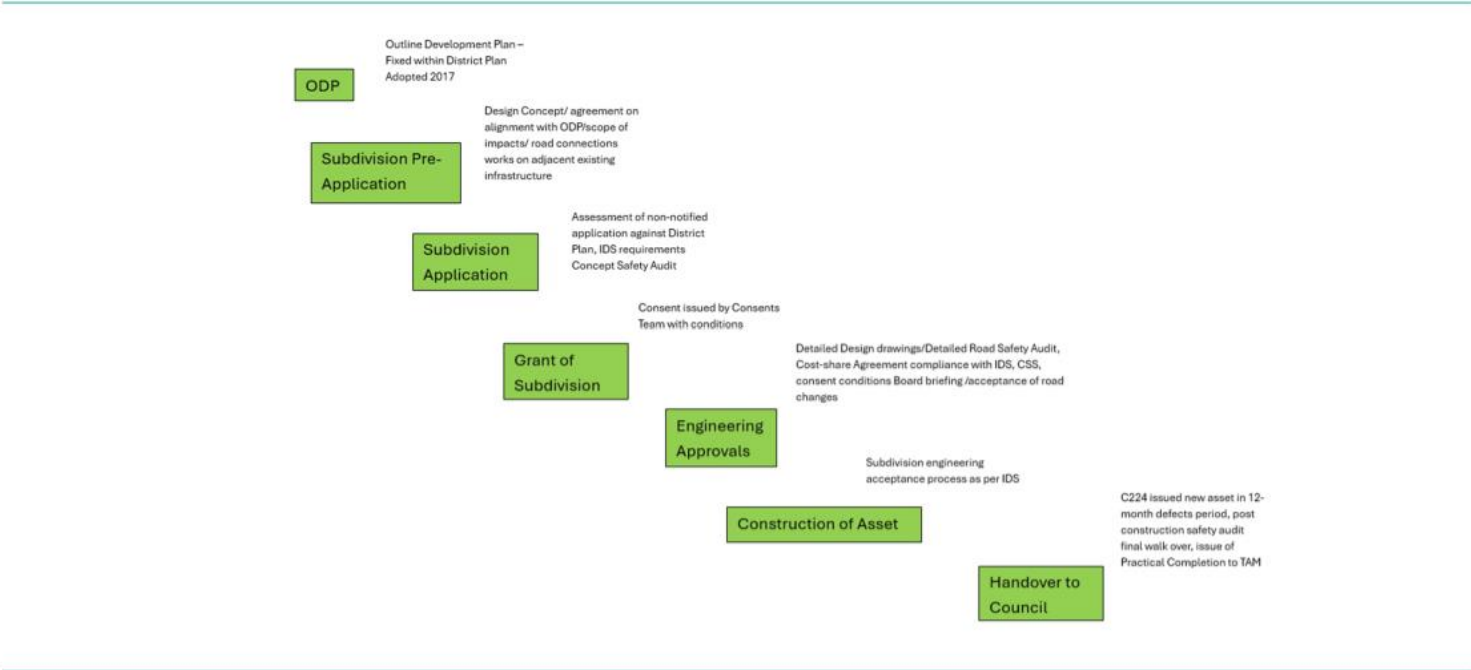
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Subdivision Process



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Delegations to Community Board and Full Council

- Recent legal advice has identified that during the subdivision process; work has been undertaken on existing and newly vested roads without the appropriate approval under delegations.
- The Delegations Register delegates to the Community Boards various roading powers, including:
 - Facilities for the safety of the public, or for the control of traffic or enforcement of traffic laws.
 - Such controls relate only to existing roads and may include new intersections, frontage upgrades including footpaths, streetlights and kerbs, buildouts, chicanes and other restraints.
 - Features used for the enforcement of traffic laws such as statutory road signs and markings at intersections and no-stopping controls.
- Traffic signals and special vehicle lanes require full Council approval.

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New infrastructure within subdivisions

- All infrastructure (including roads, footpaths, kerb streetlights) required to support the subdivision is provided by and at the cost of the developer.
- Under law, conditions cannot be imposed on subdivision consents to require infrastructure beyond the needs of the subdivision e.g. conditions cannot be imposed to require footpaths beyond the frontage of the subdivision or intersection upgrades that primarily serve the wider community
- Private developer agreements (cost-share agreements) need to be in place to ensure that Council pays for infrastructure beyond the direct needs of the subdivision.

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What are we doing?

- Community Boards are currently provided with updates on the progress of subdivision development and the resulting changes to the road network via briefings.

DELEGATIONS

- Transport works associated with subdivisions fall into two categories:
 - a) Works on existing roads required to connect the subdivision to the existing transport network.
 - b) New internal roads and footpaths that are provided in accordance with approved consent plans.

NEW ROADS INSIDE THE SUBDIVISION

- For internal roads, the Community Boards have delegated powers to approve new road infrastructure after the roads have been vested with Council.
- This primarily involves resolving signs and markings under the Traffic and Parking Bylaw.
- Detailed traffic resolution reports will be prepared for those roads that have been vested in Council.

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What are we doing? (cont.)

- On existing roads, Community Boards have the delegated authority to approve the majority of roading changes.
- For subdivision works connecting to existing roads, a series of resolution reports are being prepared that provide the context for and seek Community Board approval to retain the currently constructed infrastructure. These reports are being prepared for inclusion within Board agendas from May and June 2025 onwards.
- Subsequent resolution reports will be prepared for those internal subdivision roads that have been vested in Council.

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Current subdivision works for approval

Consent	Address	Stage of work	Legal road works
2022/3000	396 Wigram Rd	224 imminent	upgrade
2020/2265	485 Hills Rd	224 imminent	intersection
2020/678	Main North/Radcliffe Rd	224 imminent	Intersection/road changes
2021/1122	Lydia St	224 imminent	Intersection changes
2023/1929	121 Halswell Junction Rd	Plans accepted	Linkage, intersection
2024/1889	304 Halswell Junction Rd	Plans accepted	Footpath connection
2022/626	121 Kennedys Bush Rd	Plans accepted	2 x driveways
2024/16	678 Cashmere Rd	Plans accepted	intersection
2023/3319	70 McTeigue Rd	Plans accepted	intersection
2022/3278	319 Worsleys Rd	Plans accepted	Worsleys Rd upgrade
2023/2855	315 Worsleys Rd	Plans accepted	Worsleys Rd upgrade
2023/1026	233 Styx Mill Rd	Plans under review	Road upgrade, intersection
2024/2674	Arbor Grove	Plans under review	road extension
2021/4312	Bower Ave	Plans under review	Road extension
2022/639	122 Kennedys Bush Rd	Under construction	Platforms, intersections, blips
2017/3185	201 Halswell Rd	Under construction	NZTA work
2021/3823 2025/53	440 Wigram Rd	Under construction	Intersection, realignment
2022/2381	179 Milns Rd Stage 1 2	Under construction	Intersections
2024/131	179 Milns Rd Stage 3	Under construction	Intersection road closure
2022/2160	50 Quaifes Rd	Under construction	Intersection, platform
2021/1909	60 McTeigue Rd	Under construction	Intersection, upgrade
2/22/485	430 Sparks Rd	Under construction	Upgrade
2024/2008	199 Worsleys Rd (Cashm est)	Under construction	Road extension
2022/3963	Birkdale Dr	Under construction	New road bridge
2021/2685	65 Grampian St	Under construction	intersection
2022/1669	Glendore Sutherlands Rd	Under construction	Threshold, blips, intersection

Priority Resolution Reports

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Options for dealing with new Subdivisions

- For new subdivisions not yet under way, and as required by current delegations, resolution reports will be prepared in advance of works commencing on existing roads.
- We have been informing developers of this change in process and are in the process of updating our standard conditions and advice notes on future subdivision consents.
- A report will be prepared for full Council outlining further changes to streamline the process and to ensure that approvals and resolutions are secured at a more appropriate point within the subdivision development process.
- Any adopted changes to the process will be monitored to check if too restrictive or working well

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#	Subdivisions to be resolved	Community Board
1	South Halswell ODP (bound by Kennedys Bush Road/Glovers/Halswell Road (SH75))	Waipuna - HHR
2	Southeast Halswell ODP (bound by Kennedys Bush Road/Cashmere Road/Sutherlands Road/Sparks Road)	Waipuna - HHR
3	North Halswell ODP (bound by Sparks/Milns/Hendersons/Halswell (SH75) Roads)	Waipuna - HHR
4	South Halswell ODP (bound Halswell Junction Road/ Sabys Road/Quaifes Road/Murphys Road)	Waipuna - HHR
5	Southwest Halswell ODP (bound by Murphys/Quaifes/Whincops/Halswell Junction Roads)	Waipuna - HHR
6	Awatea ODP (bound by Halswell Junction Road/ Wigram Road/ McTeigue Road)	Waipuna - HHR
7	Riccarton Racecourse ODP (bound by Steadman Road/Yaldhurst Road (SH 73)/Kinross Street)	Waipuna - HHR
8	Upper Styx ODP (bound by Gardiners Road/Styx Mill Road/Cavendish Road/Claridges Road)	Waimaero - FWH
9	Northwest Belfast (bound by Main North Road/Johns Road)	Waimaero - FWH
10	East Belfast ODP (bound by Radcliffe Road/Northern Corridor/Belfast Road/Railway Line)	Waimaero - FWH
11	Highfield Park ODP (bound by Prestons/Hawkins/Selkirk Roads)	Waipapa - PIC
12	Prestons North and South ODP (bound by Lower Styx Road/ Mairehau Road)	Waitai - CBL
13	South Masham ODP (bound by Buchanans Road/Roberts Road)	Waipuna - HHR
14	Spur & Hendersons ODP (fronting Cashmere Road)	Waipuna - HHR
15	Worsleys Road	Waihoru - SCH

Subdivision #	Streets Impacted
1 South Halswell ODP	<ul style="list-style-type: none"> Upgrade Kennedys Bush Road between Quarry Park entrance and Glovers Road Roundabout access connecting to Muir Hill Road Re-alignment of intersection of Glovers/Kennedys Bush Road Glovers Road subdivision site frontage 2 x pedestrian crossings & Bus stop location 2 x Subdivision Access to Glovers Roundabout subdivision access/Candys Road/SH75

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2 Southeast Halswell ODP	<ul style="list-style-type: none"> • Intersection of Cashmere/Kennedys upgrade • New Intersection to Cashmere Road and Cashmere Road frontage & Quarry Park Cashmere Road frontage • Pedestrian island Kennedys Bush Road • New subdivision T intersection Kennedys/Irvin's Track • New kerb and Chanel on western corner of Cashmere/Sutherlands and kerb and channel on western side of Sutherland extending to existing waterway • to new subdivision access at Spalling Road/Sutherlands • New subdivision access Muirhill/Sutherlands and new footpath on southwest of new intersection • New kerb and channel along subdivision frontage on the western side of Sutherlands between Cashmere Stream/Sparks • Intermittent kerb and channel on eastern side of Sutherlands between Cashmere Stream/Sparks • New access - crossroads intersection Glendore /Sutherlands/Bunz Road • New subdivision T intersection access Sparks/Shorthorn • Upgrade to Sparks/MacArtney Av with pedestrian refuge on Sparks and new footpath on northern side of Sparks • New subdivision T intersection Sparks/Benrogan • New footpath kerb and channel between new access and Sutherlands Road • Pedestrian crossing west of Hendersons
3 North Halswell ODP	<ul style="list-style-type: none"> • Currently working along Sparks Road frontage northwest (**parts under construction**) • 2 x Subdivision T intersection Collier/Sparks & Larissa/Sparks • 2 x Subdivision T intersections Manarola/Hendersons & Franco/Hendersons • Subdivision access to Milns/William Brittan • Subdivision T intersection Whitburn/Milns • New T intersection Milns/Te Repo Drive • Footpath kerb and channel along site frontage of Banbury Retirement Village (southeast side Milns) to James Hight Drive
4 South Halswell ODP	<ul style="list-style-type: none"> • Sabys/Quaifes Road upgrade • 2 x Subdivision T intersections Glengael Dr/Quaifes Rd & Silvereys/Quaifes Rd • T intersection Matai Springs/Quaifes • Upgrade intersection of Quaifes/Murphys • Upgrade intersection Murphys/Halswell Junct Rd • Crossroad intersection Murphys/ Graycliffe/Blue Jacket • T intersection Murphys/Kilmurry • Footpath along Murphy subdivision frontage between Halswell Junction Road and new school • Intersection upgrade (to reflect slower speed limit) Oldham Cres/Halswell Junction Rd including pedestrian buildouts
5 Southwest Halswell ODP	<ul style="list-style-type: none"> • Safety upgrade (change priorities) Whincops/Marshs • Continuous footpath along Whincops both sides between Quaifes Halswell junction Road

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	<ul style="list-style-type: none"> • New T intersection Whincops/Ishwar Ganda Boulevard • New roundabout Whincops/Richmond Ave • Roundabout Whincops/Halsell Junction/Wigram • New footpath southern side Halswell Junction Road between Whincops and Murphys • Frontage footpath kerb channel southside Halsell Junction Road between Whincops/Richmond Av • Roundabout – subdivision access Hamill /Halswell Junction Rd/Patterson Tce • Subdivision access T intersection Denali Street/ Halswell Junction Road • Frontage footpath along Murphys between Halswell Junction Road/green open space
6 Awatea ODP	<ul style="list-style-type: none"> • Subdivision footpath frontage along Halswell junction Road between McTeigue to Wigram Road • Central median along Halswell Junction Road between Denali/Wigram Road • Subdivision T intersection access Halsell Junction/Albert Wills Av • New T intersection Wigram/Birchgate • Footpath along Wigram frontage both sides between Birchgate to Halsell Junction Road • Subdivision T intersection Sholto Duncan / Wigram Road • Frontage footpath eastern side of Wigram Rd between Sholto/Dunbars Rd • intermittent Frontage footpath southern side of Awatea between Wigram and Wilmers • T intersection McCrorie/Awatea • Carrs Rd intersection realignment • T intersection Barbara Joan Rd/Awatea • Footpath along Wilmers frontage between Kairua/Awatea • 2x T intersection to Wilmers • Extended footpath from Kairua to stormwater reserve
7 Riccarton Racecourse ODP	<ul style="list-style-type: none"> • Connection to existing Kahukura Road • Steadman Road frontage upgrade to Racecourse Steadman access • Pedestrian refuge island Steadman Road near Rosella Street • Steadman Road access to retirement village opposite Ben Nevis Drive

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8 Upper Styx ODP	<ul style="list-style-type: none"> • Subdivision T intersection Ambertie Place onto Gardiners Road • Intermittent footpath on western side of Gardiners Road • Subdivision T intersection onto eastern side of Gardiners south of Claridges Road with footpath frontage upgrade & pedestrian refuge • footpath frontage upgrade western side approximately 400m south of Claridges Road • footpath frontage upgrades along Claridges between Gardiners and Walter Cres Drive with new T intersection • 2 x Subdivision T intersection Stroma Av/Claridges & Tullett Park Dr/Claridges Rd • Footpath along Claridges on both sides from Walter Cres to Highsted Rd • Intermittent frontage footpath both side along Highsted road • 2 x T intersection each side of Highsted • T intersection Highstead Road/Redbrook Road • T intersection north side of Styx Mill Road Meadow Stream Drive • Intermittent frontage footpath on north side of Styx Mill along subdivision frontage to the east of Highsted • Pedestrian refuge Styx Mill east of Tullett Park Rd • T intersection Tullett Park/Highsted • Intermittent frontage footpath along southern side of Highsted east of Highsted • 2 x T intersections Styx Mill Road southern side east of Highsted
9 Northwest Belfast	<ul style="list-style-type: none"> • New arm to Signalled intersection of Belfast/Main N Road
10 East Belfast ODP	<ul style="list-style-type: none"> • Improvements to signalled intersection on Main N Road/Radcliff Rd/Northwood Blv (resource consent) • Intersection safety improvements Radcliff/Blakes • Upgrade Thompson/Blakes intersection • 5 x T intersections onto Blakes Road • Subdivision frontage footpath provision and road upgrade (width) • **parts under construction** • Safety upgrade to Blakes/Belfast intersection • T intersection east of Blakes onto Belfast Road • Footpath connection to NZTA shared path on Belfast Rd
11 Highfield Park ODP	<ul style="list-style-type: none"> • New T intersection Oakbridge Blv/Prestons • T intersection onto Hawkins
12 Prestons North and South ODP	<ul style="list-style-type: none"> • Signalled intersection Preston Park Dr/Mairehau Rd • T intersection Mairehau/Aviemore • Signalled intersection Prestons Rd/ Te Rito Street • Signalled intersection Te Korari St/Prestons Rd • Footpath upgrade competed along Prestons Road • T intersection improvement Te Korara St/Lower Styx Rd
13 South Masham ODP	<ul style="list-style-type: none"> • Cross road intersection Mary Carpenter/Buchanans

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14 Spur & Hendersons ODP	<ul style="list-style-type: none">• 2 x T intersection Saddle Vale/ Cashmere Road & Kitchener's Knoll/Cashmere• T intersection Barnfields Close/Cashmere Road• Intermittent footpath provision at the subdivision frontages• T intersection Bushman Plc/Cashmere Road• T intersection Leistrella Rd/Cashmere Rd• Frontage footpath connection along site frontage to existing
15 Worsleys Road	<ul style="list-style-type: none">• Realignment of Worsleys Road and new T intersection with McVicar Drive• 2 x T intersection Gosforth Rd/Worsleys and Eaglesfield Cl/Worsleys Road• Frontage footpath upgrade between Eaglesfield to south of Gosforth

Memos

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Memo

13 May 2025

To: Andy Milne, Ron Lemm

From: Cedric Carranceja

LEX26204 – New subdivision resolutions

1. This memorandum has been provided as part of my secondment to the Christchurch City Council (**Council**). You have asked for a summary of my views on whether approval is required from the relevant Community Board (**Board**) for the following works associated with new subdivisions:

- (a) the creation of **new** (internal) roads to be provided in accordance with a subdivision consent;
- (b) works on **existing** Council vested roads for connecting a new subdivision to the existing transport network.

Creation of new roads under a subdivision consent

2. The Council's Delegations Register delegates to the Boards various roading powers in the Local Government Act 1974 ("**Delegated Roding Powers**").¹ However, these powers cannot be exercised on a new road that is being constructed by a developer on private land pursuant to a subdivision consent because it is not yet a "road" as defined under the LGA 1974.² The new road does not become a "road" under the LGA 1974 until it has been vested in the Council at the end of the subdivision process, when an approved survey plan showing the new road has been submitted to, and deposited by, the Registrar-General of Land.³
3. There is no need for Council staff to seek retrospective approval from the Board for new roads constructed by developers on private land under a subdivision consent because such roads have not yet been vested in Council for the Delegated Roding Powers to apply to. However, Council staff remain free to inform the Boards of new roads that will (eventually) be vested in Council.

Works on existing Council vested roads

4. You mentioned that in some cases, subdivision consent conditions require a developer to undertake works on existing Council vested roads.
5. The Delegations Register anticipates that Board approval is required for any roading works undertaken on existing Council vested roads that fall within the Delegated Roding Powers. Accordingly, if a developer is to make changes to an existing Council vested road within the scope of the Delegated Roding Powers as part of a subdivision consent, then prior Board approval is required.⁴

Cedric Carranceja

¹ See roading powers under sections 319(1)(d), 319(1)(e), 319(1)(f), 319(1)(j), 331 and 334 of the LGA 1974.

² Section 315(1) of the LGA 1974.

³ See section 223 and 238 of the Resource Management Act 1991.

⁴ Some roading works, such as installing, removing, or altering non-regulatory road markings do not need Board approval because the Delegations Register delegates the power to undertake such works to staff instead of the Board.

14. Halswell Tennis Club Lease and Court Expansion - Halswell Domain

Reference Te Tohutoro: 25/825982

Responsible Officer(s) Te Pou Matua: Felix Dawson, Leasing Consultant; Jason Tickner, Parks Planner

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 consider the application from Halswell Tennis Club for an approval to re-configure three courts and an extension to the existing ground lease for the club at Halswell Domain
- 1.2 The report is staff initiated to address the request for the extension and the need for a variation to the existing lease area.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Halswell Tennis Club Lease and Court Expansion - Halswell Domain Report.
2. Grants a variation to the ground lease dated 16 January 2024 to Halswell Tennis Club for part of Halswell Domain described as RS 40337, CB646/79 for an additional area of land being approximately 160 square metres, making the new lease area a total of 3,515 square metres as shown in the plan in Attachment B to the report on the meeting agenda.
3. Approves the removal of two existing courts with surrounding fencing and the construction of three new courts and surrounding fencing as shown in the plan in Attachment A to the report on the meeting agenda.
4. Notes that approval is subject to the Halswell Tennis Club meeting all regulatory requirements including the Building Act 1991 and the Resource Management Act 1991.
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. Requests that the Manager Property Consultancy do all things necessary and make any decisions at his sole discretion that are consistent with the intent of this report to implement the resolutions above including completing negotiations for, and administer, the terms and conditions of the variation.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 This report recommends landlord approval to develop a new court and an extension by way of variation to the Halswell Tennis Club lease area to accommodate the new court.
- 3.2 The Halswell Tennis Club is a long-term tenant at Halswell Domain and continues to function well as a club with over 250 members.

- 3.3 The Club currently maintains eight courts and wishes to develop an unused space within the lease area, re-configure two courts and develop an additional court. To enable this, a small strip outside the lease boundary would be required.
- 3.4 The Parks Unit supports the use of the additional land on the basis that it supports a well-functioning club to develop and accommodate its growing demand. There is limited negative impact on the reserve although the new boundary would require the removal of a hedge between the existing boundary and car park.
- 3.5 The Parks Unit note the loss of the hedge and advises that a wider development plan is to be proposed for the park and mitigation where possible can be incorporated into the design at that time.

4. Background/Context Te Horopaki

- 4.1 The Halswell Tennis Club was established in 1910 and continues as a strong club with over 250 members, successful senior and junior teams and increasing membership. It has a current lease with a final expiry of 30 June 2051.
- 4.2 The club would like to expand its current five courts to six.
- 4.3 The existing lease area of 3,355sqm is shown as A-B below in yellow.





- 4.5 The re-configured courts are shown below. To incorporate this space into the lease area for the purpose of the new court, the existing boundary fence and a hedge requires removal. There is no impact on existing parking. Three new courts will be built in Plexi pave and painted in green. A new fence of around 3m high with mesh wind break will be installed.



- 4.6 The Parks Unit note that the only impact of the proposed extension is the loss of the hedge which screens the net fencing but advise that the impact of the loss of the hedge is minimal and justified for the benefit to the Club in having an additional court. The Parks Unit also advise that a wider development plan is to be proposed for the park and mitigation where possible can be incorporated into the design at that time.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.7 The following reasonably practicable options were considered and are assessed in this report:
- 4.7.1 Approve request for additional lease area and re-build of courts
 - 4.7.2 Do not approve request for additional lease area and re-build of courts.

4.8 The following options were considered but ruled out:

- 4.8.1 Do not approve additional land but approve renewal of existing two courts. Not favoured as limits opportunity for Club to expand and no real reason to limit expansion.

Options Descriptions Ngā Kōwhiringa

4.9 **Preferred Option:** Approve request for additional lease area and re-build of courts

4.9.1 **Option Description:** Approve request for additional lease area and re-build of courts

4.9.2 Option Advantages

- Supports Club expansion and provision of additional community facility.
- Maximises use of currently underutilised land in Club lease area.

4.9.3 Option Disadvantages

- Nil.

4.10 **Other Option:** Do not approve request for additional lease area and re-build of courts.

4.10.1 **Option Description:** Do not approve request for additional lease area and re-build of courts.

4.10.2 Option Advantages

- Nil.

4.10.3 Option Disadvantages

- Club limited in expansion opportunity and improvement of community facility
- Club lease area not maximised.

Analysis Criteria Ngā Paearu Wetekina

4.11 The options were assessed taking into account lessee investment on site, opportunity for the Club to develop and impact of development on park as a whole

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option – Support court redevelopment and extra area	Option 2 – Not approve extra area
Cost to Implement	Nil	Nil
Maintenance/Ongoing Costs	Nil	Nil
Funding Source	Club Funded	Club Funded
Funding Availability	Club Funded	Club Funded
Impact on Rates	Nil	Nil

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that the lessee will not be able to raise sufficient funds to undertake the work. The likelihood of this is considered medium given the current financial climate but the consequences are low. There would be no change to the existing operation if money is not raised. The Club will be required to show sufficient funds before work is commenced.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 Delegations Parks (Part D-sub Part 1- Community Boards) Authority delegated from Council to Community Boards.
- “To agree to variations of leases and licenses in accordance with this section and to authorise staff to sign all required documents” - section 114 Reserves Act 1977
- 6.2.2 Reserves Act 1977-Lease entered into pursuant to section 54 Reserves Act 1977.
- 6.3 Other Legal Implications:
- 6.3.1 Local Government Act 2002-Decision Making including consideration of community views.
- 6.3.2 Reserves Act 1977, use consistent with recreation use classification

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
- 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#)..
- 6.4.2 The application is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 6.4.3 Is consistent with Council's Plans and Policies. In particular:
- Open Space Strategy
 - Physical Recreations and Sports Strategy
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Parks, Heritage and Coastal Environment
- 6.6.1 Activity: Parks and Foreshore
- Level of Service: 6.8.10.1 Appropriate use and occupation of parks is facilitated - Processing of the application is started within ten working days of receiving application – 95%
 - Level of Service: 6.8.5 Resident satisfaction with the overall availability of recreation facilities within the City's parks and foreshore network - >= 70%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 A notice of the proposed court development and lease boundary adjustment was circulated to other clubs on the reserve, all of whom supported the proposal.
- 6.8 Staff consider that the above is sufficient consideration of community views taking into account the significance and impact of the decision proposed.
- 6.9 The decision affects the following wards/Community Board areas:

6.9.1 Waipuna Halswell-Hornby-Riccarton Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.10 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.11 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.12 There is no change of any significance to existing use and activity



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report are unlikely to contribute significantly to adaption to the impacts of climate change or emissions reductions.
- 6.16 The proposal to enter into a lease variation for an existing use does not have an impact on climate change. The development of the new courts will involve the use of additional resources, but this is not regarded as significant and is reasonable in the circumstances of the club as a whole which encourages local community involvement generally and in that sense the carbon associated with travel is low.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, property staff to vary lease area plan. Halswell Tennis Club will undertake fundraising and construction of the new courts.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Halswell Tennis Club - Proposed Development Plan	25/1320830	193
B 	Halswell Tennis Varied Lease Plan	25/1323702	198

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

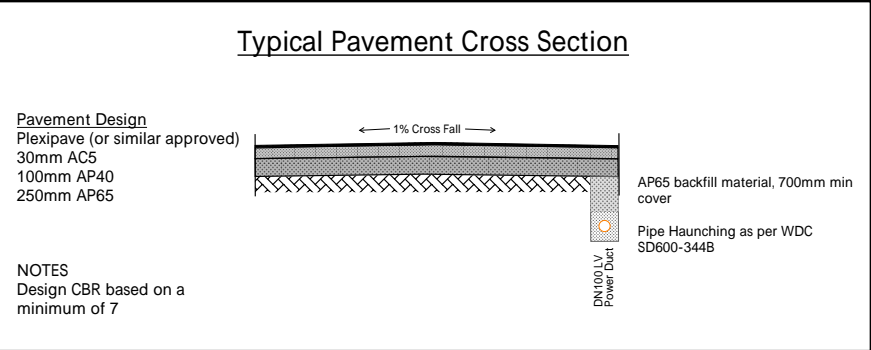
Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Jason Tickner - Parks & Recreation Planner Felix Dawson - Leasing Consultant
Approved By	Kathy Jarden - Team Leader Leasing Consultancy Angus Smith - Manager Property Consultancy Al Hardy - Manager Community Parks Rupert Bool - Head of Parks



GENERAL NOTES:
 1. EXISTING SERVICES:
 LOCATION OF EXISTING UNDERGROUND SERVICES ARE THE RESPONSIBILITY OF THE CONTRACTOR THEY ARE TO BE LOCATED BY THE CONTRACTOR PRIOR TO EXCAVATION.
 2. DIMENSIONS AND LEVELS - CONTRACTOR TO CONFIRM ALL DIMENSIONS, GRADES AND LEVELS PRIOR TO STARTING.



Rev	Date	Description	By
A	2-02-25	Preliminary	BM



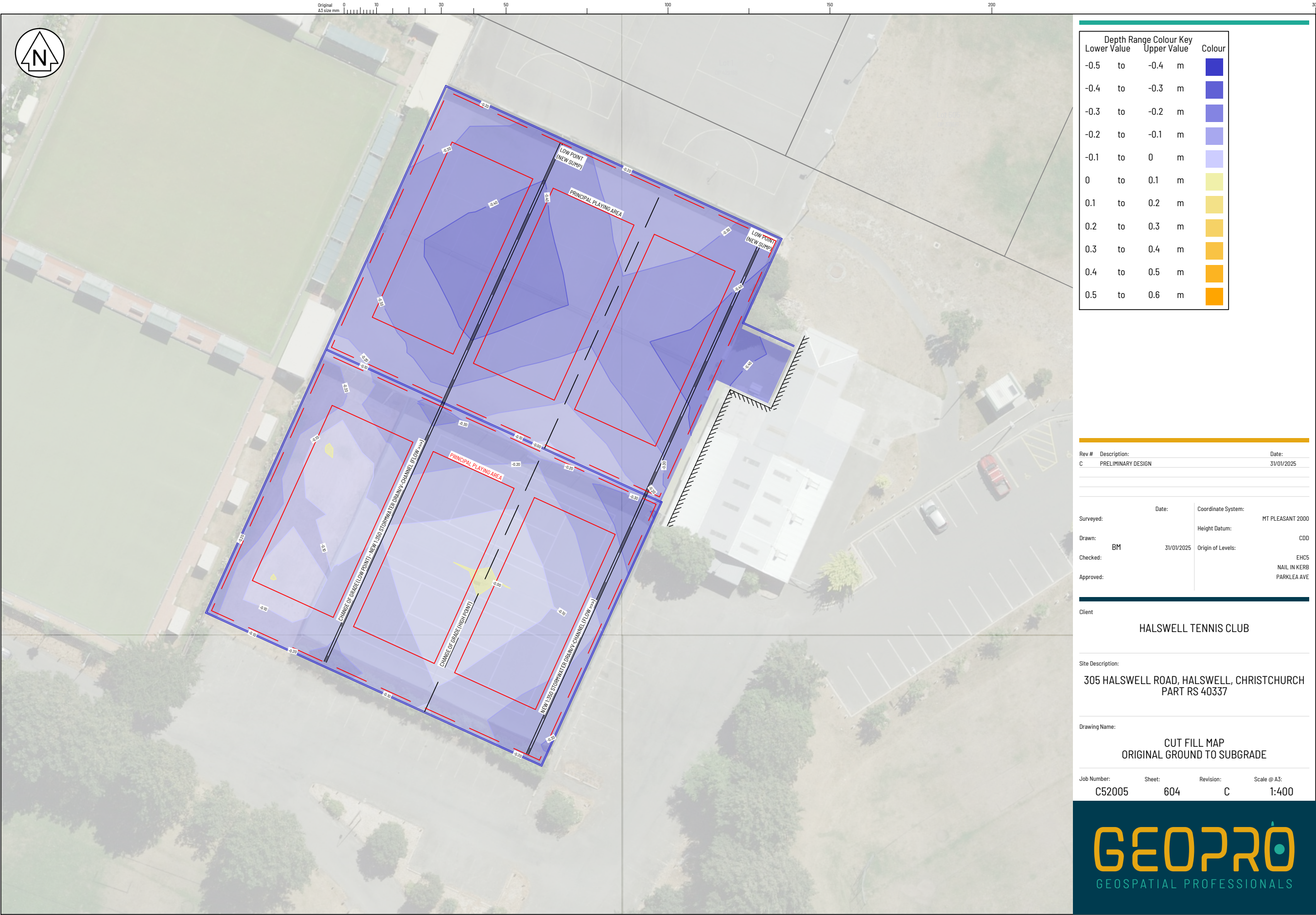
Unit 5A/337 Harewood Road,
 Bishopdale, Christchurch 8053
 Email: brayden@bmconsulting.nz
 Ph: +64277066271

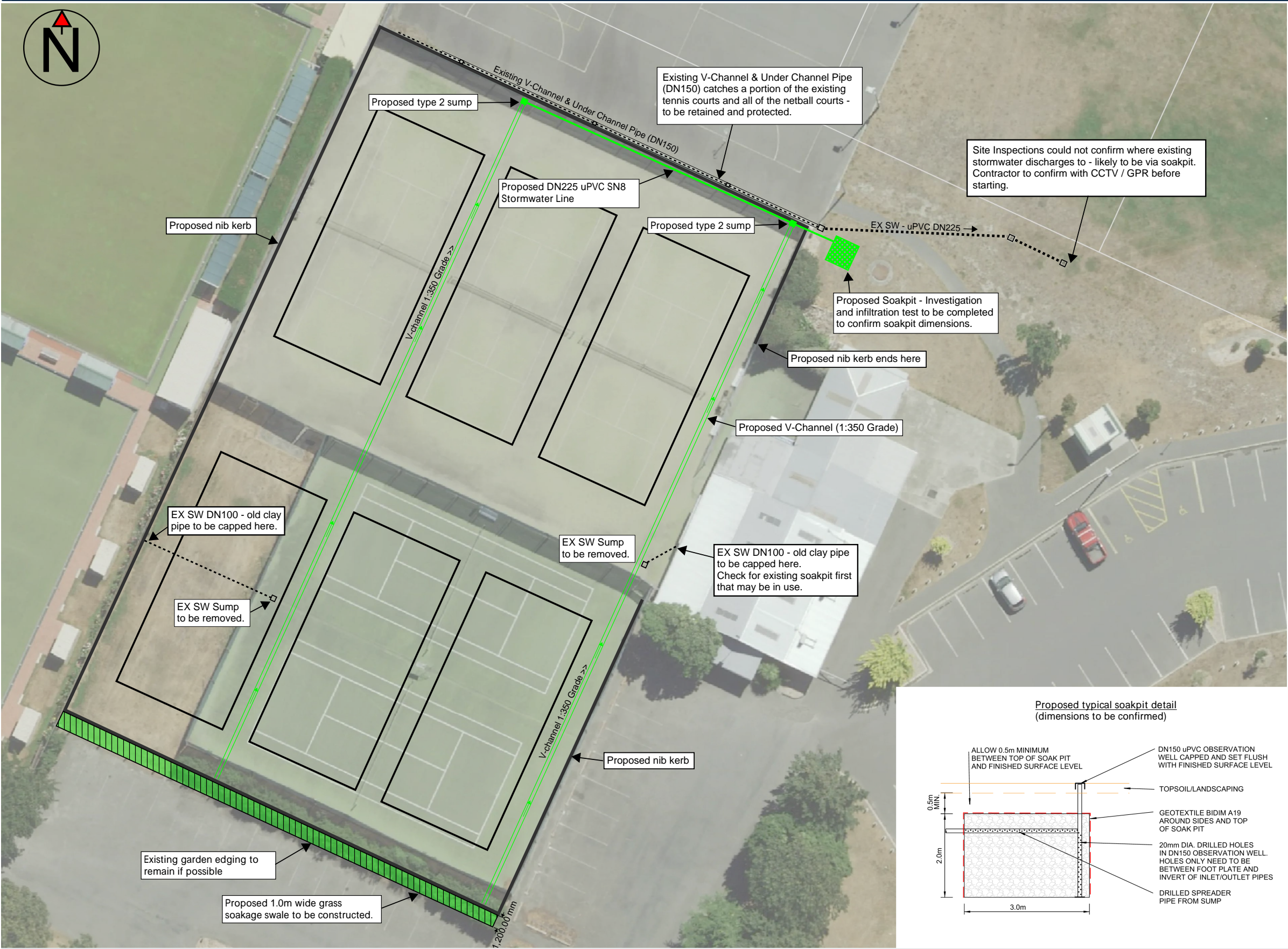
Project:	HALSWELL TENNIS CLUB REDVELOPMENT	Client:	HALSWELL TENNIS CLUB	Paper Size:	A3	<div>PRELIMINARY</div> <div>(NOT FOR CONSTRUCTION)</div>	
Drawing Title:	GENERAL ARRANGEMENT & PAVEMENT	Notes:		Drawing No:	601		
				Rev:	A	Rev Date:	02/02/2025

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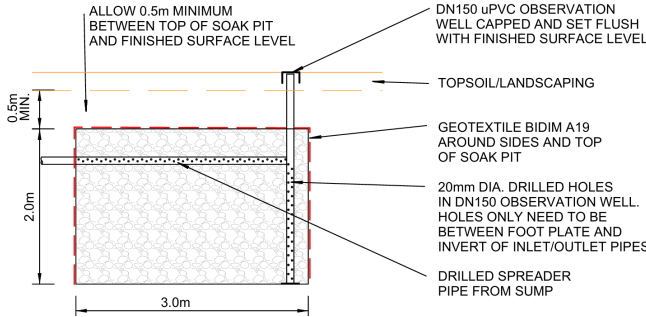




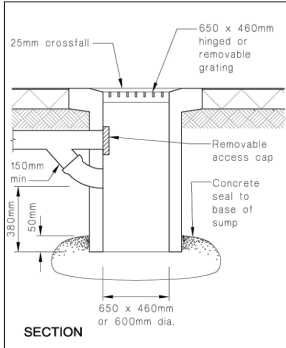
GENERAL NOTES:

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 LOCATION OF EXISTING UNDERGROUND SERVICES ARE THE RESPONSIBILITY OF THE CONTRACTOR THEY ARE TO BE LOCATED BY THE CONTRACTOR PRIOR TO EXCAVATION.
2. DIMENSIONS AND LEVELS - CONTRACTOR TO CONFIRM ALL DIMENSIONS, GRADES AND LEVELS PRIOR TO STARTING.

Proposed typical soakpit detail
 (dimensions to be confirmed)



Proposed type 2 sump



(Source: NZBC E1/AS1 Fig.9)

Rev	Date	Description	By
A	2-02-25	Preliminary	BM



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 Bishopdale, Christchurch 8053
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Project:	HALSWELL TENNIS CLUB REDVELOPMENT	Client:	HALSWELL TENNIS CLUB	Paper Size:	A3	PRELIMINARY (NOT FOR CONSTRUCTION)
Drawing Title:	DRAINAGE PLAN	Notes:		Drawing No:	604	
				Rev:	A	02/02/2025

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Areas and Dimensions Subject to Survey		A			
Boundary Locations Subject to Cadastral Survey		ISSUE	AMENDMENT	SIGNED	DATE
HALSWELL TENNIS CLUB LEASE AREAS					
<div>Christchurch City Council</div> <div>TECHNICAL SERVICES & DESIGN</div>	SURVEYED		DRAWING NUMBER	ORIGINAL SHEET SIZE	SCALES
	DRAWN	JA	SM224602		
	DATE	06/2025	WBS	A4	
	© COPYRIGHT CHRISTCHURCH CITY COUNCIL AERIAL PHOTOGRAPHY CREATIVE COMMONS ATTRIBUTION 3.0 NEW ZEALAND LICENSE		304/000009		
PROJECT NUMBER			SHEET		
		RPS6458	1 OF 1		

15. Canterbury Riding for Disabled - proposed new lease

Reference Te Tohutoro: 25/872105

Responsible Officer(s) Te Felix Dawson, Leasing Consultant; Katelyn Elley, Parks and
Pou Matua: Recreation Planner

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to consider the application for a new ground lease by Canterbury Riding for the Disabled (CRDA) for part of Ngā Puna Wai and Canterbury Agricultural Park.
- 1.2 The report is staff initiated to address the lease expiry.
- 1.3 The current lease has expired, and a new lease is required to provide security of tenure and enable the Canterbury Riding for Disabled to plan on going activities with certainty.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Canterbury Riding for Disabled - proposed new lease Report.
2. Grants a ground lease to Canterbury Riding for Disabled pursuant to the Local Government Act 2002, for a lease period of 20 years including renewals for an area of approximately 4.2 hectares of land in Ngā Puna Wai and Canterbury Agricultural Park being part of Sec 1-2 SO556827, Lot 6 DP535017 as shown on the plan described in Attachment A to the report on the meeting agenda.
3. Notes
 - a. That the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
 - b. That appropriate consultation has been undertaken and the results of that support this proposal.
4. Requests that the Manager Property Consultancy do all things necessary and makes any decisions at his sole discretion that are consistent with the intent of the report on the meeting agenda to implement the resolutions above including completing negotiations and administering the terms and conditions of the new lease.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Canterbury Riding for Disabled has operated at Ngā Puna Wai and Canterbury Agricultural Park since 2004, providing easily accessible space for people with disabilities to participate in physical therapy, educational and sport/recreation programs.
- 3.2 The current lease expired on 31 October 2024 and has been holding over.
- 3.3 The Parks Unit supports continued use, citing its community value.
- 3.4 The organisation is an Incorporated Society and has Charitable Status. CRDA is financially sound and requires security of tenure to plan effectively. In line with Council's Lease Policy, it

is recommended to unilaterally grant a new lease, recognising the organisations proven track record of financial stability and community service.

4. Background/Context Te Horopaki

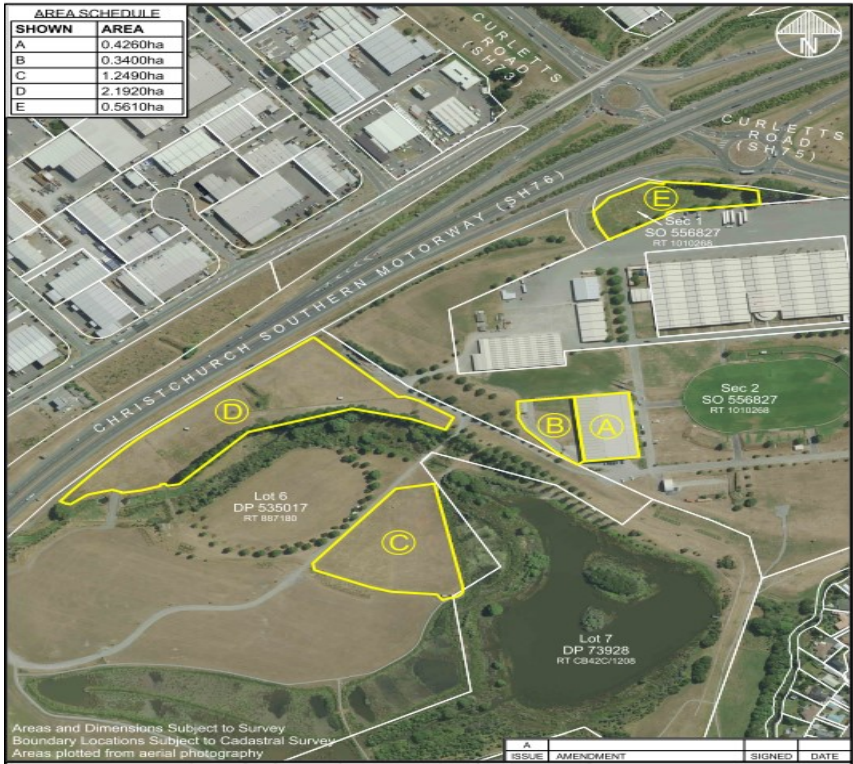
The property

- 4.1 Canterbury Agricultural Park, 102 Curletts Road and Ngā Puna Wai, Augustine Drive as shown in red below. The land is held as Park under the Local Government Act 2002.



Canterbury Riding for the Disabled Association

- 4.2 CRDA have operated from Canterbury Agricultural Park situated at 104 Curletts Road since 2004.
- 4.3 The lease area consists of the following facilities: an indoor arena including dressage area contained in A below, an exercise area, pens and feed sheds located in area B, and three paddocks shown C-E for the grazing of 14 horses and ponies.



- 4.4 CRDA is a registered charity and incorporated society affiliated with the New Zealand Riding for Disabled Association (NZRDA) running a multi-purpose Equestrian Centre. It holds a current operational certificate issued annually by the NZRDA.
- 4.5 CRDA provides therapeutic equine programmes for the disabled community involving physical therapy, education and sport/recreation. Weekly training sessions for the disabled are held and run by 5 trained NZRDA coaches, a therapist and up to 60 volunteers.
- 4.6 The programme has a proven track record of providing service and support to people with physical, intellectual, emotional and social challenges. Riders develop confidence and strength through assisted riding with staff/volunteers support. The opportunity to assist as volunteers provides chance to develop confidence and self-esteem for the un-employed and disadvantaged.



Image above: Eliot has got stronger and stronger this year. Now he can walk from the car all the way to his 'pony blokey' without his walker.



Image above: Jess suffered debilitating social anxiety. After two terms in our sport and recreation programme, Jess has the confidence to work as a volunteer. She now helps lots of other riders reach their therapy goals.

- 4.7 The Council and New Zealand Special Olympic Committee have asked CRDA to host the equestrian events for the Special Olympics National Summer Games to be held in Christchurch in December 2025. The events will be run at the indoor arena over a three-day period. Around 20-30 volunteers required to run the events. CRDA will be providing in the vicinity of 20 ponies which will involve sourcing additional horses beyond current stock.
- 4.8 A public toilet is included in the building and managed by CRDA in conjunction with Parks staff.
- 4.9 CRDA have a deed of arrangement with Canterbury A&P Association for the subletting of the arena for the period of the show.
- 4.10 The organisation meets the Council's requirements as a suitable lessee
 - Charity/Incorporated Society
 - Strong governance and operating structure
 - Historical use and investment on the site
 - Purpose is consistent with classification, zoning and use of the park
 - Financially sound
- 4.11 Proposed ground lease:
 - For the indoor/outdoor arenas on Canterbury Agricultural Park and three horse grazing blocks one on Canterbury agricultural Park and 2 on Nga Puna Wai.
 - Twenty-year term issued under the Local Government Act 2002
 - Pavilion to be made available to the Canterbury Agricultural Park Association (CAPA) for exclusive use during The New Zealand Agricultural Show.
 - Fees and charges to be in accordance with Council 'Charges Policy for Sports Clubs and Community Groups'

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.12.1 Enter into a new ground lease

4.12.2 Do not enter into a ground lease

4.13 The following options were considered but ruled out:

- Do nothing: CRDA requires certainty to enable it to plan future use with certainty. To do nothing is to leave a well-functioning community organisation in limbo.
- Invite registrations of interest for alternative lessee: There is no justification to seek an alternative operator with the success of the existing organisation and existing links with the community.

Options Descriptions Ngā Kōwhiringa

4.14 **Preferred Option:** Enter into a new ground lease

4.14.1 **Option Description:** Grant a new ground lease with CRDA under standard Council terms for community groups.

4.14.2 Option Advantages

- Consistent with policy of dealing with sports clubs and community groups with investment on site
- Provides certainty for the organisation
- Consistent with the other users of the reserve

4.14.3 Option Disadvantages

- If the organisation performance declines or the operation becomes underutilised, the land could be tied up in an arrangement that no longer delivers value to the community.

4.15 Do not enter into a new lease

4.15.1 **Option Description:** Do not approve a new lease

4.15.2 Option Advantages

- More reserve space made available.

4.15.3 Option Disadvantages

- Well-functioning community program will not continue to operate.
- Opportunities for people with disabilities to participate in physical therapy, educational and Sport/recreation programs will decrease.
- Council will incur cost to clear and maintain.

Analysis Criteria Ngā Paearu Wetekina

4.16 The options in terms of the lease were assessed taking into account lessee investment on site and the need for certainty for ongoing operation as against alternative use for the park.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do not enter into lease
Cost to Implement	Cost to Implement- Preparation of lease and public advertising costs to be recovered from tenant	X
Maintenance/Ongoing Costs	Maintenance undertaken by tenant	X
Funding Source	Operational budget	Operational budget
Funding Availability	yes	no
Impact on Rates	minimal	yes

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk of the lessee failing to continue operating successfully and maintain the premises. The risk is assessed as low. Financial consequences would be medium and would require staff time disposing of the building. The likelihood of these consequences occurring is considered low based on the organisation's previous track record.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.1.1 Delegations Parks (Part D-sub Part 1- Community Boards) Authority delegated from Council to Community Boards.
"To grant leases or licences for a maximum term of 35 years to any person or body over parks and to authorise staff to sign all required documentation" section 138 Local Government Act 2002
- 6.1.2 Local Government Act 2002-Lease entered into pursuant to section 138 Local Government Act 2002.
- 6.2 Other Legal Implications:
- 6.2.1 Local Government Act 2002-Decision Making including consideration of community views.
- 6.2.2 Local Government Act 2002 Public notification in accordance with s138

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.3 The required decision:
- 6.3.1 Aligns with the [Christchurch City Council's Strategic Framework](#), in particular the strategic priority of being an inclusive and equitable city that puts people at the centre. Local sports club enable wellbeing, accessibility and connection.
- 6.3.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the number of people affected, the level of impact on those affected and the low cost to Council associated with entering into the lease.

- 6.3.3 Is consistent with Council's Plans and Policies:
- Sports Leases Charging Policy.
 - Council's Leasing policy - dealing unilaterally with incumbent tenant where there is only one logical tenant including not-for-profit organisations particularly sports clubs on reserves.
 - Ngā Puna Wai and Canterbury Agriculture Park Management Plan - referenced in plan as legitimate activity.
- 6.4 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.5 Communities & Citizens
- 6.5.1 Activity: Recreation, Sports, Community Arts and Events
- Level of Service: 7.0.3.1 Support citizen and partner organisations to develop, promote and deliver recreation and sport in Christchurch - 4,000 hours of staff support provided per annum

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.6 Community engagement involved: direct contact with the neighbouring lessees on the Park, delivery of flier to local residents on the residential boundary to the south off Warren Crescent and Bidwell Place, public notice in the Christchurch Press on 27 February 2025 and notification in the public notices of the Council website 26 February 2025. One query was received from the Operations Manager at the Park discussing and clarifying the operation of the public toilet in the lease area.
- 6.7 Staff consider that the above is sufficient consideration of community views taking into account the significance of the decision proposed.
- 6.8 The decision affects the following wards/Community Board areas:
- 6.8.1 Waipuna Halswell-Hornby-Riccarton Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.9 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.
- 6.10 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.11 The proposal was forwarded to the Treaty Partnership Team on 26 February 2025. No issues were identified and correspondence in support was received.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi



- 6.12 The proposals in this report are unlikely to contribute significantly to adaption to the impacts of climate change or emissions reductions. The proposal to enter into a new lease for an existing use does not have an impact on climate change as there is limited carbon footprint associated with leasing itself and there is no change to current emissions. In terms of the activities associated with the lease, the club encourages local community involvement. There are no development plans associated with the activities that involve significant use of resources.



7. Next Steps Ngā Mahinga ā-muri

7.1 Property staff to undertake final negotiation of lease terms and complete documentation.

Attachments Ngā Tāpirihanga

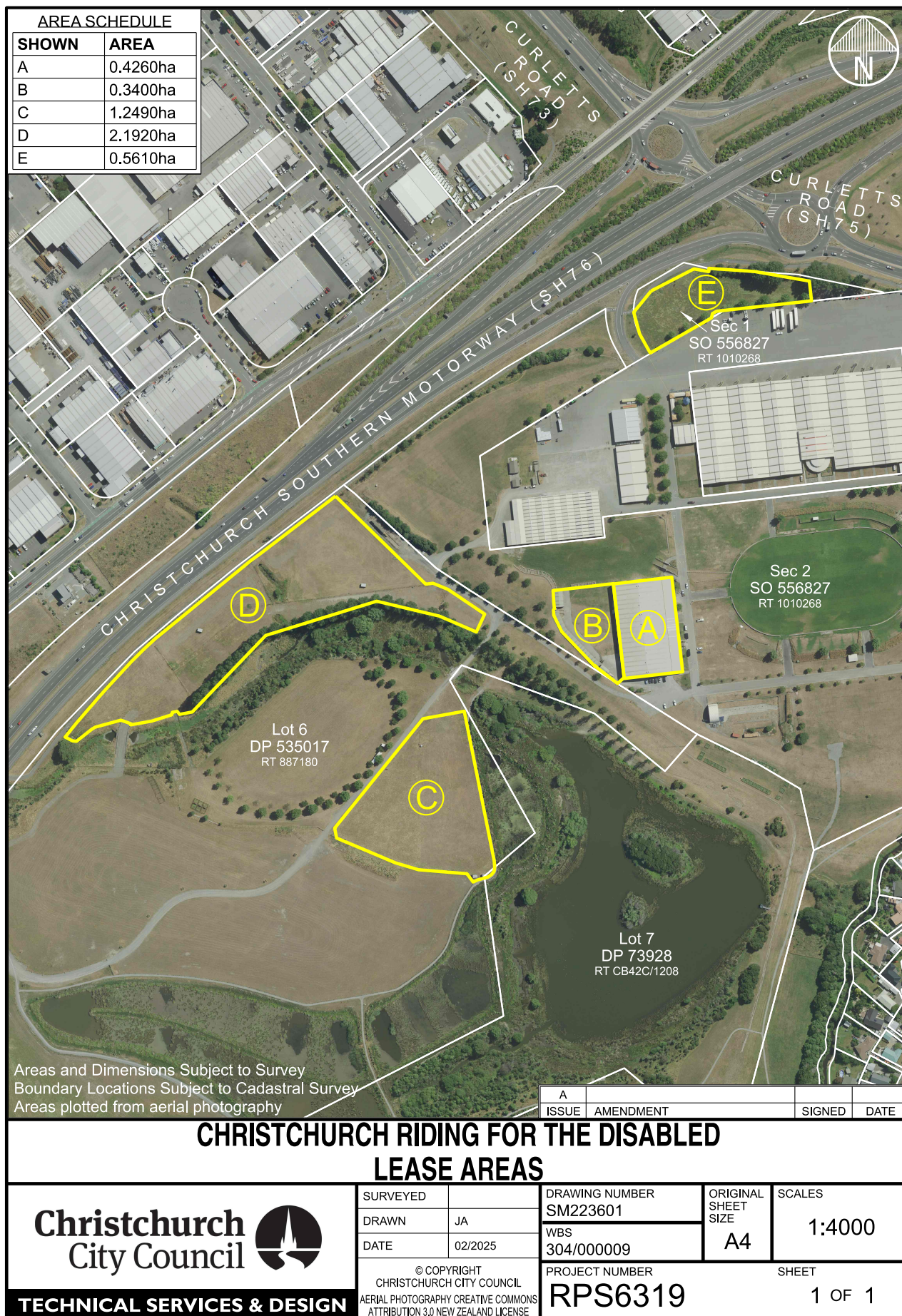
No.	Title	Reference	Page
A  	Canterbury Riding for the Disabled Lease Plan	25/1306928	207

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Felix Dawson - Leasing Consultant Katelyn Elley - Parks and Recreation Planner
Approved By	Kathy Jarden - Team Leader Leasing Consultancy Angus Smith - Manager Property Consultancy Al Hardy - Manager Community Parks Rupert Bool - Head of Parks



16. Wycola Skate Park Renewal - design approval

Reference Te Tohutoro: 25/686422

Responsible Officer(s) Te Holly Whitaker- Project Manager Community Parks

Pou Matua: Kiran Skelton- Engagement Advisor

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to request that the Waipuna Halswell- Hornby- Riccarton Community Board approve:

- 1.1.1 The concept plan for the renewal of the Wycola Skate Park

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Wycola Skate Park Renewal - design approval Report.
2. Notes that the decisions in this report are of low significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined as this is a local community park with minor impacts to Council's operations.
3. Approves the Wycola Skate Park renewal concept, as shown in attachment A to the report on the meeting agenda.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Wycola Skate Park is located in the southwest corner of Wycola Park, Hei, Hei, adjoining the Wycola Avenue/ Hei Hei Community Centre car park.
- 3.2 Pictures of the current skate facility at Wycola Park are shown below:



- 3.3 The renewal of the Wycola Skate/Scooter Park is being delivered to increase public safety within the park as the current skate facility has reached the end of its life.
- 3.4 The project was guided by the Crime Prevention Through Environmental Design report, conducted in 2022.
- 3.5 Consultation was conducted in February 2023, asking the public for feedback on new skate features at Wycola Park. The feedback we received was used to inform the design brief.

- 3.6 Staff worked on the design brief with internationally renowned skate/scooter park designer, CONVIC Limited, to create a concept design to meet the community's requests.
- 3.7 Workshops and a second round of consultation was conducted in March/April 2025 that sought feedback on the concept design and overall sentiment of the plan.
- 3.8 The renewal of the skate / scooter park also includes the renewal of the existing play space in the southwest end of Wycla Park. This play space will be replaced with a hamster wheel at the skate park as there is currently a second playground at the northern end of Wycla Park.
- 3.9 The skate / scooter park is designed to create a 'hang out space' for the community and therefore integrates shade, seating and representations of local artwork.
- 3.10 Due to its current condition, the adjacent car park off Wycla Avenue will also be resurfaced, during the same construction period.

4. Background/Context Te Horopaki

- 4.1 Staff briefed the Community Board on the planned engagement approach and timeline at a briefing meeting on 27 February 2025.
- 4.2 Staff attended an information session to discuss the results of the consultation on 26 June 2025.
- 4.3 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
27 February 2025	Vickerys Reserve play space and Wycla Skate Park renewal update.
26 June 2025	Wycla Skate/ Scooter Park- next steps.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.4 The following reasonably practicable options were considered and are assessed in this report:
 - 4.4.1 Full removal of existing skate and play assets and replace with new skate/scooter facility and hamster wheel.
 - 4.4.2 Full removal of unrepairable and unused skate park assets. Retain the skate bowl and half pipe.
 - 4.4.3 Full repair of existing bowl and half pipe.

Options Descriptions Ngā Kōwhiringa

- 4.5 **Preferred - Option 1:** Full removal of existing skate and play assets and replace with new skate/scooter facility and hamster wheel.
 - 4.5.1 Option Advantages
 - The community receives a skate facility that meets modern skate standards, improves sight lines from the carpark and road, and caters for beginners to intermediate users.
 - 4.5.2 Option Disadvantages
 - This option removes the existing skate bowl and half pipe which are in poor condition.

- Losing advanced skate park features.
- 4.6 **Option 2:** Full removal of unrepairable and unused skate park assets. Retain the skate bowl and half pipe.
 - 4.6.1 Option Advantages
 - The existing bowl and half pipe would be retained,
 - Remediates the existing cracks with a 'grind and patch' approach, potentially reducing serious harm.
 - 4.6.2 Option Disadvantages
 - The concrete within the existing assets remains rough and could cause moderate injury,
 - The surrounding areas would require landscaping and creation of a retaining wall for structural stability,
 - The newly designed skate/scooter facility would have to be re-orientated meaning sightlines would be poor,
 - Would require additional, unbudgeted funding.
- 4.7 **Option 3:** Full repair of existing bowl and half pipe.
 - 4.7.1 Option Advantages
 - The existing bowl and half pipe would be maintained, with a new smooth concrete surfacing.
 - 4.7.2 Option Disadvantages
 - No new skate/scooter features would be added, meaning no provisions for beginner and intermediate users,
 - Sightline related issues would not be resolved, as the interior of the existing bowl cannot be seen from the street.
 - 4.7.3 A greater number of play features could be added if budget allowed.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Preferred - Option 1	Option 2	Option 3
Cost to Implement	\$619,793	\$689,793	\$689,793
Maintenance/Ongoing Costs	Covered by existing maintenance costs	Increased site area, requiring additional maintenance budget	Covered by existing maintenance costs
Funding Source	Wycola Skate Park Renewal #65114 \$519,793 (includes \$34,000 from Better Off Funding) Community Parks Play Item Renewal #64749 \$40,000	Community Parks fixed renewal budget	Community Parks fixed renewal budget

	Community Parks Hard Surface Renewals #43686 \$60,000		
Funding Availability	Yes	Partial- an estimated \$70,000 in additional funds would be required	Yes
Impact on Rates	None	None	None

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Implementation costs are based on anticipated product supply, installation and wider construction costs. There is a risk these costs could change due to product availability and supply. Final construction costs will be confirmed during the construction tender stage. If costs escalate, staff will manage small shortfalls through minor amendments to design. Should there be major implications to levels of service, staff will discuss this with the Community Board before proceeding with the project.
- 6.2 The largest risk that could escalate cost would be the presence of contaminants in the soil. Wycola Park is a HAIL site (Hazardous Activities and Industries List) on ECan's Listed Land Use Register. Budget for the site preparation has been based on the cost of 'clean fill' disposal. Options are being considered around crushing existing concrete and reusing it in the base course for the new facility, but further investigation will need to take place.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 As per the Christchurch City Council's Delegation Register, 9 August 2024, the Community Board has the delegation to:
 - 6.3.1 Approve the location of, and construction of, or alteration or addition to, any structure or area on parks and reserves provided the matter is within the policy and budget set by the Council. (Part D – Sub Part 1 – Community Boards – Pg 96)
- 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 Align with the [Christchurch City Council's Strategic Framework](#).
 - 6.5.2 Is of low significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined as this is a local community park with minor impacts to Council's operations.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Parks, Heritage and Coastal Environment
 - 6.7.1 Activity: Parks and Foreshore
 - Level of Service: 6.3.5 Customer satisfaction with the recreational opportunities and ecological experiences provided by the City's Regional Parks - >=80%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 Early engagement with local schools (Hornby High and Primary School), local residents and skateboard advocacy groups commenced in March 2025. Council staff organised two workshops and shared the initial concept design.
- 6.9 Both workshops influenced the positioning and types of skate features in the consulted concept design as well as the addition of a hamster wheel.
- 6.10 Consultation started on 29 April and ran until 12 May 2025.
- 6.11 Consultation details including links to the [Kōrero mai | Let's Talk webpage](#) were advertised via:
- An email sent to 56 key stakeholders, including local schools, local community organisations and youth outreach groups.
 - Two local community Facebook pages.
 - Physical signs installed at the entrances to Wycola Park.
- 6.12 The [Kōrero mai | Let's Talk](#) page had 531 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.13 Submissions were made by two recognised organisations and 25 individuals. [All submissions are available on our Kōrero mai webpage.](#)
- 6.14 Submitters were asked whether they thought we had the Wycola Skate Park plans right.
- Hei Hei Broomfield Community Development and Hei Hei Health Centre felt we got the plan right. Both felt that the new design provided more opportunity for young people and would increase safety.
- 6.15 Including the two organisations, 6 (24%) submitters felt we got the plan right, 14 (56%) felt we got the plan somewhat right and 5 (20%) felt we did not get the plan right.
- 6.16 Submitters were asked what they liked and disliked about the plan and why.
- 6.16.1 Submitters liked the following elements of the plan:
- Openness of the space (5)
 - The shaded seat area (4)
 - Suitability for a range of abilities (4)
- 6.16.2 Submitters disliked the following elements in the plan:
- Removal of the bowl (11)
 - Removal of the playground (5)
 - Removal of the halfpipe (3)
 - The proposed hamster wheel (3)

Supplementary information

- 6.17 Staff ran two in-person engagements with Hornby High School and Hornby Primary School. Students were asked if they liked, somewhat liked or didn't like the plans.
- We received 303 responses from Hornby High students; 274 (90%) liked the plan, 24 (8%) somewhat liked the plan and 5 (2%) didn't like the plan.

- We received 209 responses from Hornby Primary students; 181 (86%) liked the plan, 20 (10%) somewhat liked the plan and 8 (4%) didn't like the plan.
- 6.18 A quick poll was conducted on the Let's Talk webpage to reduce barriers to participate. 33 ratings were received for the plan.
- 5-star ratings – 22
 - 4-star ratings – 2
 - 3-star ratings – 1
 - 2-star ratings – 1
 - 1-star ratings – 7
- 6.19 The decision affects the following wards/Community Board areas:
- 6.19.1 Waipuna Halswell-Hornby-Riccarton Community Board
- 6.19.2 Specifically the Hornby ward area.

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.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.21 The decision in this report is likely to contribute positively to emissions reductions, in that local residents will have access to a modern skate facility within walking distance and therefore may choose not to drive to other skate/scooter parks.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the Community Board approves the proposed concept plans, detail design can be undertaken and tenders can be prepared for the site preparation, construction of skate / scooter facility and for the resurfacing of the car park. Parks staff hope to complete this mahi in early 2026.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Wycola Skate/ Scooter final concept design	25/1301416	216

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Holly Whitaker - Project Manager - Community Parks Kiran Skelton - Engagement Advisor
Approved By	Bridie Gibbings - Manager Operations - Parks Development Al Hardy - Manager Community Parks



WYCOLA SKATE PARK

FINAL CONCEPT REPORT

APRIL 2025

CHRISTCHURCH CITY COUNCIL

CONVIC

PREPARED BY

CONVIC

FOR

Christchurch
 City Council

QUALITY INFORMATION

PROJECT NAME WYCOLA SKATEPARK
 PROJECT NO. 24922
 PREPARED BY Simon Bogalo
 REVIEWED BY Bryce Hinton

ACKNOWLEDGEMENTS

CONVIC Pty Ltd. Acknowledge the contributions of all those who participated in the DRAFT CONCEPT design consultation of the Wycola skatepark, including the Christchurch City Council staff and residents, community groups and other stakeholders who responded to the various opportunities for input and/or who provided advice and information where required.

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REVISION HISTORY

REVISION	REVISION DATE	DETAILS	AUTHORISED	
			NAME / POSITION	SIGNATURE
B	03.04.2025	FINAL CONCEPT	BRYCE HINTON / DESIGN MANAGER	

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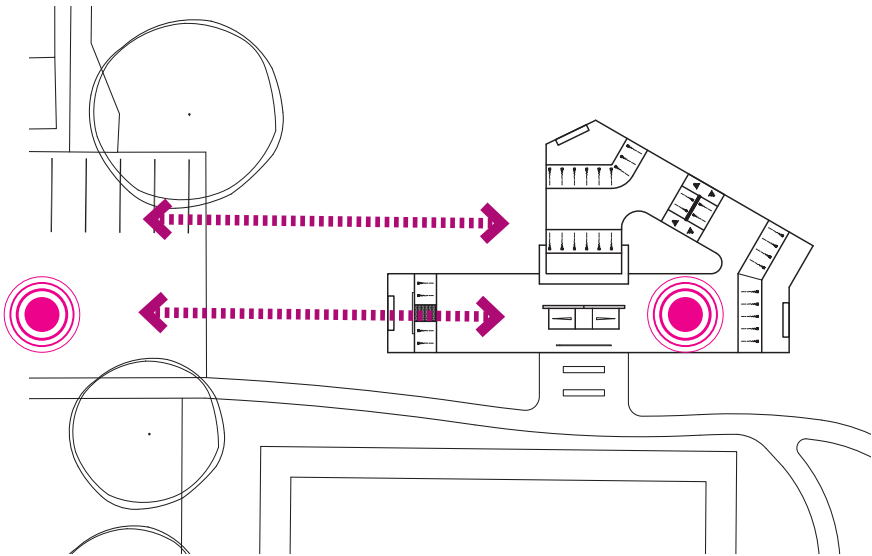
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DRAFT CONCEPT DESIGN - CONSULTATION SUMMARY

- The skate facility needs to be **suitable for beginner to intermediate skill levels**
- Include **seating and social space** within design accessible for all users
- **Vibrant colours** to be incorporated in the design - get kids involved in the colour choice could reference culture of local people, place and region.
- Shade, bins, drinking fountain and **park furniture** needs to be considered
- Friendly for **all wheeled sports**, scooters, skateboards, BMX
- Make the space feel **welcoming, safe and vibrant** for all members of the community
- Consider **safety and security** in the park
- Include signage around **safety and park etiquette**
- Include **hamster wheel** or swing as replacement play feature
- Overall love skate design however could look at a **bowl and a pole jam** if possible within budget.

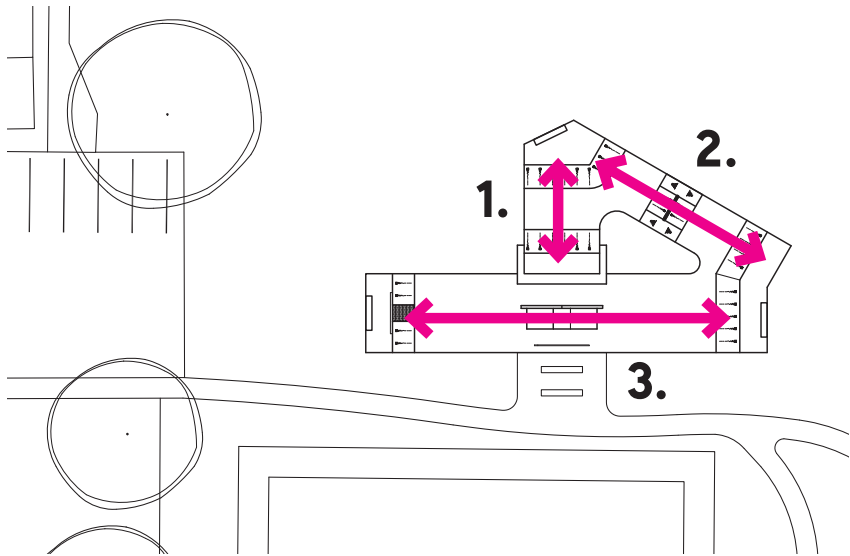


CONCEPTUAL DEVELOPMENT



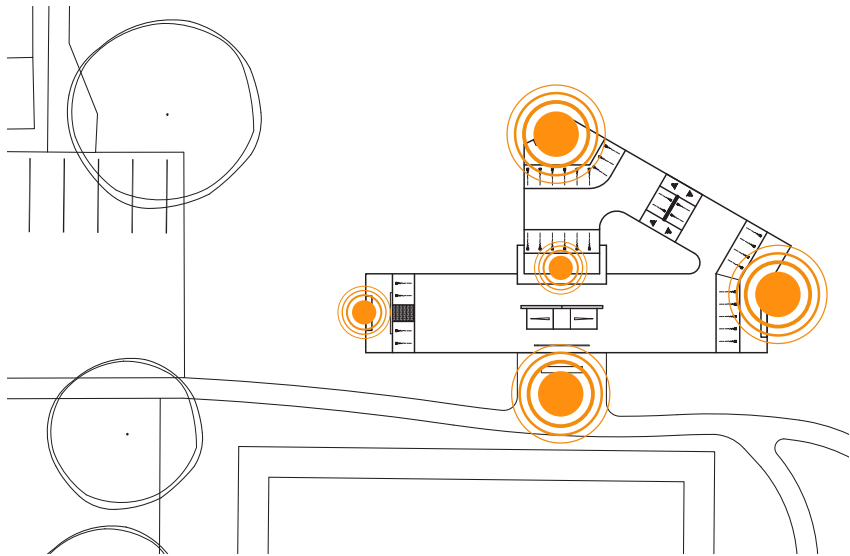
1. CLEAR VIEWS IN AND OUT

Ensure skate features and obstacles to the southern extent of facility are low lying to ensure clear views for passive surveillance and CPTED principles.



2. THREE SKATE ZONES

Three different skate zones responding to community feedback and separated out to maximise capacity and safety.



3. AMENITY, HANGOUT + WAIT ZONES

Integrate multiple hangout zones for youth to congregate and spend time in smaller groups. Large platform areas allow for safe waiting areas while active users finish a run.



4. NESTLED IN THE LANDSCAPE

Integrate skate space within existing trees, careful consideration of TPZs and set key skate areas within shade and natural amenity.

LEGEND

DRAFT MASTERPLAN

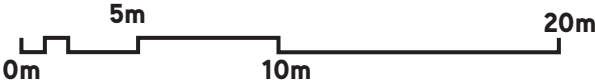
DRAFT DESIGN

- Utilise existing concrete pedestrian path linking to basketball court and hockey field.
- Maintain clear views in and out of space with low obstacles at southern extent to avoid blocking any passive surveillance. Bright colours to draw active and passive users into the space.
- Future play feature 'Hamster Wheel' to be confirmed with community.
- Central green within skatepark to break up concrete hardstand and help to formalise 3 skate zones
- Street / plaza back and fourth skate zone.
- Back and fourth pump run zone for beginners with moguls and central spine
- Mini ramp area for beginner to intermediate users with flow in and our of pump run.
- Future shade shelters, seating, drinking fountain and rubbish bin.
- Community art integration - youth to develop vibrant art strategy on entry footpath



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PROJECT

Wycola Skatepark

TITLE

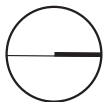
Final Concept Masterplan

DATE

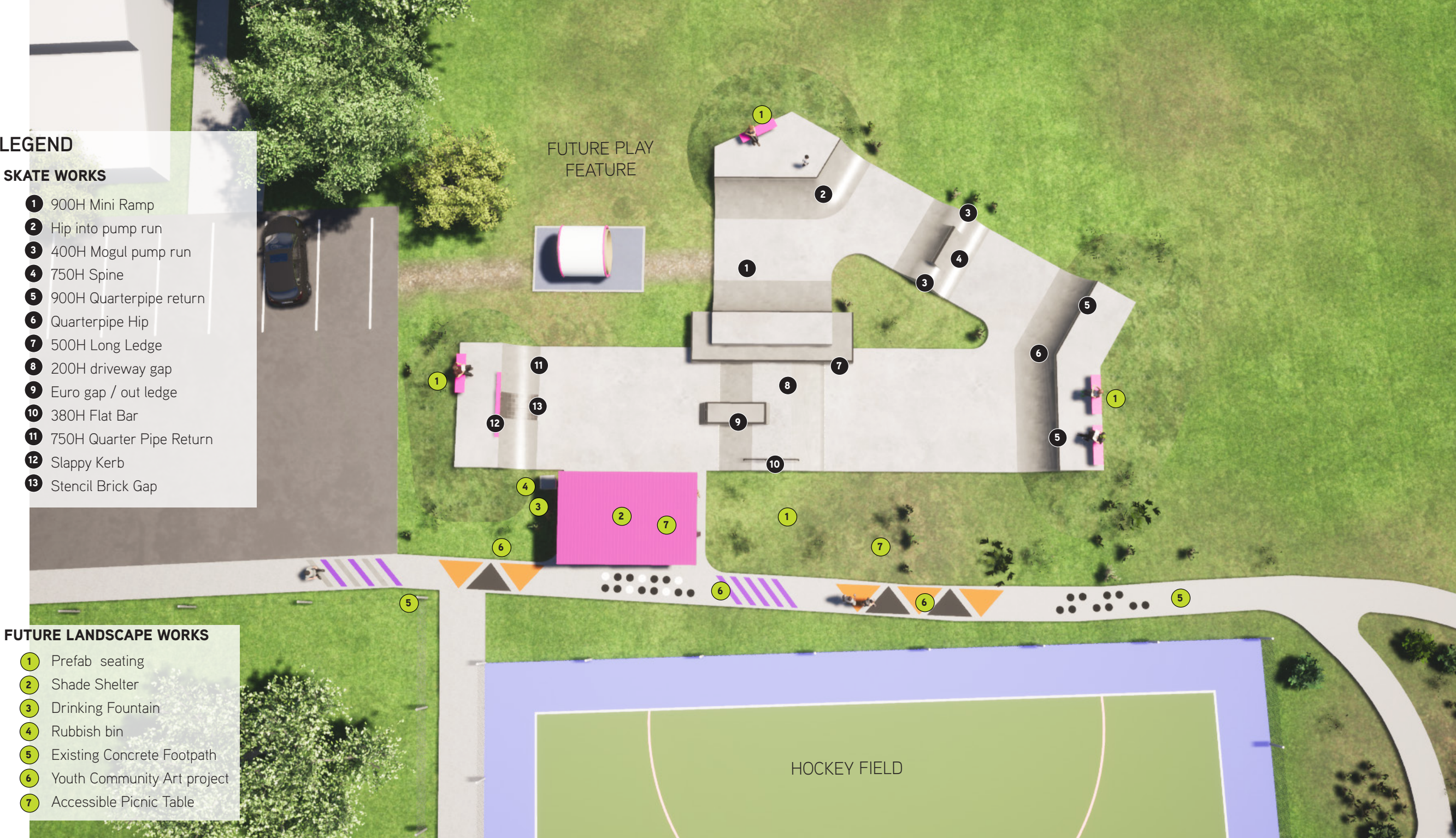
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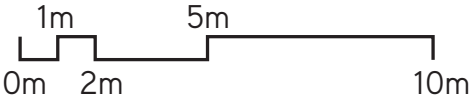
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DRAFT CONCEPT DESIGN



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PROJECT

Wycla Skatepark

TITLE

Final Concept Design

DATE

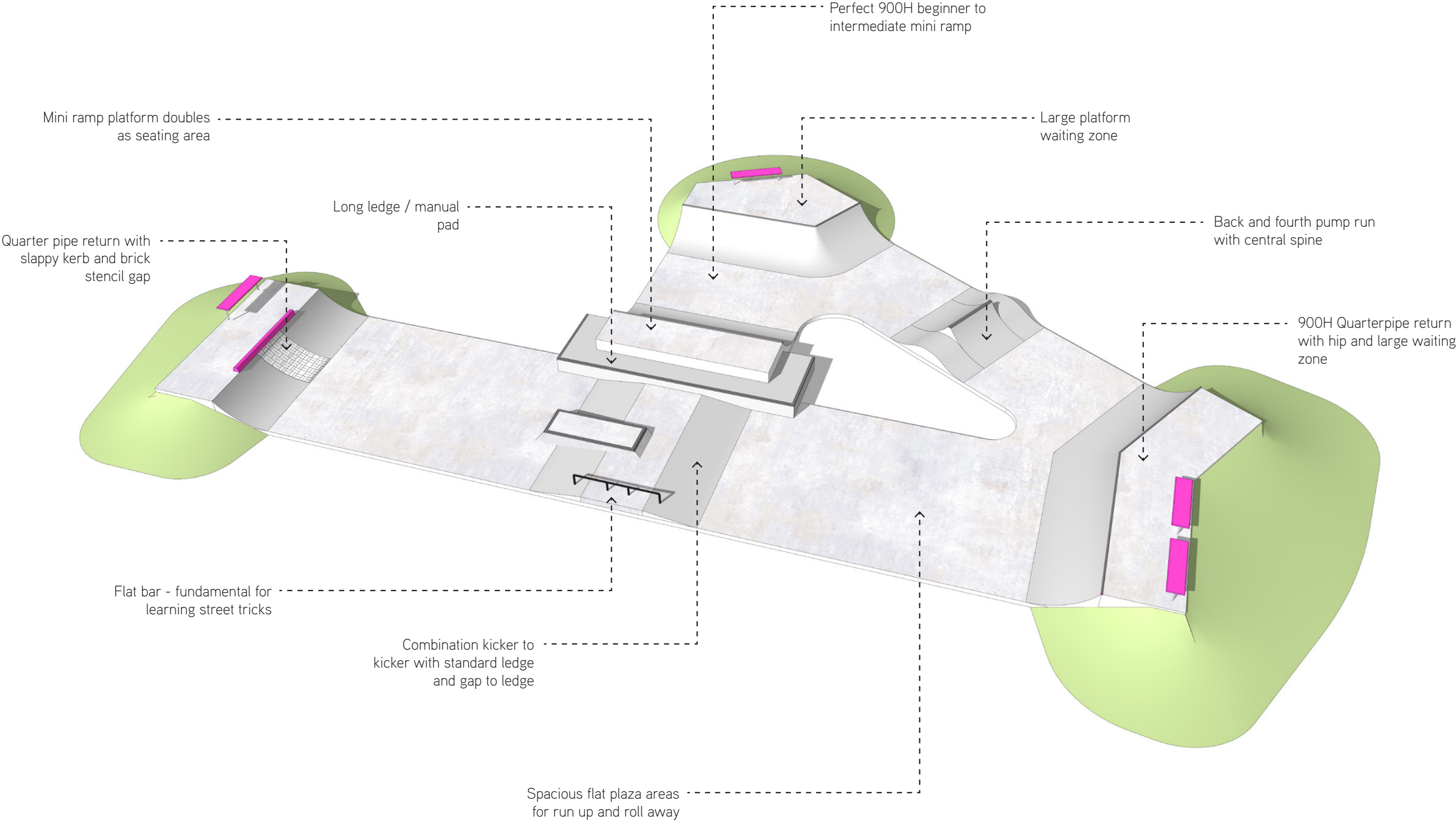
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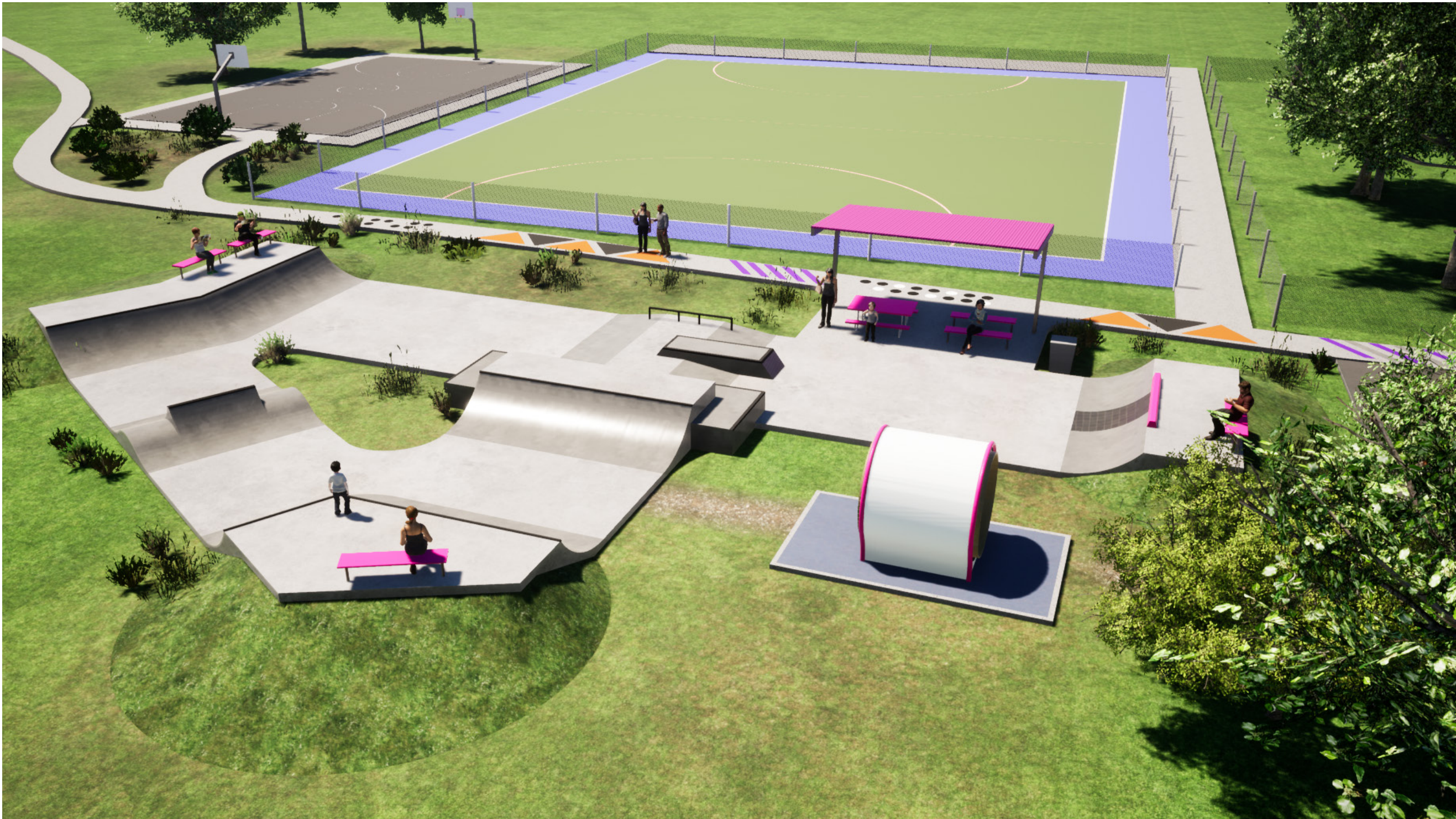
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SKATE ZONES



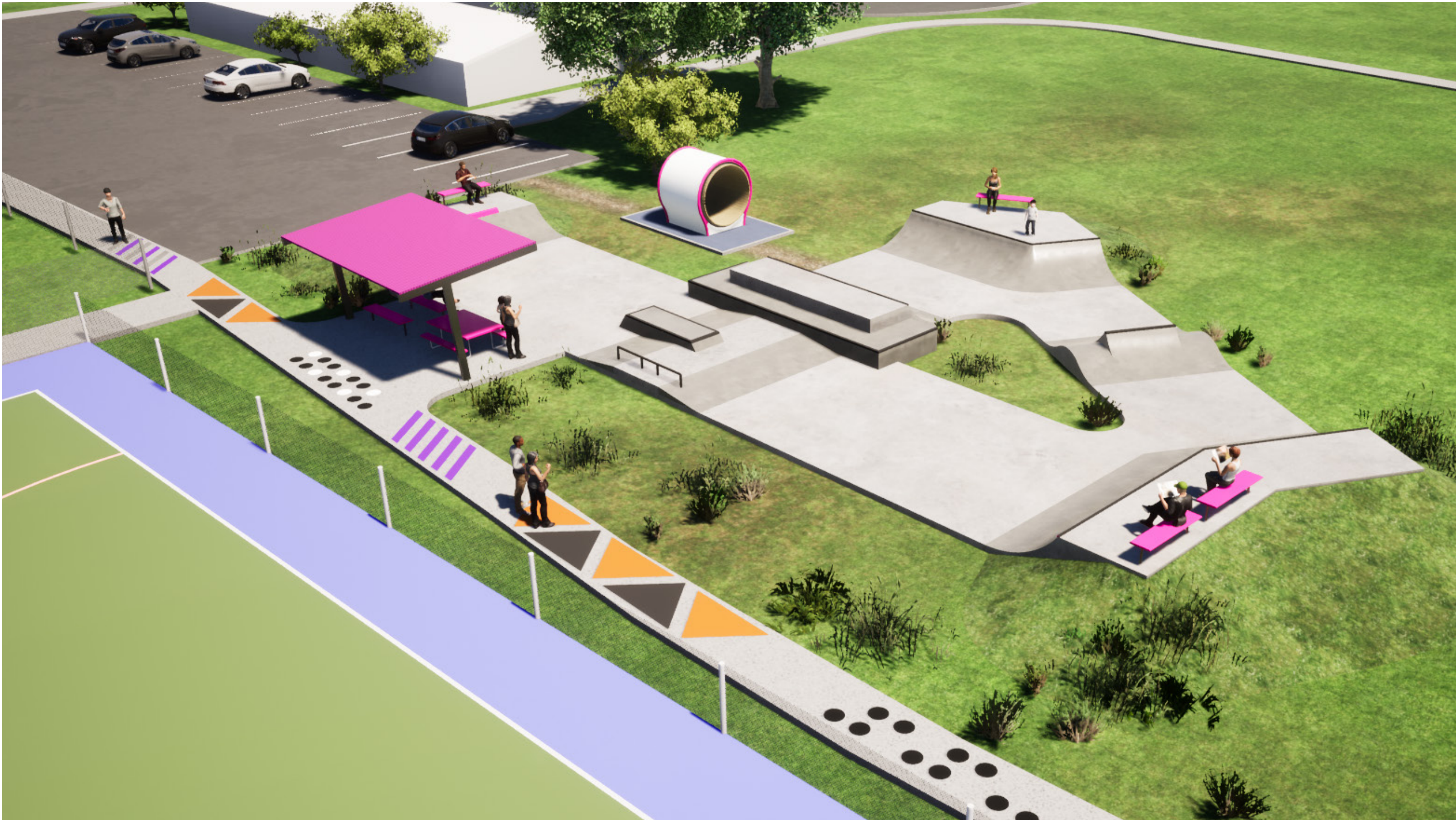
3D RENDERS - LOOKING EAST TO HOCKEY FEILD



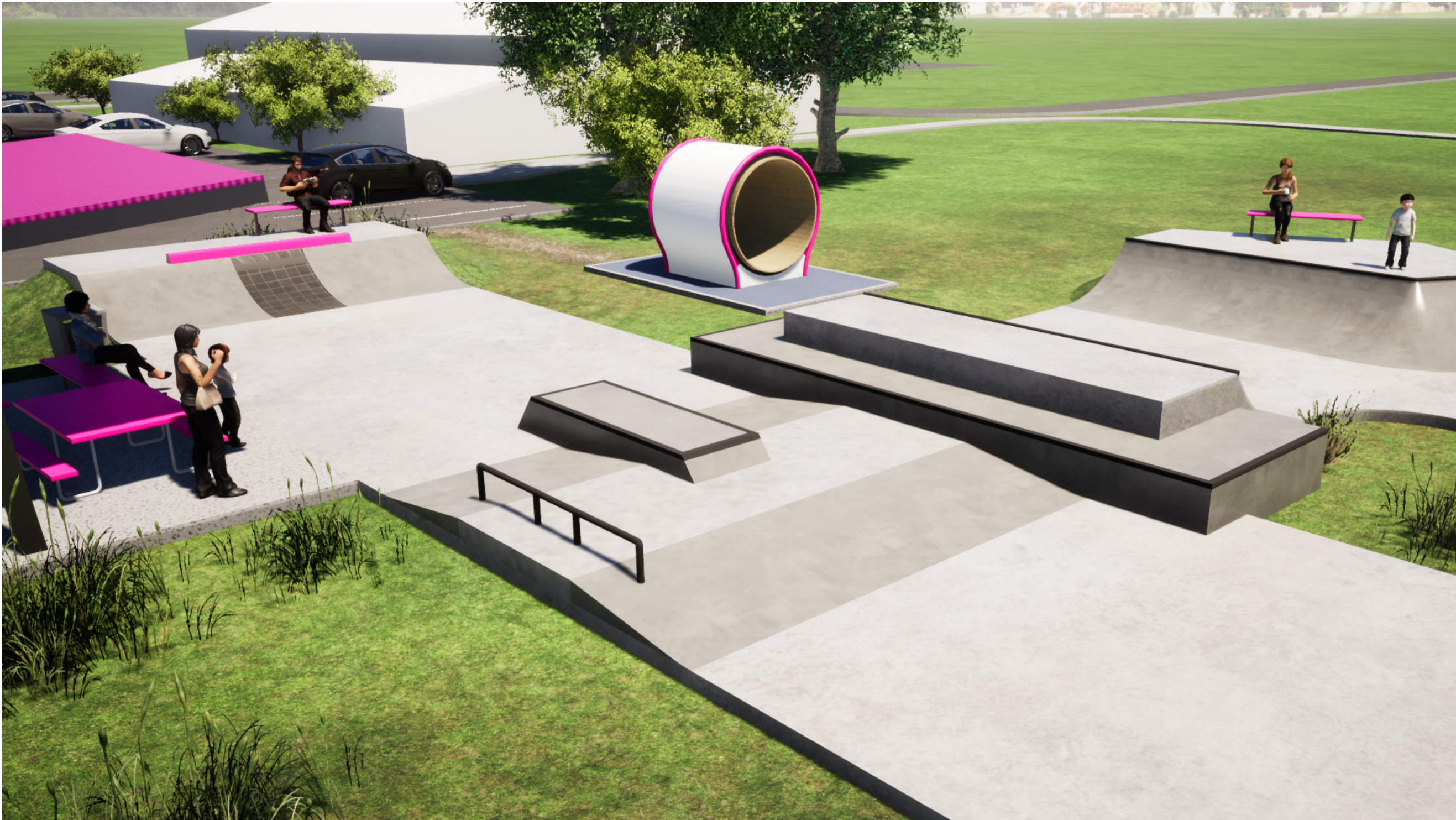
OVERVIEW LOOKING SOUTH TO CAR PARK



OVERVIEW LOOKING WEST



PLAZA / STREET RUN



PUMP RUN WITH MINI RAMP



PALETTES - SKATE

SKATE FEATURE PRECEDENTS

1. Ledge and rail
2. Spine and mogul
3. Quarter pipe with slappy kerb
4. Driveway with rail and ledge
5. mini ramp



MOVING FORWARD

MOVING FORWARD

This final concept design will be subject to a process of wider community consultation to ensure the design is consistent with the needs of the community. As well as creating a truly relevant design, this review will ensure the detailed design reflects community needs, user requirements and the overall project vision.

This continued involvement connects the community with the project design process and ultimately creates a vested interest in the final outcome. This engenders community pride and ownership in both the process and the resulting public facility, creating a strong sense of stewardship of the community’s public spaces.

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17. Halswell Domain - Halswell Cricket Club - Practice nets renewal

Reference Te Tohutoro: 25/848946

Responsible Officer(s) Te Pou Matua: Megan Carpenter, Team Leader Parks and Recreation Planning

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 seek Community Board approval for the renewal of cricket nets at Halswell Domain in the same location but with a new orientation for the Halswell Cricket Club.
- 1.2 The report is in response to an application from the Halswell Cricket Club to gain permission to renew their cricket nets and add a third net. This proposed works supports the proposed adjacent turf renewal project at Halswell Domain and moves the run-up area of the nets away from the football goal area.
- 1.3 The Community Board resolved on 13 March 2025 to *requests staff advice on any proposals for improving playing surfaces at Halswell Domain to ensure availability for year-round usage.*

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Halswell Domain - Halswell Cricket Club - Practice nets renewal 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 expansion and renewal of the cricket nets area at Halswell Domain to the area and orientation shown coloured green and labelled "new proposed run-ups" in Attachment A to the report on the meeting agenda.
4. Approves the removal of two park trees (kowhai) in the location of the proposed cricket nets area as shown in image 3 in the report on the meeting agenda.
5. Notes that approval is subject to the Halswell Cricket Club meeting all regulatory requirements including The Building Act 1991 and Resource Management Act 1991.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The report recommends Community Board approval for the renewal of Halswell Cricket Club's nets with a new orientation and the removal of two park trees (kowhai) that are semi mature and provide minor canopy cover.
- 3.2 The proposed cricket net location supports adjacent turf renewal works that are proposed by the Parks Metropolitan team.
- 3.3 The Parks Unit supports this application as it allows the cricket club to have new and improved nets but also supports maintenance and reduced turf wear in the adjacent field.

4. Background/Context Te Horopaki

- 4.1 Halswell Cricket Club requested to renew their cricket nets at Halswell Domain, 339 Halswell Road. Currently the nets are orientated towards the football fields, and the cricket run-up area overlaps with the football goal zone. This shared use causes significant turf wear. Due to the short transition period between the cricket and football seasons, there is limited opportunity to restore the turf to an acceptable standard, resulting in consistently worn-out grass in this area.
- 4.2 The club currently have two cricket nets, and they are proposing to build three nets with a new orientation. While the club will own and manage the nets, they will remain available for public use outside of club use hours, consistent with the current arrangement.
- 4.3 As part of the Sports Field Network Plan, staff are working on upgrading the adjacent football, cricket, and touch rugby fields to improve drainage and playing surface (subject to design and budget). This aligns with the Community Board's resolution passed on 13 March 2025 – *requests staff advice on any proposals for improving playing surfaces at Halswell Domain to ensure availability for year-round usage*. The fields targeted for improvement are indicated in the images below in red. The proposed cricket nets are near these fields, indicated by a purple circle at the top of the image.



Image 1: Aerial of Halswell Domain beside Te Hāpua: Halswell Centre.

- 4.4 Halswell Cricket Club will work with the Council's Parks Metropolitan Team to determine the best time for the renewal of the nets alongside the sports turf renewals. The Parks Unit will issue the club with a Temporary Access Permit for permission to complete the works on a park.
- 4.5 The location of the cricket nets will require the removal of two kowhai trees, as well as two self-seeded saplings (juvenile) and one self-seeded prunus (juvenile). The two kowhai are

semi-mature and providing minor canopy cover and the saplings and prunus are self-seeded and do not require Community Board approval to be removed.

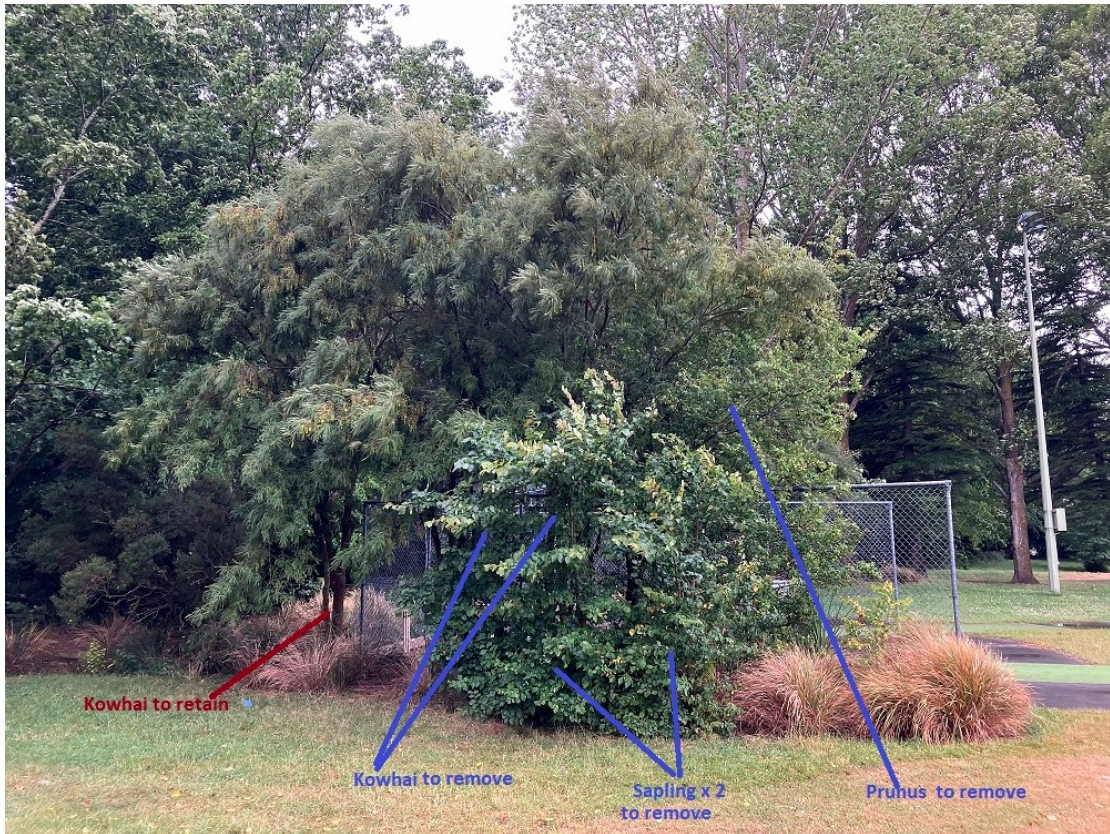


Image 3 – Two Kowhais to be removed and one to be retained

4.6 Parks are proposing an Urban Forest Plan for Halswell Domain and will manage the four replacement trees required as per the Park Tree Policy through this process.

4.7 No previous information has been circulated to the Community Board.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.8.1 Approve the renewal of the cricket nets with the new orientation and the removal of the park trees.

4.8.2 Do not approve the renewal of the cricket nets in the proposed location and request that the club renew the nets with their existing orientation.

4.9 The following options were considered but ruled out:

4.9.1 Do nothing and continue to use the existing nets. This option was ruled out, as the nets are nearing the end of their usable life span and require renewal.

Options Descriptions Ngā Kōwhiringa

4.10 **Preferred Option:** Approve the renewal and expansion of the cricket nets with the new orientation and the removal of the park trees.

4.10.1 **Option Description:** Renew and expand the cricket nets with the new orientation and approve the removal of park trees.

4.10.2 Option Advantages

- Moves the run-up to the cricket nets away from the adjacent football goal area, allowing the cricket nets run up turf to be renewed without impacting on the football field.
- Halswell Cricket Club can install an additional cricket wicket space in this location.
- The club have already applied for a Resource Consent. Approval will save costs for the club, avoiding a consent variation.

4.10.3 Option Disadvantages

- Two park trees (Kowhai) will be removed to allow for the relocation of the cricket nets. Parks are proposing an Urban Forest Plan for Halswell Domain and will manage the four replacement trees required as per the Park Tree Policy through this process.

4.11 Do not approve the renewal of the cricket nets with the new orientation and request that the club renew the nets in their existing location.

4.11.1 **Option Description:** Renew the cricket nets in the existing location.

4.11.2 Option Advantages

- Would not require the removal of two park trees.

4.11.3 Option Disadvantages

- The runoff for the cricket nets will continue to be a worn-out area, without the ability to renew the turf during the off-season.
- The cricket club has already applied for and received a resource consent for the works; there would be an additional cost to the club to apply for a variation.
- A third net would not be able to be added.

Analysis Criteria Ngā Paearu Wetekina

4.12 The options were assessed considering the proposed tree removal, the ongoing maintenance required around the turf renewal, and the proposed Sports Field Network Plan sport turf renewal.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Renew in existing location
Cost to Implement	n/a – club are funding	n/a – club are funding
Maintenance/Ongoing Costs	n/a – club are funding.	n/a – club are funding
Funding Source	n/a – club are funding	n/a – club are funding
Funding Availability	n/a – club are funding	n/a – club are funding
Impact on Rates	n/a – club are funding	n/a – club are funding

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that the Halswell Cricket Club will not be able to raise sufficient funds to undertake the work. The likelihood of this is low, as they have raised a fair amount already and are ready to submit funding applications to source more funds. They do have some funding available in reserve if required. There will be no change to the existing operation if they choose to take their time to raise the remaining funds, it will just mean that the works may not align with the Sports Field Network Plan Turf Renewal project.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 As per the Christchurch City Council's Delegation Register dated 25 March 2025, the Community Board has the delegation:
- *Approve the location of, and construction of, or alteration or addition to, any structure or area on parks and reserves provided the matter is within the policy and budget set by the Council. (Community Board Delegations Register pg. 96 Part D – Sub Part 1).*
 - *To determine to plant, maintain and remove trees on reserves within the policy set by the Council and in accordance with this section (Community Board Delegations Register pg. 97 - Part D – Sub Part 1).*
- 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 The application 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 people effected by the proposal and the impacts on the wider reserve provision.
- 6.4.3 Is consistent with Council's Plans and Policies.:
- 6.4.4 Parks, Heritage and Coastal Environment
- 6.4.5 Activity: Parks and Foreshore
- Level of Service: 6.8.5 Resident satisfaction with the overall availability of recreation facilities within the City's parks and foreshore network - >= 70%
 - Level of Service: 6.8.10.1 Appropriate use and occupation of parks is facilitated - Processing of the application is started within ten working days of receiving application – 95%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.5 Halswell Cricket Club have shared the plans with both Halswell Football Club and the Southwest Sports and Recreation Hub (SWISH), who have members who are sports and recreation clubs/groups in the wider area. They were both happy with what is proposed and support the new layout.
- 6.6 The decision affects the following wards/Community Board areas:
- 6.6.1 Waipuna Halswell-Hornby-Riccarton, specifically in the Halswell Ward area.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.7 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.
- 6.8 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.9 There is no change of any significance to existing use and activity.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.16 The proposal to approve cricket nets does not have an impact on climate change. The development will involve the use of additional resources, but this is not regarded as significant and is reasonable in the circumstances of the club which encourages local community involvement generally and in that sense the carbon associated with travel is low.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, our Parks Arborists will work with the club to organise the tree removal.
- 7.2 Parks staff will issue a Temporary Access Permit to the Halswell Cricket Club for them to complete the cricket net renewal. They will work in conjunction with the Parks Metropolitan Team and the proposed turf renewal project.
- 7.3 Staff are looking to complete a wider landscape plan for Halswell Domain that will include additional trees, path connections, and a request from SWISH for a Multi-Purpose Games area (suitable to play basketball and futsal on).

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Halswell Domain - Cricket Nets - Landscape Plan	25/461915	237

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Megan Carpenter - Team Leader Parks & Recreation Planning
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Al Hardy - Manager Community Parks Rupert Bool - Head of Parks



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NOTES:

- ALL STRUCTURAL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS.
- ALL SET OUT DIMENSIONS, LEVELS, FALLS, SLAB SET DOWNS, REBATES AND CAST IN ARCHITECTURAL ITEMS ARE SUBJECT TO CONFIRMATION BY THE ARCHITECT.
- REFER TO DRAWING S001 FOR GENERAL NOTES, ABBREVIATIONS AND SYMBOLS.

DRAWING REVISIONS

REV	DATE	DESCRIPTION
A	01-09-2023	FOR REVIEW
B	13-09-2023	FOR REVIEW/APPROVAL
C	02-09-2024	FOR REVIEW/APPROVAL
D	06-11-2024	FOR REVIEW/APPROVAL

Christchurch City Council
RMA/2024/3346
 Approved Resource Consent Plan
 7/03/2025 Askew, Kate

ISSUED FOR:

FOR REVIEW/APPROVAL

NOT FOR CONSTRUCTION

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CLIENT / PROJECT / ADDRESS

HALSWELL CRICKET CLUB
 PROPOSED CRICKET NETS
 HALSWELL DOMAIN
 HALSWELL
 CHRISTCHURCH

DRAWING TITLE

PLAN VIEW

	DATE	NAME
DESIGNED	06-11-2024	N.CALVERT
DRAWN	06-11-2024	S.V.DEVENTER
CHECKED	06-11-2024	N.CALVERT
APPROVED	06-11-2024	N.CALVERT

SCALE

As indicated

JOB NO.	DRAWING NO.	REVISION
	S001	D

18. Urban Forest Tree Planting Plan for Auburn Reserve

Reference Te Tohutoro: 25/1267279

Responsible Officer(s) Te Pou Matua: Toby Chapman (Urban Forest Manager)

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 seek approval for the planting of new trees within Auburn Reserve using the attached tree planting plan.
- 1.2 The report is in response to the adoption of the Urban Forest Plan which seeks to increase canopy cover across the city by 40%.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Urban Forest Tree Planting Plan for Auburn Reserve 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 planting of trees within Auburn Reserve in alignment with the planting plan shown in Attachment A to the report on the meeting agenda.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Urban Forest Plan was adopted in 2023 and includes an objective of increasing canopy cover within our parks from 23% to 40% by 2070. To meet this objective, Council has implemented an Urban Forest Tree Planting program which requires trees to be planted by 2040 so they grow large enough to meet the canopy cover target by 2070.
- 3.2 As part of the Urban Forest Tree Planting program, staff have developed a plan to plant new trees in Auburn Reserve.
- 3.3 All plantings will follow our general guidelines for planting including the use of recession planes to assist in determining the size and location of trees. The recession plane modelling used to develop the planting plan is the same as used for building new residential homes.

4. Background/Context Te Horopaki

- 4.1 A planting plan was developed for Auburn Reserve as part of the Urban Forest Tree Planting program with an emphasis on increasing canopy cover both within the reserve and within the wider area.
- 4.2 Auburn Reserve is located in a low canopy area making planting in these areas a priority for Council and the Urban Forest Plan.

- 4.3 The planting plan proposes to plant 54 new trees which will increase the canopy cover in Auburn Reserve to 49% once they reach maturity, in approximately 30 years.
- 4.4 The images below show the proposal for the planting and what modelling estimates it to look like once the trees have reached maturity:



Image one: Aerial view of the existing reserve



Image two: Aerial view of the reserve with the proposed new trees included at maturity



Image three: Aerial view showing placement of new trees

- 4.5 The feedback received was largely positive with only two requests received about ongoing vehicle access and lighting to the building within the reserve used as a workshop by the Woodturning Association.
- 4.6 Staff will ensure that planting does not remove vehicle access or impact lighting on the building.
- 4.7 Staff will be maintaining all trees once planted for the first seven years using our own in-house team. Maintenance will include watering, pruning and mulching. After seven years the trees will be inputted to our contracted maintenance program.
- 4.8 The plan has been developed using a recession plane to help reduce shading impact. While we cannot avoid shading all together, this model does assist in ensuring it is managed to the same extent as would occur if a resident's neighbour was constructing a new building.
- 4.9 As the feedback on the planting was positive, staff are not proposing any changes to the proposed plan.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.10 The following reasonably practicable options were considered and are assessed in this report:
 - 4.10.1 Approve the Auburn Reserve planting plan and implementation.
 - 4.10.2 Decline the Auburn Reserve Planting Plan.
- 4.11 The following options were considered but ruled out:
 - 4.11.1 Alter the plans and reconsult – Based on the largely positive feedback staff do not feel this is necessary.

Options Descriptions Ngā Kōwhiringa

- 4.12 **Preferred Option:** Approve the Auburn Reserve planting plan and implementation.
 - 4.12.1 **Option Description:** Approve the plan in its current form.
 - 4.12.2 Option Advantages

- Supports the Urban Forest Plan objectives and targets by increasing canopy cover in Auburn park to 49% once trees reach maturity.
- Local community gain some of the many benefits trees provide.

4.12.3 Option Disadvantages

- Some may see the planting of trees presents a loss of open space.

4.13 Decline the Auburn Reserve Planting Plan.

4.13.1 **Option Description:** Decline the plan and require no trees to be planted.

4.13.2 Option Advantages

- Open space within the park would be retained
- Council would save costs that are associated with the planting.

4.13.3 Option Disadvantages

- The local area will be deprived of the benefits that trees provide.

Analysis Criteria Ngā Paearu Wetekina

4.14 Alignment with the Urban Forest Plan.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Decline plan
Cost to Implement	\$35,000	\$0
Maintenance/Ongoing Costs	\$0	N/A
Funding Source	Better off funding Budget	N/A
Funding Availability	Existing	N/A
Impact on Rates	Nil	N/A

- 5.1 This planting will be funded through the Urban Forest Tree Planting program which is currently funded through the Better Off Fund.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The availability of trees can be challenging. If not all trees and plants are available, staff will push planting out to 2026.

Legal Considerations Ngā Hīraunga ā-Ture

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

- 6.2.1 Under the Reserves Act, Community Boards have the delegation to “determine to plant, maintain and remove trees on reserves within the policy set by the Council”.

- 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](#) with a particular focus on a green, liveable city.
- 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 assessing the impact the decision will have on the city which is low.
- 6.4.3 Is consistent with Council's Plans and Policies. The planting plan forms a key component of the implementation of the Council's Urban Forest Plan.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Parks, Heritage and Coastal Environment
 - 6.6.1 Activity: Parks and Foreshore
 - Level of Service: 6.8.2.1 Increasing tree canopy in Parks - A net increase in total number of trees is achieved (1:2 replacement policy), with a minimum of 50% of the trees being medium to very large species

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Consultation started on the 8 May and ran until 26 May 2025.
- 6.8 An email was sent to 13 key stakeholders. An email was also sent to 79 subscribers.
- 6.9 The [Kōrero Mai webpage](#) was viewed 80 times throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga.

- 6.10 Two submissions were received, one from the Christchurch Woodturners Association who somewhat supported the plan and one from an individual who supported the plan.
- 6.11 The Christchurch Woodturners Association (CWA) stated that they do support planting of more trees and shared two requests listed below with staff response.

CWA request	Staff response
The Christchurch Woodturners Assn own the building on the Reserve and use it as our workshop. We request that consideration be given to us having continued vehicle access to the building. This is needed in case emergency vehicles (ambulance and fire) are required on site. There is also a need for trade vehicle access (plumbers for example).	The tree planting plan retains vehicle access to the building using the existing pathway, with trees proposed on only one side along most of the pathway.
We use the facility after dark at least once per week. With a more enclosed space lighting along the footpath is essential for night time safety.	Provision of additional lighting is out of scope of this project. Staff note that the additional tree plantings are adjacent to one side only of all the pathways within the Reserve and feel the impact on lighting will be minimal. This can be reassessed by staff at time of planting.

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 planting is in alignment with the Council's Urban Forest Plan which sought feedback from Mana Whenua and is in alignment with the Iwi Management Plan.

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


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The decisions in this report are likely to:
- 6.15.1 Contribute positively to adaptation to the impacts of climate change.
 - 6.15.2 Contribute positively to emissions reductions.
- 6.16 Tree planting will assist Council in offsetting its emissions and coping with the impacts of climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Once the plan has been approved, staff will proceed with sourcing trees and schedule the reserve for planting.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Auburn Reserve Tree Planting Plan 2025	25/1269988	245

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Claire Fletcher - Project Manager - Community Parks Toby Chapman - Manager Urban Forest
Approved By	Rupert Bool - Head of Parks

Align

Auburn Reserve Community Park Tree Planting Study

[For Information]

17/01/2025

DWG NO.

DESCRIPTION

CCC003A-DRG-LA-100	EXISTING PLANTING
CCC003A-DRG-LA-101	TREE PLANTING ZONES
CCC003A-DRG-LA-102	LOT BOUNDARY CROSS SECTIONS
CCC003A-DRG-LA-103	BASKETBALL COURT BOUNDARY CROSS SECTIONS
CCC003A-DRG-LA-104	SHADE STUDY - SUMMER SOLSTICE - 8 AM
CCC003A-DRG-LA-105	SHADE STUDY - SUMMER SOLSTICE - 10 AM
CCC003A-DRG-LA-106	SHADE STUDY - SUMMER SOLSTICE - 12 NOON
CCC003A-DRG-LA-107	SHADE STUDY - SUMMER SOLSTICE - 2 PM
CCC003A-DRG-LA-108	SHADE STUDY - SUMMER SOLSTICE - 4 PM
CCC003A-DRG-LA-109	SHADE STUDY - SUMMER SOLSTICE - 6 PM
CCC003A-DRG-LA-110	SHADE STUDY - WINTER SOLSTICE - 8 AM
CCC003A-DRG-LA-111	SHADE STUDY - WINTER SOLSTICE - 10 AM
CCC003A-DRG-LA-112	SHADE STUDY - WINTER SOLSTICE - 12 NOON
CCC003A-DRG-LA-113	SHADE STUDY - WINTER SOLSTICE - 2 PM
CCC003A-DRG-LA-114	SHADE STUDY - WINTER SOLSTICE - 4 PM
CCC003A-DRG-LA-115	SHADE STUDY - WINTER SOLSTICE - 6 PM
CCC003A-DRG-LA-116	INDICATIVE TREE PLANTING PLAN
CCC003A-DRG-LA-117	EXISTING PLAN
CCC003A-DRG-LA-118	PROPOSED CONCEPT PLAN
CCC003A-DRG-LA-119	TREE PLANTING GUIDELINES



1:5000 @ A3



GENERAL NOTES:

1. REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119
 --- RESERVE BOUNDARY

KEY:

- + EXISTING CANOPY COVERAGE
 ⊕ EXISTING TREE TO BE REMOVED
 ■ EXISTING GARDEN BED
 □ FOOTPATH
 ■ PLAYGROUND
 ■ BASKETBALL COURT
 □ SITE BUILDINGS / STRUCTURES
 --- LOT BOUNDARIES
 --- EXISTING FENCE
 1 PLAYGROUND EQUIPMENT
 2 BENCH
 3 PICNIC TABLE
 4 LIGHT POLE
 5 FENCED OFF SHED

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 Christchurch 8041

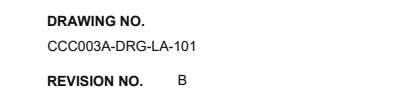
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 EXISTING SITE PLAN

SCALE 1:1000 @ A3
 DATE 17/01/2025

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STAGE FOR INFORMATION
 JOB NO. CCC003A

DRAWING NO.
 CCC003A-DRG-LA-100
 REVISION NO. B



GENERAL NOTES:

- REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119

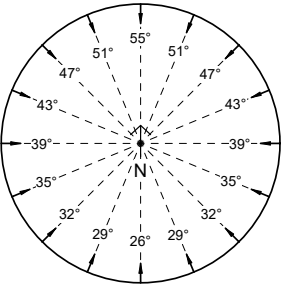
--- RESERVE BOUNDARY

KEY:

- SMALL: 5 - 10M TREE HEIGHT ZONE
- MEDIUM: 11 - 15M TREE HEIGHT ZONE
- LARGE: 16 - 20M TREE HEIGHT ZONE
- VERY LARGE: 20M+ TREE HEIGHT ZONE
- OFFSET FROM SERVICES

RECESSION PLANE :

- RESIDENTIAL SUBURBAN ZONE



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DRAWING

LOT BOUNDARY CROSS SECTIONS

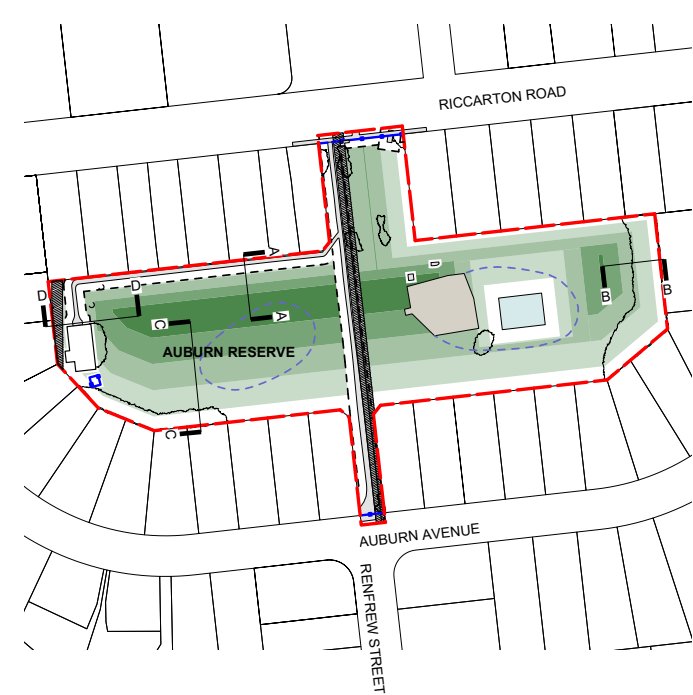
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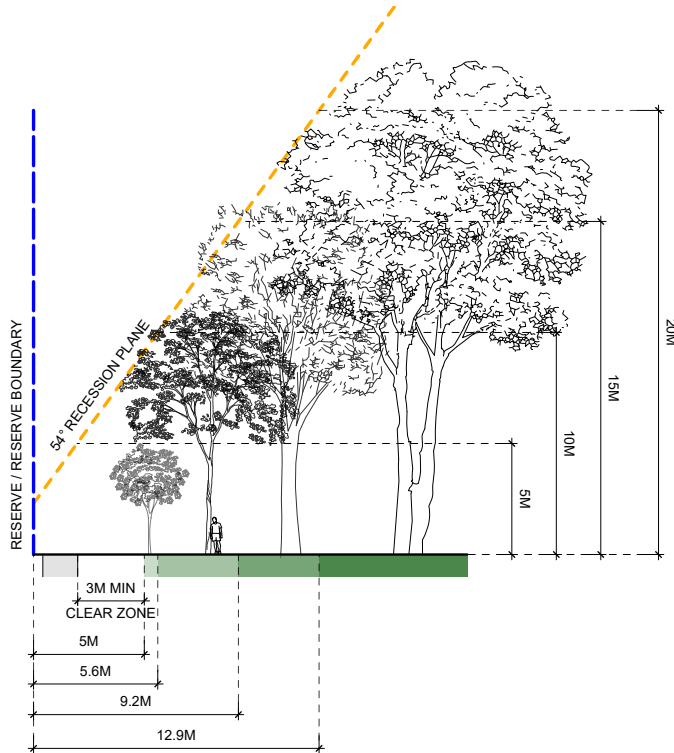
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 JOB NO. CCC003A

DRAWING NO.
 CCC003A-DRG-LA-102

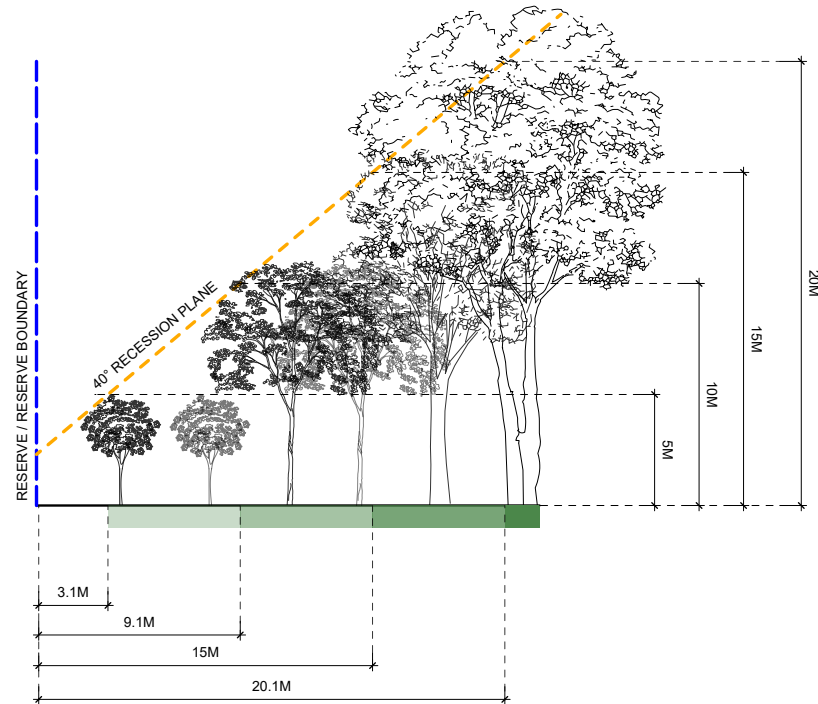
REVISION NO. B



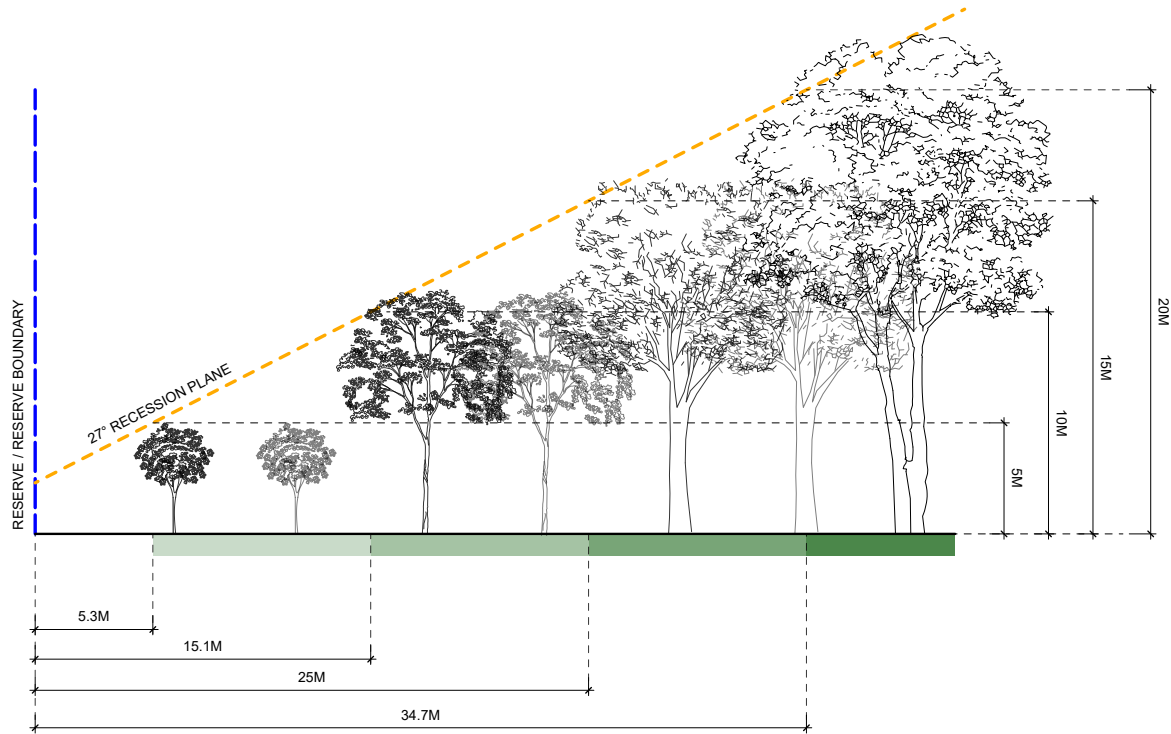
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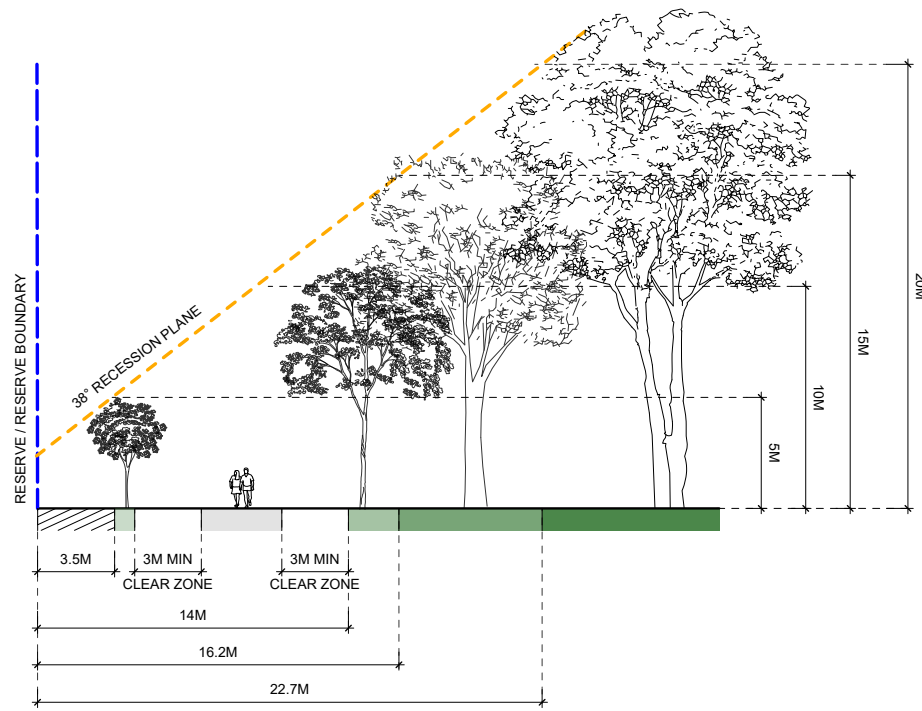
2 SECTION A-A
 Scale: 1:300 @ A3



3 SECTION B-B
 Scale: 1:300 @ A3



4 SECTION C-C
 Scale: 1:300 @ A3



5 SECTION D-D
 Scale: 1:300 @ A3

GENERAL NOTES:

- REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119

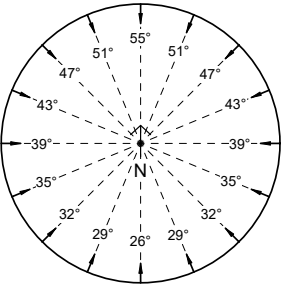
RESERVE BOUNDARY

KEY:

- SMALL: 5 - 10M TREE HEIGHT ZONE
- MEDIUM: 11 - 15M TREE HEIGHT ZONE
- LARGE: 16 - 20M TREE HEIGHT ZONE
- VERY LARGE: 20M+ TREE HEIGHT ZONE
- OFFSET FROM SERVICES

RECESSION PLANE :

- RESIDENTIAL SUBURBAN ZONE



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DRAWING

BASKETBALL COURT BOUNDARY
 CROSS SECTIONS

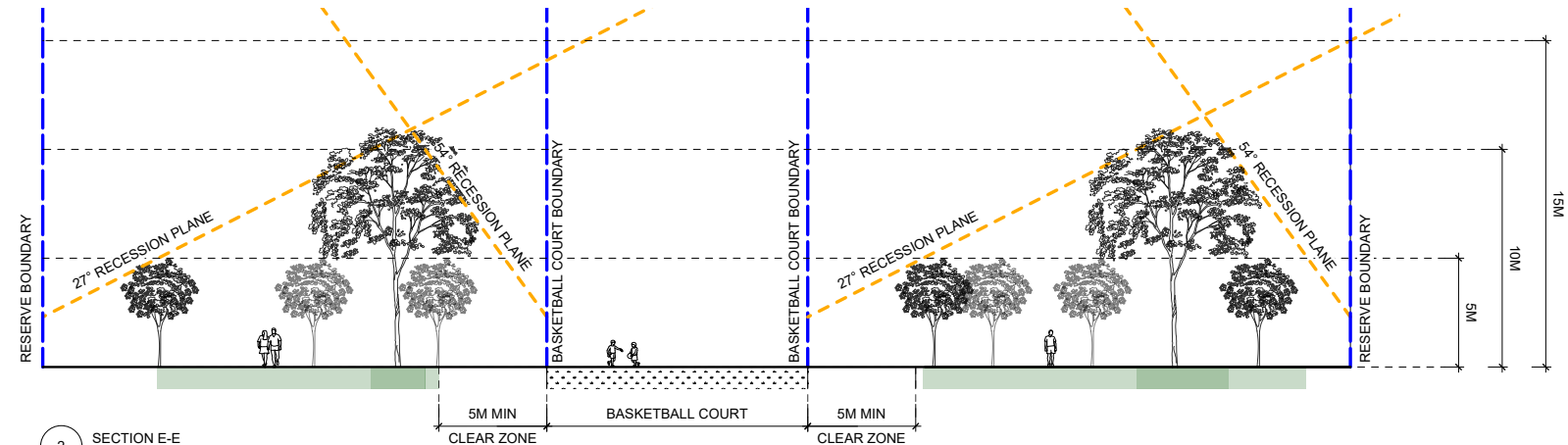
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DRAWING NO.
 CCC003A-DRG-LA-103

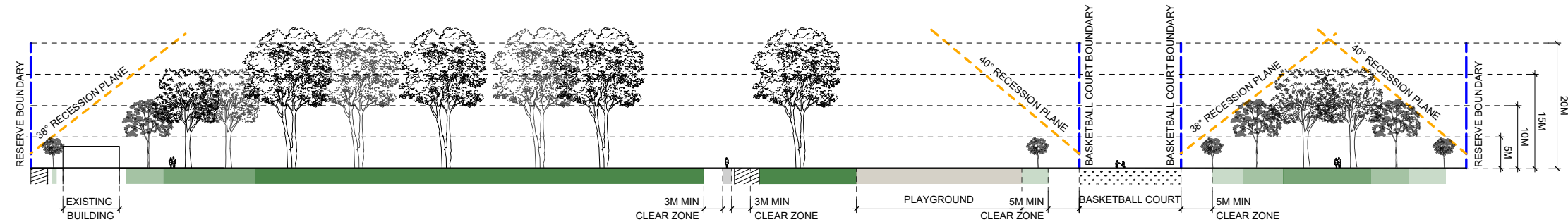
REVISION NO. B



1 KEY PLAN
 Scale: 1:2500 @ A3



2 SECTION E-E
 Scale: 1:300 @ A3



3 SECTION F-F
 Scale: 1:750 @ A3



- GENERAL NOTES:
1. REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119
- RESERVE BOUNDARY

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DRAWING	
SHADE STUDY - SUMMER SOLSTICE - 8 AM	
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JOB NO.	CCC003A

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DRAWING	
SHADE STUDY - SUMMER SOLSTICE - 10 AM	
SCALE	1:1000 @ A3
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STAGE	FOR INFORMATION
JOB NO.	CCC003A

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 CCC003A-DRG-LA-105
 REVISION NO. B



- GENERAL NOTES:
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DRAWING	
SHADE STUDY - SUMMER SOLSTICE - 12 NOON	
SCALE	1:1000 @ A3
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STAGE	FOR INFORMATION
JOB NO.	CCC003A

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REVISION NO. B



- GENERAL NOTES:
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DRAWING	
SHADE STUDY - SUMMER SOLSTICE - 2 PM	
SCALE	1:1000 @ A3
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STAGE	FOR INFORMATION
JOB NO.	CCC003A

DRAWING NO.
CCC003A-DRG-LA-107

REVISION NO. B

SUMMER SOLSTICE
 DATE 22nd DECEMBER
 4 PM



- GENERAL NOTES:
1. REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119
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DRAWING	
SHADE STUDY - SUMMER SOLSTICE - 4 PM	
SCALE	1:1000 @ A3
DATE	17/01/2025
DRAWN	MT
CHECKED	AB
STAGE	FOR INFORMATION
JOB NO.	CCC003A

DRAWING NO.
 CCC003A-DRG-LA-108
 REVISION NO. B

SUMMER SOLSTICE
 DATE 22nd DECEMBER
 6 PM



- GENERAL NOTES:**
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DRAWING	
SHADE STUDY - SUMMER SOLSTICE - 6 PM	
SCALE	1:1000 @ A3
DATE	17/01/2025
DRAWN	MT
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STAGE	FOR INFORMATION
JOB NO.	CCC003A

DRAWING NO.
CCC003A-DRG-LA-109

REVISION NO. B

WINTER SOLSTICE
 DATE 22nd JUNE
 8 AM



- GENERAL NOTES:**
- REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119
- RESERVE BOUNDARY

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DRAWING	
SHADE STUDY - WINTER SOLSTICE - 8 AM	
SCALE	1:1000 @ A3
DATE	17/01/2025
DRAWN	MT
CHECKED	AB
STAGE	FOR INFORMATION
JOB NO.	CCC003A

DRAWING NO.
 CCC003A-DRG-LA-110

REVISION NO. B



- GENERAL NOTES:
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DRAWING	
SHADE STUDY - WINTER SOLSTICE - 10 AM	
SCALE	1:1000 @ A3
DATE	17/01/2025
DRAWN	MT
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STAGE	FOR INFORMATION
JOB NO.	CCC003A

DRAWING NO.
 CCC003A-DRG-LA-111

REVISION NO. B

WINTER SOLSTICE
 DATE 22nd JUNE
 12 NOON



- GENERAL NOTES:**
- REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119
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DRAWING

SHADE STUDY - WINTER SOLSTICE
 - 12 NOON

SCALE 1:1000 @ A3

DATE 17/01/2025

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STAGE FOR INFORMATION

JOB NO. CCC003A

DRAWING NO.
 CCC003A-DRG-LA-112

REVISION NO. B



GENERAL NOTES:
 1. REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119
 - - - RESERVE BOUNDARY

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PROJECT	
Auburn Reserve 325 Riccarton Road, Upper Riccarton, Christchurch 8041	
DRAWING	
SHADE STUDY - WINTER SOLSTICE - 2 PM	
SCALE	1:1000 @ A3
DATE	17/01/2025
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STAGE	FOR INFORMATION
JOB NO.	CCC003A

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 CCC003A-DRG-LA-113
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GENERAL NOTES:

 1. REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119
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DRAWING	
SHADE STUDY - WINTER SOLSTICE - 4 PM	
SCALE	1:1000 @ A3
DATE	17/01/2025
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STAGE	FOR INFORMATION
JOB NO.	CCC003A

DRAWING NO.
 CCC003A-DRG-LA-114

 REVISION NO. B



GENERAL NOTES:
 1. REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119
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DRAWING	
SHADE STUDY - WINTER SOLSTICE - 6 PM	
SCALE	1:1000 @ A3
DATE	17/01/2025
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DRAWING NO.
 CCC003A-DRG-LA-115
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PLANTING SCHEDULE - AUBURN RESERVE

ID	Qty	Tree Category	Height
SM	31	Small Tree	5-10m Height
ME	14	Medium Tree	10-15m Height
LA	6	Large Tree	15-20m Height
VL	3	Very Large Tree	20+m Height

AUBURN RESERVE SUMMARY

Park Canopy Cover Summary		
Existing number of trees		114
Existing canopy cover	approx.	30%
Proposed number of new trees		54
Proposed net canopy cover(existing vegetation and proposed)	approx.	49%

GENERAL NOTES:

1. REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119

--- RESERVE BOUNDARY

KEY:

- EXISTING CANOPY COVERAGE
- EXISTING TREE TO BE REMOVED
- EXISTING GARDEN BED
- FOOTPATH
- PLAYGROUND
- SPORTS FIELD / COURT
- SITE BUILDINGS / STRUCTURES
- LOT BOUNDARIES
- EXISTING FENCE
- PROPOSED TREES

POTENTIAL TREE PLANTING AREAS:

- 5 - 10M TREE HEIGHT ZONE
- 11 - 15M TREE HEIGHT ZONE
- 16 - 20M TREE HEIGHT ZONE
- 20M+ TREE HEIGHT ZONE
- OFFSET FROM SERVICES
- OFFSET FROM FOOTPATH
- AREA CCC WANT CLEAR OF TREES

REVISIONS

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PROJECT

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DRAWING

INDICATIVE TREE PLANTING PLAN

SCALE 1:1000 @ A3

DATE 17/01/2025

DRAWN MT

CHECKED AB

STAGE FOR INFORMATION

JOB NO. CCC003A

DRAWING NO.

CCC003A-DRG-LA-116

REVISION NO. B





- GENERAL NOTES:**
- REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119
- RESERVE BOUNDARY

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PROJECT

Auburn Reserve

325 Riccarton Road, Upper Riccarton, Christchurch 8041

DRAWING

EXISTING PLAN

SCALE 1:1000 @ A3

DATE 17/01/2025

DRAWN MT

CHECKED AB

STAGE FOR INFORMATION

JOB NO. CCC003A

DRAWING NO. CCC003A-DRG-LA-117

REVISION NO. B



- GENERAL NOTES:**
- REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119
- RESERVE BOUNDARY

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PROJECT

Auburn Reserve

325 Riccarton Road, Upper Riccarton, Christchurch 8041

DRAWING

PROPOSED CONCEPT PLAN

SCALE 1:1000 @ A3

DATE 17/01/2025

DRAWN MT

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STAGE FOR INFORMATION

JOB NO. CCC003A

DRAWING NO. CCC003A-DRG-LA-118

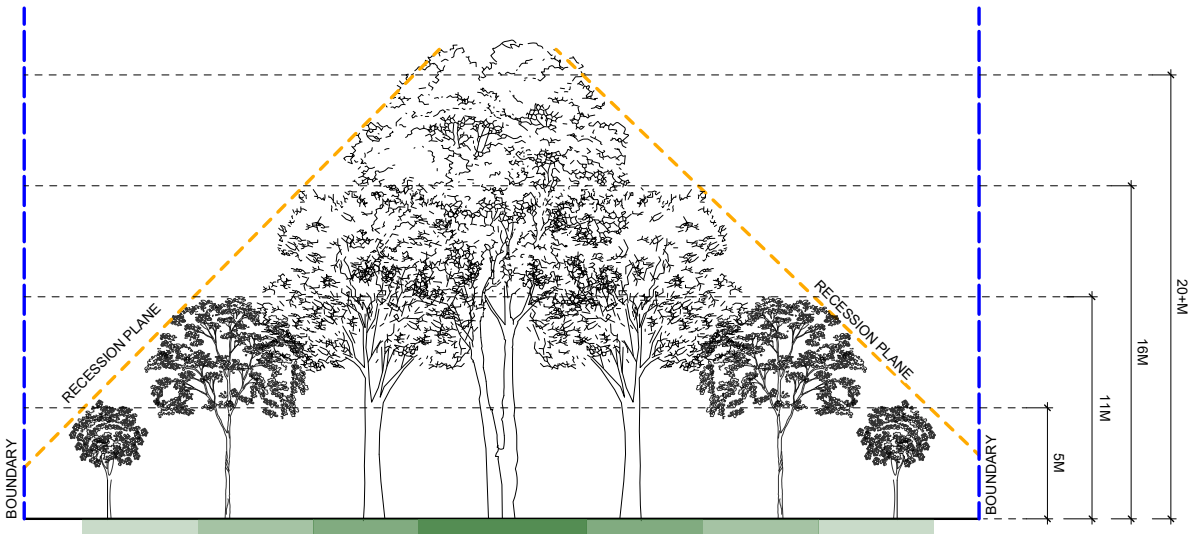
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GUIDE LINE SUMMARY

1. TREE PLANTING TO SPECIAL CHARACTER PARKS WILL CONTINUE THE ESTABLISHED THEME.
2. TREES WILL BE POSITIONED APPROPRIATELY TO ALLOW FOR DEBRIS MANAGEMENT.
3. TREE SPECIES SHALL BE WELL SUITED TO THE LOCAL CONDITIONS.
4. PLANTING ALONG WATERWAYS WILL BE PREDOMINANTLY NATIVE SPECIES.
5. CCC WILL AIM FOR 40-60% OF NEW TREE PLANTINGS AS NATIVES.

TREE SETBACK & SPACING

1. NO TREE SHALL INTRUDE THROUGH THE RECESSION PLANE.
2. NO TREE SHALL BE PLANTED CLOSER THAN 3.0M FROM A PATHWAY.
3. NO TREE SHALL BE PLANTED CLOSER THAN 5.0M FROM A SPORTS FIELD AND NO TREE CANOPY DRIP LINE SHALL EXTEND ABOVE A SPORTS FIELD.
4. TREE SPACINGS SHALL BE A MINIMUM OF 5.0M APART TO ALLOW FOR EASY LAWN MOWING.
5. MIN. 2M OFFSET FOR LOW VOLTAGE POWER
6. MIN. 3M OFFSET FOR 11KV POWER
7. MIN. 5M OFFSET FOR 33-66KV
8. MIN. 1M OFFSET FOR ALL OTHER SERVICES AND HARD PAVING NOT MENTIONED ABOVE.



GENERAL NOTES:

1. REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003A-DRG-LA-119

--- RESERVE BOUNDARY

KEY:

- EXISTING CANOPY COVERAGE
- EXISTING TREE TO BE REMOVED
- EXISTING GARDEN BED
- FOOTPATH
- PLAYGROUND
- BASKETBALL COURT
- SITE BUILDINGS / STRUCTURES
- LOT BOUNDARIES
- EXISTING FENCE

POTENTIAL TREE PLANTING AREAS:

- 5 - 10M TREE HEIGHT ZONE
- 11 - 15M TREE HEIGHT ZONE
- 16 - 20M TREE HEIGHT ZONE
- 20M+ TREE HEIGHT ZONE
- OFFSET FROM SERVICES
- OFFSET FROM FOOTPATH
- AREA CCC WANT CLEAR OF TREES

REVISIONS		
REV	DATE	DESCRIPTION
A	17/12/2024	ISSUE FOR INFORMATION
B	17/01/2025	ISSUE FOR INFORMATION

Align

landscape architecture and urban design division

8/248 St Asaph St, Christchurch T - 03 982 5040
PO Box 1302, Christchurch 8140 W - www.align.net.nz

PROJECT

Auburn Reserve
325 Riccarton Road, Upper Riccarton,
Christchurch 8041

DRAWING

TREE PLANTING GUIDELINES

SCALE AS SHOWN

DATE 17/01/2025

DRAWN MT

CHECKED AB

STAGE FOR INFORMATION

JOB NO. CCC003A

DRAWING NO.
CCC003A-DRG-LA-119

REVISION NO. B

19. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - August 2025

Reference Te Tohutoro: 25/864680

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 - August 2025.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

3.1.1 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.

In July, the Board proudly presented two Community Service Awards in recognition of outstanding local contributions. Lynette Whitt was honoured for her dedicated service with the Hornby Rugby Football Club and Victim Support, while Jude Howie was recognised for her efforts supporting the Hornby High School community, youth, local sports, and a wide range of community initiatives.

3.1.2 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 was open from 12 July 2025 until 10 August 2025.

3.2 Community Funding Summary

3.2.1 Monthly reporting on the Board's Funds will resume in September 2025.

3.2.2 Youth Development Fund

Youth Development Fund recipient, Flynn Gunther had a great experience representing New Zealand at the Australian Gymnastics Championships in July. Flynn delivered a solid performance and secured a gold medal in the Trans-Tasman Teams Competition.

This competition provided an excellent buildup to the Trampoline World Championships taking place in Spain this November. A personal highlight for Flynn was reconnecting with members of the Australian team, with whom he has built lasting friendships over the years.



3.2.3 Better-Off Fund Projects

- **Matatiki Play Space**

Following the Board approving the Matatiki Play Space Plan at its 15 May 2025 meeting, works are scheduled to begin onsite on 18 August 2025.

To help shape the design, a Matatiki Pop-Up Play Session was held in November 2024, providing an opportunity for the community to share feedback and ideas. The new play space will be located within the Matatiki Hornby Centre complex, next to the outdoor stage and near the children's area of the library.

- **Upper Riccarton War Memorial Park**



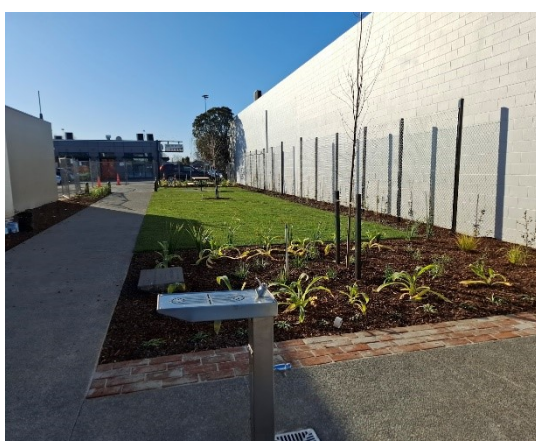
Item 19

The Upper Riccarton War Memorial Park replaces the former War Memorial Library, which was demolished due to structural issues and limited volunteer capacity. The park features interpretive panels and historical items that honour soldiers who lost their lives in World War I and World War II, commemorate the site's history as the first of seven war memorial libraries built in New Zealand, and acknowledge the contributions of the volunteers who worked there.

The park includes a picnic table; park benches; a plant climbing frame planted with *Clematis paniculata*; a water fountain; the refurbished library sign; the original library book slot; a wall built from stone that once clad the library; brick paving also salvaged from the library; and the library's original foundation stone.

An artist is currently creating a mural on the west wall. Once the mural is complete, final planting will take place, and the park will be ready to open. An official opening will take place on Saturday 16 August.

Please note that while lighting has been installed, it has been preconfigured to support future lighting around the four trees, should this become desirable.



- **Waipuna Mobile Youth Hub**

Riccarton Community Church and Community Development Network Trust have settled on the Hub taking the form of a trailer that can be taken to youth events and places where young people gather. They have undertaken consultation within the local youth sector regarding the fit out of the trailer. Survey participants were provided with a list of potential items/aspects and asked to rank them. These

included a basketball hoop, sound system and foldout stage. They were also asked if there was anything else that it could feature. They are looking to start construction of this in November.



Mock up design of the potential trailer

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 above but are included in Community Board Plan]

- **Community Board Plan**

The final monitoring report for the Board's 2022-25 Board Plan will be presented at the Board's 11 September 2025 Meeting.

- **Glow Disco**

The Greater Hornby Residents' Association hosted a vibrant Glow Disco held at Hornby Primary School on Friday 25 July.

The event was a hit with tamariki, who arrived dressed in neon outfits and enjoyed the positive atmosphere. With the support of enthusiastic volunteers, the evening was filled with laughter, energy, and a strong sense of community.



- **Riccarton Community Garden and Pātaka Trust Mid-Year Hui**

Riccarton Community Garden and Pātaka Trust held a mid-year hui to honour Nick and Loretta Te Paa and their volunteers on Saturday 26 July at Wharenui School. As, Nick and Loretta have stepped down from the Trust, members wanted to acknowledge the 12 years of service to the garden. They were presented with a picture locally painted depicting caricatures of the pair of them standing outside the Pātaka and garden beds. They also took the opportunity to thank their

volunteers, presenting each of them with a certificate. The hui started with a hangi meal.

The Community Garden is located in Dilworth Street and the Pātaka (Pantry) is located in Piko Crescent.



3.3.2 Council Engagement and Consultation

- **Cashmere / Sutherlands / Hoon Hay Valley Road speed limit changes**

The Council is proposing to lower the speed on Cashmere Road, Sutherlands Road, and Hoon Hay Valley Road to make it safer for people walking.

These streets either have no footpath or footpaths that are not connected, which makes it difficult for people to walk safely between new subdivisions, or accessing Halswell Quarry and the Te Kuru wetlands.

To view more information and make a submission, visit the Council's website:
<https://letstalk.ccc.govt.nz/cashmere-sutherlands-hoon-hay-valley-road-speed-limit-changes>

Consultation closes on 18 August 2025.

- **Gilberthorpes Reserve Tree Planting Plan**

Consultation for the Gilberthorpes Reserve Tree Planting Plan opened on 15 July and closed on 3 August 2025.

A report will be presented to the Board to consider feedback and staff recommendations later in the year.

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

4.1 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](#)




4.2 Graffiti Snapshot

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

4.3 Customer Service Requests/Hybris Report

- For the Board's information, attached is a copy of the June 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 	Graffiti Snapshot - June 2025	25/1365068	273
B 	Community Board Hybris Ticket Report - Halswell-Hornby-Riccarton - June 2025	25/1365155	275
C 	Attachment to report 25/1250001 (Title: Memo - Delegations Register - Plan A Map Boundary)	25/1140754	276

Signatories Ngā Kaiwaitohu

Authors	Noela Letufuga - Support Officer Marie Byrne - Community Development Advisor Faye Collins - Community Board Advisor Helen Miles - Community Recreation Advisor Eileen Yee - Community Development Advisor
Approved By	Bailey Peterson - Manager Community Governance, Halswell-Hornby-Riccarton Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

GRAFFITI SNAPSHOT

June 2025

Ward and Suburb Insights



Ward Reporting

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

% of Reports made by
Volunteers



Ward Removal

Graffiti removed

Ward	Jun-25	May 2025	% Monthly Change
Central	567	896	-37%
Heathcote	146	191	-24%
Coastal	110	135	-19%
Spreydon	93	100	-7%
Burwood	63	81	-22%
Linwood	60	79	-24%
Innes	61	69	-12%
Papanui	42	59	-29%
Riccarton	57	55	4%
Hornby	12	44	-73%
Cashmere	84	38	121%
Banks Peninsula	14	31	-55%
Fendalton	25	24	4%
Halswell	21	22	-5%
Harewood	18	18	0%
Waimairi	4	10	-60%
Unknown	3	2	50%
Total	1380	1854	0.23

Ward	Graffiti cleaned mtrs2 June 2025	Graffiti cleaned mtrs2 May 2025
Central	1671	1755
Heathcote	571	735
Coastal	242	409
Spreydon	228	253
Burwood	164	244
Innes	117	242
Papanui	181	180
Linwood	256	134
Riccarton	114	126
Hornby	13	151
Harewood	77	83
Cashmere	54	49
Banks Peninsula	38	46
Halswell	26	221
Fendalton	59	17
Waimairi	11	7
Unknown	4	4
Total	3824	4454

Reporting Hot Spots

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

Suburb	Reports made - June 2025	Reports made - May 2025
Central City	475	706
Sydenham	92	106
New Brighton	61	92
Addington	59	95
St Albans	57	57
Waltham	45	47
Papanui	42	45
Linwood	40	80
Woolston	33	40
Riccarton	31	33
Cashmere	26	9
Beckenham	24	2
Richmond	24	46
Upper Riccarton	20	12
Spreydon	19	17
Hoon Hay	18	5
Wainoni	18	11
Dallington	17	11
Hornby	16	24
Phillipstown	16	45
Lyttelton	14	30

Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned graffiti m2
Tuam Street	234
Colombo Street	137
Waltham Road	114
Waltham Road, Byron to Barbadoes	110
Hagley Park South	77
Vulcan Place	75
Wordsworth Street, Dewsbury to Colombo	75
Cathedral Square, Worcester to Colombo	75
Hagley Park South, Central City	72
Armagh Street	70
Rail Corridor, Main North Line between Sawyers Arms and Langdons	70
Portsmouth Street	69
Thomson Park	58
Moorhouse Avenue \ Colombo Street, Sydenham	54
Rauora Park	53
Park Terrace, Salisbury to Dorset	48
Margaret Mahy Family Playground	42
Validation Place	40
Christchurch Southern Motorway, Christchurch Southern to Christchurch Southern	38
Worcester Street \ Tramway Lane, Central City	38
Willow Street, Oxford to End	34
Peterborough Street, Colombo to Manchester	31
Anzac Drive \ Pages Road, Bexley	30
Colombo Street \ Wordsworth Street, Sydenham	30
Park Terrace, Dorset to Bealey	30
Wainoni Park	30

GRAFFITI SNAPSHOT

June 2025

Further Insights

Snap Send Solve Insights

	June	May	% Change
Orion	330	378	-13%
Chorus	84	122	-31%
Enable	68	70	-3%
One NZ	36	27	+33%
Spark	9	16	-44%
NZ Post	4	5	-20
Rockgas	8	4	+100
2 Degrees	4	2	+100
Kiwi Rail	8	6	+33%
NZTA	6	11	-45

These are the reports that have been sent directly to the utility owner from Graffiti Programme volunteers and members of the public

Monthly Draw Winner:



“Volunteers do not necessarily have the time; they have the heart.”

Latest artwork



67 Cashel St – Artist - Tide Lie - This group of mural paintings on an Enable cabinet has an abstract fish theme, using bright and lively colours and dynamic lines, injects artistic vitality into the small Enable cabinet. The different sides of the painting echo each other. In a geometric collage style, fish with big eyes ingeniously combined exuding a child like charm while being full of modern flavour. Bright colours like blue and red and yellow stand out among the colour patches as if the fish are swimming through the water, nimble and vivid. This artwork not only beautifies the public space but also becomes a favourite photo taking spot for citizens and tourists adding a beautiful touch to the city

Ticket Report

01 06 2025 - 28 06 2025

Filter by Ward

Halswell-Hornby-Riccarton

Filter by month

2025 (Year) + June (Month)

2278

Reported Tickets last month

91.00%

Resolved within SLA

Channels

Status as of Report Date

Closed/Resolved

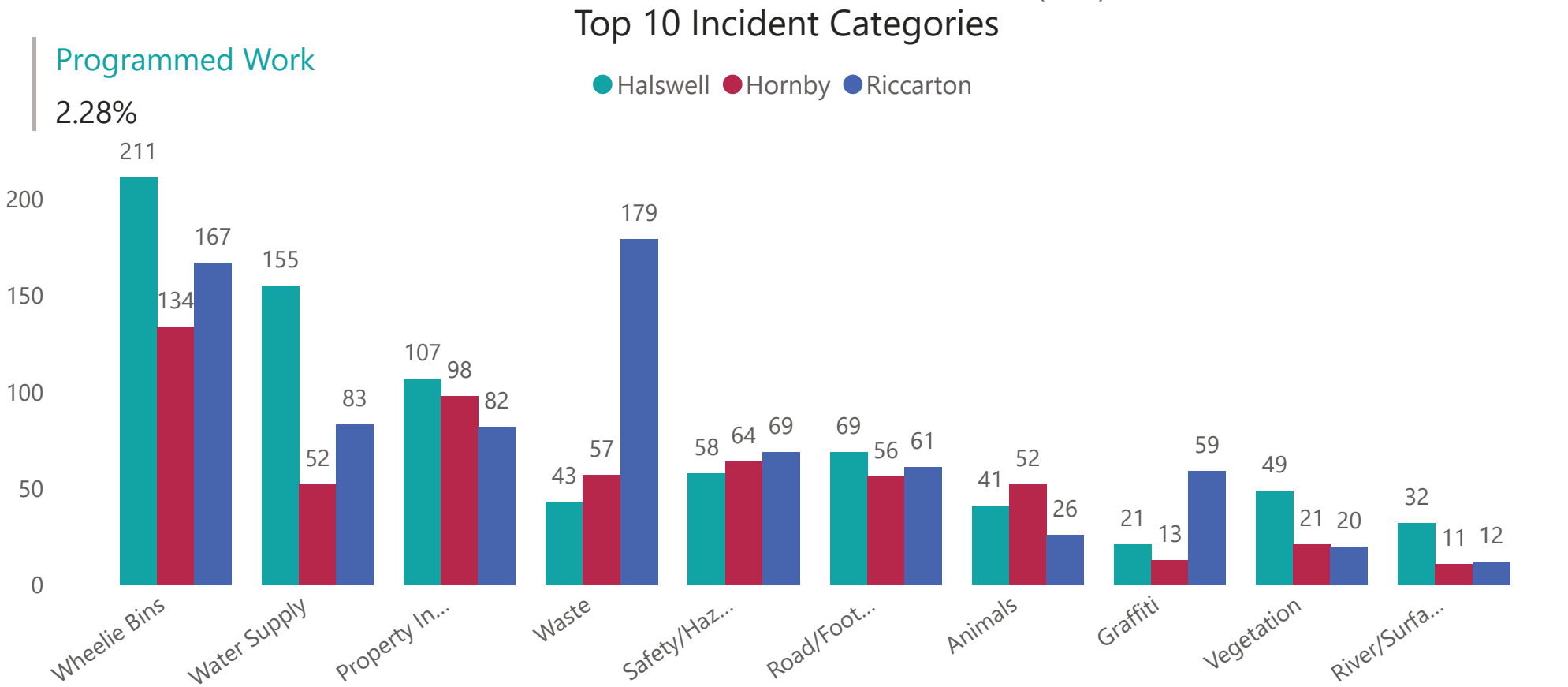
67.34%

Open

30.38%

Programmed Work

2.28%



# Tickets	ObjectCategory	+/- Previous Month
260	Litter	-41
172	Damaged Bin	-124
162	Bin Not Collected	-64
104	Residential LIM	-24
101	Water Leak	-22
82	New Residential Water Connection	1
79	Residential Property Files	0
77	New Service	26
53	Missing Bin	-50
50	Graffiti - Fence, building or structure	-22
50	Potholes	-22

Report date:
 01 Jul 2025

Memos



Memo

Date: June 2025
From: Megan Pearce, Manager Democratic Services
Samantha Kelly, Team Leader Democratic Services Support
To: All Community Boards
Cc: Executive Leadership Team, Community Board Governance Managers and
Advisors, Matt Boulton, Lynette Ellis, Rupert Bool, Ron Lemm
Reference: 25/1140754

Delegations Register - Plan A Map Boundary

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to update the Community Boards on an upcoming staff report to the Council seeking approval to amend the Central City Area (metro) marked on the Plan A map contained in the Council's Delegations Register (the Register), and to confirm the related decision-making process.
- 1.2 The information in this memo is not confidential and can be made public.

2. Background/Context Te Horopaki

- 2.1 Part D of the Register contains delegations from the Council to community boards, committees and other subordinate decision-making bodies. Included in Part D is a map (Plan A) which sets the boundary for an area within the central city deemed metro.
- 2.2 The matters referred to in respect of the Plan A map are aspects of the Roads and Traffic Management Controls, and Parks and Reserves sections of the Register.
- 2.3 Currently, the only Community Board with an area within the Plan A map is the Waipapa Papanui-Innes-Central Community Board (Waipapa Community Board). The Waipapa Community Board does not have delegated authority to make decisions within the Plan A area on the matters referenced above. Instead, reports on these matters may go through the Waipapa Community Board, on a case-by-case basis, as a Part A (to the Council).
- 2.4 The current boundary of the Plan A map has led to confusion and inconsistent decision-making, particularly where there is split decision-making that goes across the Plan A boundary.
- 2.5 One key issue is that the Plan A map does not currently encompass enough of the central city to fully account for areas of metropolitan significance. As a result, recent decisions around Park Terrace; what is known as Hospital Corner; and Deans Avenue are examples where a consistent and clear decision-making process would have made for a more transparent and robust process.
- 2.6 Additionally, there have been significant changes within the central city since the Plan A boundary has been reviewed, most notably, One New Zealand Stadium at Te Kaha.

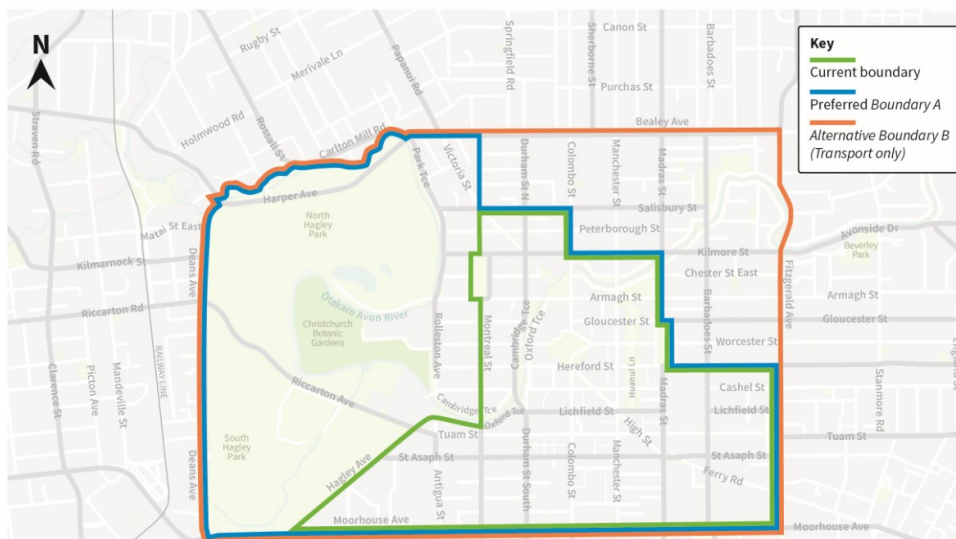
Memos

3. Update He Pānui

Proposed boundary and decision-making process

- 3.1 To enhance the efficiency and effectiveness of Council decision-making staff are proposing to expand the Plan A area to include streets that are now considered metropolitan (blue line). Staff are also recommending the Council confirms the related decision-making process to facilitate efficient governance and public participation for related decisions.

Plan A Map boundary options



- 3.2 The preferred option (option 1 - blue line) will address the following gaps and issues:
- A gap between the boundary and Hagley Park, Victoria Street and Cambridge Terrace bound by Park Terrace/Rolleston Avenue and Montreal Streets.
 - Whilst it has long been held that Hagley Park holds metro status, for completeness, it would be appropriate to encompass the surrounding roads (including Deans Avenue, a further extended section of Moorhouse Avenue and roads to the north of Harper Avenue linking to Victoria Street).
 - The four avenues that surround the central city. Currently, Bealey Avenue, Rolleston Avenue, half of Fitzgerald Avenue and a section of Moorhouse Avenue are excluded, but it is recommended that they be given standalone metro status.
 - Whilst not outlined in the above map, it is also recommended that the following key transport routes entering and exiting the central city deemed arterial or primary collector roads be determined metro:
 - Deans Avenue, Moorhouse Avenue, Fitzgerald Avenue and Bealey Avenue.
 - Madras Street.
 - Barbadoes Street.
 - Durham Street (North and South).
 - To provide for more efficient and effective decision-making and public participation, it is recommended that where a matter crosses the Plan A metropolitan status map boundary, the final decision be determined by the Council. Reports on such matters may, on a case-by-case basis, go through the Community Board as a Part A report to the Council.

Memos



- 3.3 The report also contains the following alternative options:
- Option 2: Amend the Plan A boundary to include Hagley Park and surrounding area and Bealey Avenue and Fitzgerald Avenue (orange line above) and confirm the related decision-making process.
 - Option 3: Amend the Plan A boundary to join the current boundary with the east side of Hagley Park (extend green line above to include Park Terrace, Rolleston Avenue and Hagley Avenue) and confirm the related decision-making process.
 - Option 4: Make no change to the Plan A boundary (green line above) and confirm the related decision-making process.
- 3.4 Split decision-making process: All four options propose to adopt the preferred approach that, when a decision crosses the Plan A metropolitan map boundary, the final decision on the matter be determined by the Council. Reports on such matters may go through the Community Board, on a case-by-case basis, as a Part A report to the Council.

Community Board feedback

- 3.5 The proposed amendments affect the following Community Board areas:
- Waipapa Papanui-Innes-Central Community Board.
 - Waipuna Halswell-Hornby-Riccarton Community Board.
 - Waimāero Fendalton-Waimairi-Harewood Community Board.
- 3.6 The proposal to amend the Plan A map was discussed with the Community Board Chairpersons on 15 May 2025. There was no consensus view, and the following feedback was provided:
- 3.6.1 Question as to why the Plan A map was originally put in place – It was explained the map was approved by the Council to confirm the metropolitan significance of the central city.
- 3.6.2 Support for keeping the metro significance of the Central City. However, also support for the suggestion that the transport aspects in areas between the blue and orange lines in the north/northeast section be defined by road rather than the area in totality.
- 3.6.3 Others did not support an extension to the current boundary and stated a desire to see the Plan A area reduced, or removed in its entirety, allowing for more local decision-making at the Board level.
- 3.6.4 The importance of the Central City / Four Avenues being of metro significance, as indicated in the District Plan, was noted. It was raised that Riccarton Avenue should also be made metro given it's a main route with wider transport network impacts.
- 3.6.5 There was general support for the Part A recommendation processes, with the final decision to be made by the Council, where appropriate.

4. Next Steps Ngā Mahinga ā-muri

- 4.1 Staff will present the report to the Council's 2 July 2025 meeting.
- 4.2 Any decision to amend the Plan A boundary map will take immediate effect for decision-making meetings of the relevant community boards and committees.

Attachments Ngā Tāpirihanga

There are no attachments for this report.

Memos



Signatories Ngā Kaiwaitohu

Authors	Samantha Kelly - Team Leader Democratic Services Support Megan Pearce - Manager Democratic Services
Approved By	Helen White - General Counsel / Director of Legal & Democratic Services

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

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

Karakia Whakamutunga

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

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

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

Open Actions Ngā Mahinga Tuwhera

REPORT TITLE/AGENDA SECTION	MEETING DATE	ACTION DUE DATE	UNIT	TEAM
Travel around the Riccarton Ward	14 November 2024	29 August 2025	Transport & Waste	Real Time Services
Trees on Gilberthorpes Reserve	10 April 2025	30 August 2025	Parks	Botanic and Garden Parks
Visibility of traffic island - Sparks Road, Halswell	10 August 2023	30 August 2025	Transport & Waste	Asset Planning
William Brittan / Milns / Kearns intersection	15 May 2025	4 September 2025	Transport & Waste	City Streets Maintenance
William Brittan / Milns / Kearns intersection	15 May 2025	4 September 2025	Transport & Waste	Asset Planning
Kennedys Bush Road upgrade	15 May 2025	4 September 2025	Transport & Waste	Asset Planning
Quaifes Road Corridor	15 May 2025	4 September 2025	Transport & Waste	Asset Planning
Tree Planting Plans for Ridder and Waterloo Reserve	12 June 2025	11 September 2025	Parks	Botanic and Garden Parks
The Runway, Wigram - Proposed No Stopping and Parking Restrictions	13 February 2025	22 September 2025	Transport & Waste	Traffic Operations
Wigram Road artificial turf sports field consultation and development	13 March 2025	3 October 2025	Parks	Metropolitan Parks
179 Milns Road - intersections and road frontage upgrades	10 July 2025	9 October 2025	Transport & Waste	Asset Planning
60 and 70 McTeigue Road Subdivision - footpath, kerb and channel and no stopping	10 July 2025	9 October 2025	Transport & Waste	Asset Planning
Calverton Place Proposed No Stopping Restrictions	10 July 2025	9 October 2025	Transport & Waste	Traffic Operations
Main South Road outside Denton Park- Proposed Parking Restrictions	10 July 2025	9 October 2025	Transport & Waste	Traffic Operations
Public Forum - Te Kuru Wetlands Interpretive Centre Project	10 July 2025	9 October 2025	Parks	Parks & Recreation Planning
Public Forum - Te Kuru Wetlands Interpretive Centre Project	10 July 2025	9 October 2025	Three Waters	Stormwater & Waterways Delivery
Tower Street- Proposed P120 Parking Restriction Extension	10 July 2025	9 October 2025	Transport & Waste	Traffic Operations
Waterloo Road Hornby High School- Proposed Parking Restriction Changes	10 July 2025	9 October 2025	Transport & Waste	Traffic Operations
Public Forum - Hornby Menzshed	10 April 2025	31 October 2025	Strategic Policy & Resilience	Management
Public Forum - Harvard Avenue Traffic Plan and Branston Street traffic movements	13 March 2025	12 November 2025	Transport & Waste	Asset Planning
Public Forum - Halswell Quarry Park Management Plan and Board processes	13 March 2025	30 November 2025	Parks	Parks & Recreation Planning

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
Dunbars Road pedestrian safety improvements	12 December 2024	3 October 2025	8 August 2025	Transport & Waste	Travel Demand Management
Public Forum - Harvard Avenue Traffic Plan and Branston Street traffic movements	13 March 2025	1 August 2025	8 August 2025	Transport & Waste	Traffic Operations
Public Forum - Matipo and Maxwell Streets - Safety concerns	10 April 2025	5 September 2025	6 August 2025	Transport & Waste	Traffic Operations
Proposed Safety Improvements on Suva St, Owens Tce and Hillary Cres (north)	15 May 2025	14 August 2025	4 August 2025	Transport & Waste	Traffic Operations
Standing Orders Amendment - Notices of Motion	12 June 2025	11 September 2025	6 August 2025	Community Support & Partnerships	Governance (Hal-Hor-Ric)
2025 SuperLocal Conference - Elected Members' Attendance	10 July 2025	9 October 2025	22 July 2025	Community Support & Partnerships	Governance (Hal-Hor-Ric)
Halswell School Safety Improvements	10 July 2025	9 October 2025	7 August 2025	Transport & Waste	Traffic Operations
Killarney Avenue - Proposed no stopping restrictions	10 July 2025	9 October 2025	7 August 2025	Transport & Waste	Traffic Operations
Knights Stream School Safety Improvement - Signalised Crossing on Halswell Junction Road	10 July 2025	9 October 2025	7 August 2025	Transport & Waste	Traffic Operations
Oaklands School Safety Improvements	10 July 2025	9 October 2025	7 August 2025	Transport & Waste	Traffic Operations
Oaklands School Safety Improvements - Dunbars Road Signalised Crossing	10 July 2025	9 October 2025	7 August 2025	Transport & Waste	Traffic Operations
Proposed Road Names - 60 McTeigue Road	10 July 2025	9 October 2025	15 July 2025	Planning & Consents	Resource Consents
Provincial Road - Proposed no stopping restrictions	10 July 2025	9 October 2025	7 August 2025	Transport & Waste	Traffic Operations