
Waitai Coastal-Burwood-Linwood Community Board AGENDA

Notice of Meeting Te Pānui o te Hui:

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

Date: Monday 8 December 2025
Time: 4.30 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

Membership Ngā Mema

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

3 December 2025

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

To watch the meeting live, or previous meeting recordings, go to:

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

To view copies of Agendas and Minutes, go to:

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



What is important to us?

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

Our focus this Council term 2022–2025

Strategic Priorities



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



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



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

Adopted by the Council on 5 April 2023



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



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



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

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

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



Green and liveable

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

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



A cultural powerhouse

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



Thriving and prosperous

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

Our intergenerational vision

A place of opportunity for all.

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



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

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

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Karakia Whakamutunga

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Karakia Tīmatanga

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

Apologies will be recorded at the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Waitai Coastal-Burwood-Linwood Community Board meeting held on [Monday, 10 November 2025](#) be confirmed (refer page 7).

4. Public Forum Te Huinga Whānui

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

4.1 Shirley Sports Club

Scotty Ngatai and Tim Grocott will speak on behalf of Shirley Sports Club regarding the possibilities of increasing their parking facilities for safety and convenience.

4.2 Eco-Action Nursery Trust

Students on behalf of the Eco-Action Nursery Trust will provide the Board with an update on the work carried out in the ward.

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 Burwood and Mairehau Intersection Improvements

Stephen Wood, local resident will address the Board in relation to item 8, Burwood and Mairehau Intersection Improvements.

5.2 Board Plan Priorities for the New Term

Colleen Philip will speak on behalf of Sustainable Ōtautahi Christchurch in relation to item 7, Correspondence surrounding Board Plan priorities for the new term.

6. Presentation of Petitions Ngā Pākikitanga

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

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



Waitai
Coastal-Burwood-Linwood Community Board
INAUGURAL MEETING MINUTES

Date: Monday 10 November 2025
Time: 3.31 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

Present
Members

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

Principal Advisor
Chris Turner-Bullock
Manager Community Governance
Tel: 941 8233
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Meeting Advisor
Cindy Sheppard
Community Board Advisor
Tel: 941 6547
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Website: www.ccc.govt.nz

Unconfirmed

To watch meetings, live, or previous recordings, go to: https://www.youtube.com/@waitaicoastal-burwood-linw3626/streams To view copies of Agendas and Minutes, go to: https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/	
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The agenda was dealt with in the following order.

The meeting opened with the Chief Executive, Mary Richardson in the Chair.

Karakia Tīmatanga and Welcome

1. Apologies Ngā Whakapāha

Part C

There were no apologies received

2. Declarations by Members Te Kī Taurangi a te Mema Poari

Members each completed their oral declarations, then signed their written declarations in the presence of the Chief Executive, Mary Richardson in accordance with Clause 14, Schedule 7 of the Local Government Act 2002.

3. Election of a Chairperson

Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Election of a Chairperson Report.
2. Adopts, by resolution, whether it will use System A or System B to elect a Chairperson and Deputy Chairperson.
3. Proceeds to elect a Chairperson and Deputy Chairperson

Community Board Resolved CCBCC/2025/00095

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Election of a Chairperson Report.
2. Adopts System B to elect a Chairperson and Deputy Chairperson.

Paul McMahon/Alex Hewison

Carried

The Chief Executive called for nominations for the position of Chairperson.

Kelly Barber put forward the nominated of Paul McMahon. Jackie Simons seconded the nomination.

There being no further nominations, that was put to the vote and declared carried.

Community Board Recommendation

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

3. Elects Paul McMahon as Chairperson of the Waitai Coastal-Burwood-Linwood Community Board for the 2025-28 term.

Kelly Barber/Jackie Simons

Carried/Lost

4. Declaration by Chairperson Te Kī Taurangi a te Tiamana o te Poari Hāpori

Paul McMahon completed his declaration as Chairperson, then signed his written declaration in the presence of the Chief Executive, Mary Richardson in accordance with Clause 14, Schedule 7 of the Local Government Act 2002.

Paul McMahon assumed the Chair.

5. Election of Deputy Chairperson

The Chairperson called for nominations for the position of Deputy Chairperson.

Yani Johanson put forward the nominated of Jackie Simons. Alex Hewison seconded the nomination.

There being no further nominations, that was put to the vote and declared carried.

Community Board Resolved CCBCC/2025/00096

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Elects Jackie Simons as Deputy Chairperson of the Waitai Coastal-Burwood-Linwood Community Board for the 2025-28 term.

Yani Johanson/Alex Hewison

Carried

The Chairperson gave a short speech and members took the opportunity to provide a short speech following their declarations.

6. Explanation of Statutory Requirements

Community Board Resolved CCBCC/2025/00097 Original Officer Recommendation accepted without change.

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Explanation of Statutory Requirements report.

Jackie Simons/Celeste Donovan

Carried

7. Date of First Ordinary Meeting

Community Board Resolved CCBCC/2025/00098 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Date of First Ordinary Meeting 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. Pursuant to Schedule 7, clause 21(5)(d) of the Local Government Act 2002, resolves that the first ordinary meeting of the Waitai Coastal-Burwood-Linwood Community Board be held on Monday 8 December 2025 at 4.30pm in the Boardroom, Corner Beresford and Union Streets, New Brighton, Christchurch.

Jackie Simons/Greg Mitchell

Carried

Karakia Whakakapi

Meeting concluded at 4.06pm.

CONFIRMED THIS 8TH DAY OF DECEMBER 2025

**PAUL MCMAHON
CHAIRPERSON**

7. Correspondence

Reference Te Tohutoro: 25/2253377

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

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

1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Burwood East Residents' Association	Letter of thanks in relation to funding received.
Colleen Philip, Sustainable Ōtautahi Christchurch	Waitai 3 Year Board Plan - items for consideration

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the correspondence from the Burwood East Residents' Association and Sustainable Ōtautahi Christchurch.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Burwood East Residents' Association Correspondence	25/2253429	12
B 	Sustainable Ōtautahi Christchurch - Letter to Community Board surrounding 3 year plan development	25/2441382	13

Waitai Coastal-Burwood-Linwood Community Board

1 November 2025

Kia ora Board Members

Burwood East Residents Association committee members wish to extend our immense gratitude for our recent funding approval.

With the funding received last year we held two successful skip days for our community and had an overwhelming response from our residents. Enabling a service like this for our residents promotes goodwill and keeps properties and our area tidy.

We also used the funding by providing an Easter celebration and the many residents who attended had a fantastic time with an Egg Hunt, Face Painting and, because this was situated near the Learn to Ride facility, the children loved riding their wheels in such a safe place especially designed for them,

We held twelve monthly meetings at the facilities at Legacy Church, which enabled us to plan events and advocate for our residents and occurrences in our area.

Once again, we offer our sincere thanks for the funding received and hopefully, we can continue to make a positive difference for our residents and area.

Kind regards

Burwood East Residents Association Committee

To Paul McMahon
Chairperson
Waitai Coastal - Burwood - Linwood Community Board

Kia ora Paul

Congratulations to you and your community board colleagues on your election to our local community board and best wishes for the upcoming term!

Over the last several months a group of third sector (community/NFP/NGO) organisations and individuals brought together by Sustainable Ōtautahi Christchurch have been discussing how we could strengthen the interconnection between our organisations and the city's community boards given the important role community boards have at community level and the potential to positively impact the work we are all engaged with, in pursuit of a strongly sustainable Ōtautahi.

At a recent meeting we turned our attention to discussing what we would like to see in the community board plans for 2026 - 2028. Following that meeting a group of people associated with the Waitai Board area either through residence and/or through the work of our organisation met to specifically discuss the Waitai plan. Hence this letter to you asking for your consideration of the ideas we have brought forward being included in some way in the plan for the Waitai Board.

We would like to congratulate you on the plan you made for 2023-5. We acknowledge that a significant number of the recently elected board were involved with producing that plan and the plan is an impressive document that looks to have been focused on the achievable while keeping in mind the aspirations of yourselves and the communities you represent. The group that met to prepare this letter mostly come from the Linwood and Burwood areas. We note that the last plan had quite a strong focus on Coastal and on issues around air quality which is totally understandable given the recent history our area has had with the wastewater plant fire and the organics issues having such an enormous impact on residents' lives, health, well being. We expect that there will be significant roll over from that last plan.

We ask however that you please consider in developing the plan for the next 3 years what we discussed and have collated for you as follows.

Ecological

As residents of the East we especially love the richness of our natural environment - rivers, beaches, parks and the residential red zone. We want these protected and enhanced.

Tree coverage in the East is low. As trees are important for a range of reasons including biodiversity, climate cooling, water retention and human well-being this is problematic. Any work the community board are doing to increase tree canopy in the Eastern residential suburbs we heartily endorse.

We have a project under consideration to augment the work already being done by Council including through 'Our Urban Forest Plan'. This project involves surveying for pockets of land in the Waitai area that could be utilised for food production, biodiversity, climate mitigation/adaptation. We will bring a full proposal to the community board in early 2026 but ask that room be left in the plan to respond to up coming/ ongoing ideas our community have to increase biodiversity through the East.

One virtually no cost, or very low cost, way to assist in the maintenance of trees on private property would be for Council / community board to help make available information on existing trees and how to care for them (possibly in collaboration with Horticultural society/groups, with ecologists and Community Gardens people).

Our rivers are a priority for community board attention and this is reflected in your previous planning.

A site of specific concern we wish to bring to your attention is the Porritt Park river loop. (A presentation on this will be done early 2026 but we ask that it be on 'the radar' also.)

Active Transport

The perceived conflicts of interest between cyclists, e-scooters, pedestrians, and drivers needs to continue to be addressed. Misinformation about the cost of cycleways is driving some of this divide, and community education and transparency around how much things actually cost is needed (e.g. how much underground services/undergrounding power lines being upgraded costs as part of the cycleway project versus the cost of just the cycleway on top of the road, and how much of the rates money gets spent on cycleways versus other roading projects). All road users are allowed to use public roads and do in fact pay for them.

We should work on building our transport networks to cater for users of all ages and abilities to provide effective transport choices (walking - including wheelchairs, mobility scooters, skating, cycling, scootering, driving/ride share, and public transport). Children, less confident cyclists, and those who are not currently cycling will be reluctant to cycle on routes with high levels of "traffic stress" such as multi-lane arterial roads (sometimes there is no alternative) and roads with lots of vehicular traffic. Many feel very unsafe cycling along roads where various forms of 'road narrowing' has taken place e.g. some of the 'road calming' interventions. In 2025, the City Council adopted a Future Transport Plan which outlines a more connected network of safe cycling routes, amongst several other things. These routes can be a mixture of shared paths, on-road facilities on quiet streets (such as greenways), or protected/separated cycleways, as we have seen built in many parts of the city. Where separated cycleways are the best (safest) solution but cost prohibitive, consider making a cycleway with temporary materials such as was done on Park Terrace and Ferry Rd (between Fitzgerald and St Asaph St). These lower-cost options can provide proof of concept and can be made permanent in the future when there is a supportive government to help fund it. Note that cycling infrastructure also benefits pedestrians, e-scooter riders, mobility scooter and wheelchair users, which is particularly important when the footpath facilities are too narrow or overgrown and uneven (e.g. Wainoni Road).

Please ensure all road renewal projects also address under-width, overgrown, and improperly located footpaths (suburban standards are for them to be located next to the private property boundary, rather than adjacent to the roadway, where wheelie bins block access to the footpath). Accessible footpaths are essential for equitable access for all residents.

Please continue to install quality bus shelters, refuge islands, and wide footpaths to access those bus stops in the east. Please continue to push for better bus routes, especially in Aranui and Pres-ton. Please also ensure there is adequate street lighting so that people waiting at bus stops feel safe and seen by bus drivers (is there a way to install a solar-powered light in the new shelters?).

We commend the good work of the Board in finding a solution to cycling on the busiest part of Marine Parade, with construction due to start soon, and in the future that the City to Sea Pathway will reach New Brighton on a new Pages Rd bridge. However, there is much still to do in the east and northeast. It's only when cycling and public transport are seen as viable transport choices, with good connected "networks" that we can do anything about car-dependence, perceived risk, and reducing emissions.

We encourage you to be courageous in reducing speed limits generally, and especially in critical places to help with the safety of cyclists and pedestrians of all ages and abilities. Please also install reminder speed limit signs and speed humps or other infrastructure/trees to reinforce the expected travelling speed. Drivers are ignoring the 30 km/h speed limit on most safe speed neighbourhood streets, especially with no reminders or other cues to slow down (e.g. the road is super wide with no speed humps).

Trees planted in the road can be helpful in reducing speeds due to the perceived narrowing of available space, with the added benefit of road and footpath surface temperature reduction. How

has the work in Bromley referenced in the 2023-5 plan gone? What lessons will transfer to North Linwood and other areas?

Food Resilience/Security/Fairness

We acknowledge the excellent intentions of people instituting food pantries in our area. However, these are far from being the assets to community they are intended attracting in some cases vandalism and littering and not being an attractive option for people wishing to share produce. We ask that the community board put in your plan the idea of a comprehensive survey of what is in use; engage people (students?) to develop ideas for what might work well; install and trial at least one or two food pantries as exemplars.

Swap schemes are functioning in some places. Could an investigation on what works and encouragement of these types of initiatives be included?

Community gardens are an important part of the food resilience ecosystem. More education about them and encouraging citizens to engage with them more would be helpful. As would be mapping of where community gardens are in the Waitai area (including those established informally by residents in neighbourhoods) and where there is the potential for more. Engagement with the Canterbury Community Garden Association would be encouraged to ensure the board adds to rather than duplicates work.

In the list of key facilities and amenities in the 2023-5 board plan community gardens are not listed. We suggest it would be useful to include them in the next plan.

Many people need training to utilise gardens including community gardens and to produce and use grown food. Community development staff need this on their radar.

We ask that the community board encourage the Council to have green space requirements in social housing developments and indeed all developments. We are concerned as we believe many citizens in our area are at the impact of poorly designed intensive housing developments with little or no green space on the well being of the residents in and near these.

The last board plan mentions a "localised food resilience action plan" for the New Brighton area. Has this been done? Angela Clifford (EAT NZ) is advocating for regional plans for food security and we wonder if we could discuss together what more localised (Community Board led) plans might look like?

We need to have conversations beyond food grown in communities. Some essentials simply cannot be grown locally.

Waste minimisation

Help with educating people with what to do with their waste is required in some areas. Bin lid catchers should be encouraged in windy areas. In some parts of Linwood and Wainoni we know that informing people how to get bin lids replaced or repaired appears to be needed.

Some of us are interested in exploring ways that Council / community board can assist in introducing new residents to more useful practices of waste disposal and waste minimisation, something which has become critical in these times of overconsumption and frequent turnover of residents.

The App 'Snap Send Solve' is of great interest to us. The last plan mentions this app in relation mostly to reporting infrastructure and roading problems. How has it been promoted in relation to the purpose suggested in the plan and how successful has that been? It is a particularly useful application for litter issues so we ask that be noted in the plan.

Water Sensitivity/Stormwater

We commend your intention In the 2023-5 plan to "advocate for Council funding and subsidies for green infrastructure including permeable paving, rain gardens, gray water reuse, rainwater harvesting..". (This is something SOC in particular has been raising awareness of over the last several

years.) Unfortunately this intention is not appearing to be realised to any great extent in reality. Are the current rules around permeable surface area requirements being met? Anecdotal stories from our group indicate this may not be the case especially as people 'renovate' their sections and put more and more impervious surfaces in. We would like to see the community board be more active in regard to these on-site solutions. What about community board and third sector organisations finding ways to collaborate on promoting them? What about developing rain gardens as exemplars/examples in public spaces ; working with willing residents on private property?

Energy/Cost of Living

We encourage the community board to advocate strongly to Council for assistance to be given to residents wanting to install solar panels. Also to strengthen relationships with organisations like Rewiring Aotearoa and Electrify Aotearoa (Electrify Ōtautahi being the local chapter of the latter).

Local Democracy - strengthening community voice.

Citizens getting together is important. Physical and social infrastructure, third spaces, are needed for that. It is good to see this acknowledged in the 2023-5 plan and for recognition of the issues faced in the East in relation to places that community can gather. This includes your support for the trust working to replace the former Marshland Hall. In the Avonside-Wainoni area the Methodist church adjacent to the Porritt Park entrance was lost a few years post -quake and has been a huge loss to the local area for this reason. It was a much loved and used community hub which really has not been replaced.

It is good to see your intention to make access to council facilities easier. Where buildings are not available alternate ways for community to gather are needed. A member of our group supported by SOC is initiating a community project with this in mind and will seek help from the community board as she progresses that work. People are not so interested nowadays it seems in formal meetings; but gatherings of citizens where their local needs, aspirations can be informally discussed/canvassed is important.

Final comments.

It was really encouraging, Paul, to read your introduction to the last plan that emphasised the iterative nature of it. The need for flexibility given that three years is a long time and a lot of good initiatives and needs might arise that the community board should have the capacity to respond to. We realise that in order to make your new plan achievable, and allow room for the unexpected over a three year period, you will have to prioritise and think carefully about what you can include. We also realise that some of our ideas might need work to be put in a form that fits with what is practicable and possible. We would welcome the opportunity to speak to the community board to flesh out some of what we have talked about in this letter and respond to questions and comments from board members.

Raranga te Rawhiti "Weaving the East" is an excellent initiative and will be valuable for you in fulfilling your role to "communicate with community organisations and special interest groups within the community". The third sector coalition we have formed in the last few months plan to keep meeting together to talk about how we can work more together and engage with local government in a coordinated way. We envisage becoming part of your wider matrix of connection with community. We look forward to supporting you and working constructively together on our mutual goals.

Ngā mihi nui
Colleen Philip
Chairperson,
Sustainable Ōtautahi Christchurch

8. Burwood & Mairehau intersection improvements

Reference Te Tohutoro: 25/1502172

Responsible Officer(s) Te Pou Matua: Chris Strydom - Project Manager
Tom Williams - Senior Traffic Engineer
Kiran Skelton - Engagement Advisor

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider safety and accessibility improvements at the Burwood Road and Mairehau Road intersection and for the project to proceed to detailed design and construction.
- 1.2 It is also for the Waitai Coastal-Burwood-Linwood Community Board to make recommendations to Council for the items within the proposed design that rest with Council for decision making.
- 1.3 The project was included as a named project within Council's Long Term Plan, based on concerns that have been raised around safety issues at the intersection, particularly for people who walk, cycle and have limited mobility.

2. Officer Recommendations Ngā Tūtohu

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

1. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the south side of Mairehau Road, commencing at a point approximately 27 metres west of its intersection with Burwood Road and extending in a westerly direction until its intersection with Greenhaven Drive, as detailed in plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
2. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north side of Mairehau Road, commencing at a point approximately 88 metres west of its intersection with Burwood Road and extending in an easterly direction for a distance of 35 metres, as detailed in plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.

That the Waitai Coastal-Burwood-Linwood Community Board:

3. Receives the information in the Burwood & Mairehau intersection improvements report.
4. Notes that the decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy 2019. The level of significance was determined by the high level of existing and potential community interest in the project and the number of people affected or with an interest.

5. Revokes any previous resolutions pertaining to kerb lines, traffic calming devices, traffic controls, bus stops, parking, and stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the traffic calming, parking and stopping restrictions described in the recommendations below.
6. Approves that a roundabout be installed in accordance with Section 10.4 of the Land Transport Rule-Traffic Control Devices: 2004, including all kerb alignments, traffic calming, road surface treatments and road markings at the Burwood Road and Mairehau Road intersection, and also including all approaches to this intersection, as detailed on plan TP364803, dated 12/08/2025, and attached to this report as **Attachment A**.
7. Approves that, in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004:
 - a. The northern approach of Burwood Road at its intersection with Mairehau Road is to be controlled by a Give Way control as detailed on plan TP364803, dated 12/08/2025, and attached to this report as **Attachment A**.
 - b. The southern approach of Burwood Road at its intersection with Mairehau Road is to be controlled by a Give Way control as detailed on plan TP364803, dated 12/08/2025, and attached to this report as **Attachment A**.
 - c. The eastern approach of Mairehau Road at its intersection with Burwood Road is to be controlled by a Give Way control as detailed on plan TP364803, dated 12/08/2025, and attached to this report as **Attachment A**.
 - d. The western approach of Mairehau Road at its intersection with Burwood Road is to be controlled by a Give Way control as detailed on plan TP364803, dated 12/08/2025, and attached to this report as **Attachment A**.
8. 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, stopping restrictions, signage and road markings:
 - a. On Burwood Road, as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
 - b. On Mairehau Road, as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
9. Approves that, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at all times:
 - a. On the west side of Burwood Road commencing at its intersection with Mariehau Road and extending in a northerly direction for a distance of 22 metres as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
 - b. On the west side of Burwood Road commencing at a point approximately 48 metres north of its intersection with Mariehau Road and extending in a northerly direction for a distance of six metres as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
 - c. On the east side of Burwood Road commencing at a point approximately 69 metres north of its intersection with Mariehau Road and extending in a southerly direction until its intersection with Burwood Road as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.

- d. On the north side of Mairehau Road commencing at its intersection with Burwood Road and extending in an easterly direction for a distance of 30 metres as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
- e. On the south side of Mairehau Road commencing at a point approximately 55 metres east of its intersection with Burwood Road and extending in a westerly direction until its intersection with Burwood Road as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
- f. On the east side of Burwood Road commencing at its intersection with Mariehau Road and extending in a southerly direction for a distance of 41 metres as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
- g. On the west side of Burwood Road commencing at a point approximately 31 metres south of its intersection with Mairehau Road and extending in a northerly direction until its intersection with Mairehau Road as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
- h. On the south side of Mairehau Road commencing at its intersection with Burwood Road and extending in a westerly direction until its intersection with Greenhaven Drive as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
- i. On the north side of Mairehau Road commencing at a point approximately 53 metres west of its intersection with Burwood Road and extending in a easterly direction until its intersection with Burwood Road as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.

P10 Parking

- 10. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, the parking of all vehicles be restricted to a maximum period of 10 minutes on the west side of Burwood Road commencing at a point approximately 22 metres north of its intersection with Mairehau Road and extending in a northerly direction for a distance of 27 metres as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.

Pedestrian Refuge Island

- 11. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, traffic calming devices, road surface treatments, stopping restrictions, signage and road markings on Burwood Road, as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.

Bus Stops

- 12. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop be installed:
 - a. On the west side of Burwood Road, commencing at a point approximately 186 metres north of its intersection with Mairehau Road and extending in a northerly direction for a distance of 14 metres as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.
 - b. On the east side of Burwood Road, commencing at a point approximately 207 metres north of its intersection with Mairehau Road and extending in a northerly direction for a distance of 14 metres as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.

No stopping

13. Approves that, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at all times:
 - a. On the west side of Burwood Road commencing at a point approximately 137 metres north of its intersection with Mariehau Road and extending in a northerly direction for a distance of 49 metres as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.
 - b. On the east side of Burwood Road commencing at a point approximately 207 metres north of its intersection with Mariehau Road and extending in a southerly direction for a distance of 61 metres as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.

General approval

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

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Improvements to the Burwood Road/Mariehau Road intersection have been under consideration for a number of years, as this intersection provides a poor level of service for people who walk and cycle. This project has considered options that would improve access and safety outcomes for vulnerable road users whilst aiming to minimise the impacts on other road users.
- 3.2 The project objectives are:
 - Enhanced safety for all pedestrians, cyclists and other vulnerable road users, particularly wheelchair users,
 - Footpaths, cycle lanes, crossing points and other pedestrian / cycle infrastructure at the intersection are enhanced,
 - Negative impacts on vehicle access are minimised.
- 3.3 Three options have been developed. These are:
 - Improvements to the existing roundabout & pedestrian refuge on Burwood Road
 - Signalisation of the intersection & pedestrian refuge on Burwood Road
 - Do nothing
- 3.4 Both of the “change” options include a pedestrian refuge island on Burwood Road to improve access to Burwood Hospital and nearby bus stops.
- 3.5 Both of the “change” options achieve the project's objectives but do so in different ways and have different impacts, and this is why both options were progressed through to consultation.
- 3.6 The recommended option is for improvements to the existing roundabout, as shown in **Attachment A**, and for the installation of a pedestrian refuge island outside the hospital, as shown in **Attachment B**. Note that speed humps are recommended on approaches to both the roundabout and the refuge island.

- 3.6.1 Staff have recommended this option due to the improved safety and modelled traffic flows, and feedback from key stakeholders. Noting that this option also fits within the project budget, and can be delivered more quickly and with less disruption as it does not require overhead lines to be diverted.
- 3.6.2 However, staff also note that the majority of consultation respondents did not select this option

4. Background/Context Te Horopaki

Local and Network Context

- 4.1 Along with enabling access to the local area, the intersection is adjacent to land uses of regional importance such as the Burwood Hospital campus, The New Zealand Spinal Trust, the Champion Centre and Peke Waihangā Artificial Limb Service.
- 4.2 The intersection operates on a constrained footprint and is 'locked in' by private property, Burwood Hospital and utilities such as cell phone towers and underground and overhead services. This constrained footprint impacts the efficiency of the intersection and limits the options available for its development.
- 4.3 The intersection currently functions as a roundabout with notable features including:
 - 4.3.1 Approximately 8,000 vehicles pass through the intersection daily. Burwood Road (north of the intersection) and Mairehau Road are classified as Minor Arterial Roads. South of the intersection, Burwood Road is classified as a Collector Road. The posted speed limit on all intersection approaches is 50 km/h, with the 85th percentile speed being between 50 km/h and 60 km/h.
 - 4.3.2 Traffic surveys of the AM, PM and interpeak periods were undertaken as part of the project in 2021 and 2024. The results of these surveys identify that whilst the total volume of vehicles traversing the intersection has remained constant, the number of vehicles making right turns has increased in the AM, PM and interpeak periods, with the number of through movements on Burwood Road also increasing during the interpeak and PM peak periods.
 - 4.3.3 Due to the intersection's proximity to Burwood Plantation, there is a high concentration of heavy vehicles (6%) travelling through the intersection on Burwood Road.
 - 4.3.4 The number 7 and 135 buses pass through the intersection. The 135 bus operates on an hourly frequency, and the 7 on a 15-minute frequency. In the future, Environment Canterbury has plans to uplift this route to a 10-minute frequency.
- 4.4 According to the NZTA Crash Analysis System, there have been eight crashes reported as occurring within a 50m radius of the intersection in the ten-year period between 2014 and 2023. These include 1 serious injury crash involving a cyclist, 2 minor injury crashes and 5 non-injury crashes.

A further 2 crashes (1 minor injury and 1 non-injury) also occurred in proximity to the proposed pedestrian refuge island.

Pedestrian activity and current level of service

- 4.5 A pedestrian activity survey was undertaken on 16 May 2024, during the 12-hour period from 7 am to 7 pm. 845 pedestrian movements were observed in proximity of the intersection, this includes 31 children and 24 people with mobility aids.

- 4.6 Currently, the intersection provides a poor level of service for pedestrians due to multiple trip hazards, cluttered and narrow footpaths, large crossing distances where pedestrians are unprotected and steep footpath gradients on the approach to crossing points which may cause instability.

Other Planned works

- 4.7 Staff are aware of a project to replace the wastewater pipes along sections of Greenhaven Drive, Mairehau Road and Burwood Road, with construction planned to occur between November 2025 and March/April 2026.
- 4.8 Where practical, staff will seek to coordinate between the two projects to minimise traffic delays and disruption associated with both projects.
- 4.9 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
26/06/2025	Waitai Information Session - Burwood/Mairehau Intersection

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.10 The following reasonably practicable options were considered and are assessed in this report:
- 4.10.1 **Option 1:** Improvements to the existing roundabout, including speed humps on approaches and a pedestrian refuge crossing (with speed humps on approaches) on Burwood Road near Burwood Hospital. This option is shown in **Attachments A and B**.
- 4.10.2 **Option 2:** Signalisation of the intersection and a pedestrian refuge crossing (with speed humps on approaches) on Burwood Road near Burwood Hospital. This option is shown in **Attachments B and C**.
- 4.10.3 **Option 3:** Do Nothing.
- 4.11 The following options were considered but ruled out:
- 4.11.1 **Intersection signalisation without undergrounding overhead lines** – Due to clearance requirements between the signal poles and overhead wires, Orion confirmed that this option would not be feasible.
- 4.11.2 **Roundabout with staggered raised zebra crossings on all approaches** – Vehicle tracking identified that this option would be challenging for large vehicles to navigate.
- 4.11.3 **Roundabout with raised zebra crossings on all approaches and a permanent speed reduction** – Vehicle tracking identified that this option would be challenging for large vehicles to navigate, additionally, a permanent reduction in the posted speed limit was not considered feasible.
- 4.11.4 **Raised roundabout intersection** – Vehicle tracking identified that this option would be challenging for large vehicles to navigate. This option would also present challenges in relation to stormwater treatment.

Options Descriptions Ngā Kōwhiringa

4.12 **Preferred Option 1:** Improvements to the existing roundabout at the Burwood Road / Mairehau Road intersection, including traffic calming, pavement repairs, new sections of cycle lanes and a pedestrian refuge crossing outside the Hospital

4.12.1 **Option Description:** Improvements to the existing roundabout, including the installation of speed humps on approaches and installation of a pedestrian refuge crossing, as shown in **Attachments A - B**, including:

Roundabout improvements

- Installation of new splitter islands, pedestrian crossing points and associated signage and line marking changes as shown on **Attachment A**.
- Inclusion of speed humps on approaches to the roundabout to slow vehicle approach speeds and improve traffic circulation.
- Installation of cycle lanes on Mairehau Road between Greenhaven Drive and Burwood Road to connect to the cycling facilities under construction further along Mairehau Road (as part of the Mairehau Corridor Improvements Project).
- Extension of the parking bay outside the Burwood Food Market until the driveway of 285 Burwood Road.
- Replacement of the existing road surface and subgrade, as it has reached the end of its useful life.
- Adjustments to kerb alignments, line markings, road surfacing, and no-stopping restrictions as required to enable the improvements.

Pedestrian refuge island

- Installation of a pedestrian refuge island on Burwood Road, located to connect with the internal footpath leading to Burwood Hospital.
- Inclusion of speed humps at the location of the refuge island to slow vehicles on approaches.
- Relocation of the school bus stop adjacent to the east kerb by approximately 30 metres.
- Adjustments to the flush median, line marking, and no stopping restrictions as necessary to enable the installation of the refuge island.

4.12.2 **Option Advantages**

- Consultation feedback from key project stakeholders indicated a general preference for the upgrade of the existing roundabout.
- This option is within the project budget and can be constructed quickly
- It is proposed to extend the existing parking bay outside of the Burwood Food Market up to the driveway of #285 Burwood Road based on consultation feedback, with the existing P10 parking signage to remain.
- The pedestrian refuge island provides a midblock crossing point, improving connectivity to the Hospital and bus stops.
- Speed humps are proposed to slow vehicles on approaches to the roundabout and refuge crossing.

- Compared to the signalisation of the intersection, the roundabout option will result in fewer delays and improve traffic flow.

4.12.3 Option Disadvantages

- Whilst key project stakeholders indicated a preference for the roundabout option, most submitters preferred traffic signals.
- Whilst speed humps are a proven and effective method of reducing vehicle speeds, they resulted in mixed reactions during consultation.
- Intersection improvements require the removal of 10 carparks and the proposed cycle lanes on Mairehau Road require the removal of 3 carparks.
- The pedestrian refuge would require the removal of 4 carparks.

4.1 **Alternative Option 2: Signalisation of the intersection and a pedestrian refuge crossing (with speed humps on approaches) on Burwood Road near Burwood Hospital**

4.1.1 **Option description:** Signalisation of the intersection, and the installation of a pedestrian refuge crossing, as shown in **Attachments B -C**, including:

Intersection improvements

- Installation of a signalised intersection, including the undergrounding of overhead lines and updating signage and line marking as shown in **Attachment C**.
- Installation of cycle lanes on Mairehau Road between Greenhaven Drive and Burwood Road to connect to the cycling facilities under construction further along Mairehau Road (as part of the Mairehau Corridor Improvements Project).
- Extension of the parking bay outside the Burwood Food Market until the driveway of 285 Burwood Road.
- Replacement of the existing road surface and subgrade, as it has reached the end of its useful life.
- Adjustments to kerb alignments, line markings, road surfacing, and no-stopping restrictions as required to enable the signalisation of the intersection.

Pedestrian refuge island

- Installation of a pedestrian refuge island on Burwood Road, located to connect with the internal footpath leading to Burwood Hospital.
- Inclusion of speed humps at the location of the refuge island to slow vehicles on approaches.
- Relocation of the school bus stop adjacent to the east kerb by approximately 30 metres.
- Adjustments to the flush median, line marking, and no stopping restrictions as necessary to enable the installation of the refuge island.

4.1.2 **Option advantages**

- Through signalisation, pedestrian safety is increased by providing phase protection (this prevents vehicles from turning when the pedestrian crossing is called).

- Some people may find it easier to navigate through a signalised intersection than a roundabout, as each traffic movement is allocated a specific signal phase.
- During consultation, there was a clear preference for the signalisation of the intersection.
- It is proposed to extend the existing parking bay outside of the Burwood Food Market up to the driveway of #285 Burwood Road based on consultation feedback, with the existing P10 parking signage to remain.
- The pedestrian refuge island provides a midblock crossing point, improving connectivity to the Hospital and bus stops.
- Speed humps are proposed to slow vehicles on approaches to the refuge crossing.

4.1.3 **Option disadvantages**

- This option exceeds the available funding, so additional funds need to be found before this option can be constructed.
- As this option requires the undergrounding of overhead lines, construction will take longer and may cause more disruption and delays.
- Modelling identified that compared to the roundabout option the signalisation of the intersection will result in increased delays, these delays may be up to 30 seconds in the morning peak period and up to 1 minute during the afternoon peak period.
- Intersection improvements require the removal of 11 carparks and the proposed cycle lanes on Mairehau Road require the removal of 3 carparks.
- The pedestrian refuge would require the removal of 4 carparks.
- Additional operational cost for power and communications to the traffic signals

4.2 **Alternative Option 3: Do Nothing**

4.2.1 **Option description:** The do-nothing option retains the existing road layout with no planned improvements.

4.2.2 **Option advantages**

- Project budget can be re-allocated
- No construction disruption
- No (actual or perceived) impact on travel times.
- No parking loss.

4.2.3 **Option disadvantages**

- This option does not address the project objectives.

Analysis Criteria Ngā Paearu Wetekina

4.3 Staff are recommending the roundabout with safety platforms option for the following reasons:

4.3.1 Addresses the project objectives

- 4.3.2 Scheme design estimate is within budget, and can be delivered with less disruption to the community
- 4.3.3 Addresses safety issues raised with the intersection
- 4.3.4 Has a lower impact on traffic flow than signalisation
- 4.3.5 Is supported by key stakeholders (noting that this is at odds with general public sentiment)

4.4 A fuller analysis comparing the two main options has been undertaken:

	Option One: Preferred Option	Option Two: Signalisation
Pedestrian access and safety	Installing speed humps on approaches to the roundabout slows vehicles down, creating a safer road environment for all users.	Signalising the intersection would provide a dedicated signal phase for people to cross the road.
Pedestrian refuge island	It can be developed with this option.	It can be developed with this option.
Parking impact	17 carparks - Intersection improvements (10) - Cycle lanes (3) - Refuge island (4)	18 carparks - Intersection improvements (11) - Cycle lanes (3) - Refuge island (4)
Network impact	Vehicles will have to wait an average of 10 seconds in the morning peak period and up to 20 seconds during the afternoon peak period.	Vehicles will have to wait an average of 30 seconds in the morning peak period and up to 1 minute during the afternoon peak period.
Construction timeframes	August/September 2026 10 – 15 weeks	Dependent on funding 15 – 20 weeks (exclude undergrounding)
Construction impacts	Simpler construction.	More extensive construction works are required such as the undergrounding of overhead lines.
Funding	This option can be constructed soon as it is within the project budget	This option costs more than the available budget. Therefore, it would be longer before it could be built.

Evidence for this recommendation

- 4.5 SIDRA traffic modelling was undertaken to compare the existing roundabout with the proposed upgrade options. The findings of this assessment are summarised below and included in **Attachment D**.
 - 4.5.1 An upgraded roundabout would have a comparable level of service (LOS) to the existing intersection in the AM peak, based on the average delay time.
 - 4.5.2 The signalisation of the intersection would have a worse LOS compared to the existing intersection and the roundabout option in the AM peak as the average delay on the worst approach would increase from 10 seconds to 27 seconds.
 - 4.5.3 The upgraded roundabout would have a worse LOS compared to the existing roundabout in the PM peak, as the average delay on the worst approach would increase from 12 seconds to 29 seconds.

- 4.5.4 The signalisation of the intersection would have a significantly worse LOS compared to the existing intersection and the roundabout option in the PM peak, as the average delay on the worst approach would increase from 12 seconds to 94 seconds.
- 4.6 In terms of safety, there is international research on the benefits of lower speeds to crash severity.
 - 4.6.1 Auckland Transport have produced a report that identifies that if a pedestrian were hit by a vehicle travelling at 50 km/h, there is an 80% chance that this crash would result in a death or serious injury. However, if the speed is reduced to 30 km/h, then there is only a 10% chance that this crash would result in a death or serious injury.
 - 4.6.2 This is publicly available information [Safe speeds - the reasons](#).
- 4.7 The roundabout at the intersection of Colombo Street/Dyers Pass Road/Centaurus Road/Cashmere Road was upgraded to include safety platforms on the approaches in late 2024. As a busy roundabout with traffic flows from all directions, and close to developments that drive pedestrian use, there are broad comparisons between the two intersections.
 - 4.7.1 A report comparing the performance of the intersection in March 2024 (before the improvements) with the intersection in March 2025 (after the improvements) is available as **Attachment F**.
 - 4.7.2 This suggests that the roundabout has become safer (lower speeds and fewer near-crash situations), while also increasing the number of vehicles going through the intersection, particularly at peak times.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2: Signalisation	Do Nothing
Cost to Implement	\$2.6M to complete	\$4.6M to complete	\$0
Maintenance/Ongoing Costs	Covered under existing Maintenance contract	Approx \$6,000 per year	No change
Funding Source	CPMS 2034, Burwood & Mairehau Intersection Improvement	CPMS 2034, Burwood & Mairehau Intersection Improvement	N/A
Funding Availability	Available: \$2.67M	Available: \$2.67M, Shortfall of \$1.93M	N/A
Impact on Rates	No impact	0.013% in FY 2028	No impact

- 5.1 The project has spent around \$320k to date (noting that budget has spent on this project since FY14)
- 5.2 If the decision is to proceed with option 2, Council will need to instruct staff to continue with detailed design, ahead of additional money being sought in the Annual Plan FY27.
 - 5.2.1 The project cannot start to procure construction services until the full budget is available.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

General

- 6.1 Coal Tar: Investigations were conducted by 3 waters recently to detect the extent of coal tar, and there was none found, however, given the age of the pavement there is still a high probability to find some. To mitigate this a 30% contingency has been included in the construction project budget
- 6.2 Waitakiri Primary School recently presented to the Community Board regarding safety outside their school, but any changes outside the school are outside the scope of this project, which may lead to reputational damage. This needs to be managed through clear communication about the scope of the project.
- 6.3 Council's Three Waters team are planning works through this intersection in late-2025/early-2026; staff will seek to co-ordinate works, however, this may not be possible. This will be mitigated by close co-ordination between the two teams, and clear communication to residents.

Signalisation Risks

- 6.4 If the signalisation is progressed, there is a risk of increased costs associated with undergrounding Orion cables. At this stage, Council has only received high-level cost estimates, and this will be more defined when detailed design has been completed.
- 6.5 If the option of traffic signals is selected, there is a risk of appropriate budget being made available through the annual plan process. This would also have an impact on the construction programme, and likely remove any ability to co-ordinate with the 3 waters project.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.6 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.6.1 The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.
 - 6.6.2 Based on this delegated authority, Council would be required to approve any Special Vehicle Lanes (cycle lanes) under each option and also the installation of traffic signals under Option Two.
 - 6.6.3 The installation of any signs and/or marking associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
 - 6.6.4 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.
- 6.7 Other Legal Implications:
 - 6.7.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.8 The required decisions:
 - 6.8.1 Align with the [Christchurch City Council's Strategic Framework](#).
 - 6.8.2 The decisions in this report are of low significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was

determined by the level of impact on people affected, low cost/risk associated with carrying out the decision, and the low level of impact on the capacity of Council to carry out its role and functions.

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

6.10 Transport

6.10.1 Activity: Transport

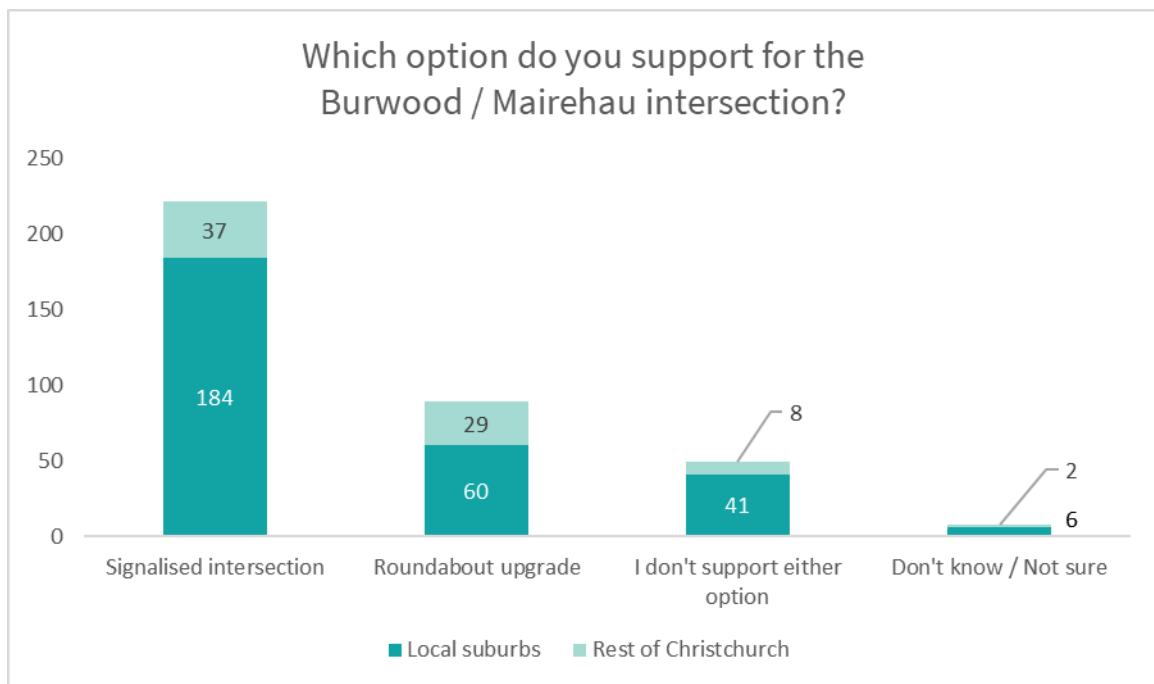
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY
- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <95 crashes per year
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents
- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction
- Maintain roadway condition to an appropriate national standard, measured by the percentage of the sealed road network that is resurfaced each year (DIA 3) (16.0.1) - ≥4%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.11 Early engagement with Environment Canterbury (ECan), Hato Hone St Johns, Fire and Emergency New Zealand (FENZ) and Burwood Hospital started in June 2025. Feedback was sought on the two options: a signalised intersection and a roundabout upgrade.
- 6.12 St Johns and FENZ did not raise concerns, however FENZ expressed some concern about speed humps negatively affecting response times.
- 6.13 ECan had some concern about the signalised intersection's effect on bus timetabling, especially on Route 7. They did not support speed humps at the pedestrian refuge island on Burwood Road because bus vibrations while travelling over them could impact local residents.
- 6.14 Burwood Hospital did not raise any concerns but considered the roundabout to be more effective in slowing traffic and better serving the community. They requested that on-street car parking loss be kept to a minimum.
- 6.15 Consultation started on 10 July and ran until 25 July 2025.
- 6.16 Project details including links to the [Kōrero mai | Let's Talk webpage](#) were advertised via:
- An email sent to 61 key stakeholders, including emergency services, Environment Canterbury, Burwood Hospital, The Champion Centre, NZ Spinal Trust, local community organisations and businesses.
 - Burwood Hospital internal communications, reaching hospital staff.
 - Four local community group pages.
 - Leaflets delivered to properties neighbouring the intersection and Burwood Food Market for their customers.
- 6.17 The [Kōrero mai | Let's Talk](#) page had 2000 views throughout the consultation period.
- 6.18 Staff met with Burwood Food Market during the consultation period to discuss the project and answer questions.

Summary of Submissions Ngā Tāpaetanga

- 6.19 Submissions were made by seven organisations / businesses and 360 individuals. [All submissions are available on our Kōrero mai webpage.](#)
- 6.20 Submitters were asked to indicate their preference: a signalised intersection, an improved roundabout or neither option.
- Four organisations / businesses were in support of the signalised intersection (NZ Spinal Trust, Living Streets Aotearoa, Waitākiri Primary School and Burwood Road Motors).
 - Two were in support of the roundabout upgrade (Spokes Canterbury and Burwood Food Market).
 - Mairehau Riding School did not support either option.
- 6.21 Overall, the majority of submitters preferred the signalised intersection (221, 60%) over the roundabout upgrade (89, 24%). A further 49 submitters (13%) did not prefer either option and 8 submitters (3%) were unsure.
- 6.22 Burwood / Mairehau intersection runs through three suburbs (Burwood, Parklands and Marshland) and services a high volume of commuters every day. The chart below shows that residents within the three surrounding suburbs strongly preferred the signalised intersection. Residents from the rest of Christchurch were somewhat split in their preference.



- 6.23 The transport mode used most often by submitters did appear to have an impact on their preferred option. Cyclists and wheelchair users were more likely to support a roundabout, while car and bus users were more likely to support signals.

Which option do you support for the Burwood / Mairehau intersection?				
Travel type	Signalised intersection	Roundabout upgrade	I don't support either option	Don't know / Not sure
Car	198	67	44	7
Bicycle	5	14	2	1
Walking	5	3	1	-
Bus	6	-	-	-
Wheelchair users	1	3	-	-
Total	216	87	47	8

Note, four submitters did not specify their travel mode and an additional five submitters identified their travel mode as 'other'.

- 6.24 Submitters were asked for further information to explain their preference.

- 6.25 The following key themes were identified:

Signalised intersection

- Safer for all users (89)
- Assists traffic flow (9)
- Future-proofs the intersection (7)

Roundabout upgrade

- Maintains traffic flow (13)
- Safer for all users (12)
- Slows vehicles (5)

- 6.26 Out of those who preferred neither option, 22 submitters thought the roundabout worked well currently, five thought the project was not justified by the number of crashes and five thought construction would disrupt and hinder businesses and residents.
- 6.27 Submitters were asked whether they supported a pedestrian refuge island and speed humps on Burwood Road.
- 6.28 The proposal received support from NZ Spinal Trust, Living Streets Aotearoa, Waitākiri Primary School, Burwood Road Motors, Spokes Canterbury and Burwood Food Market, who all felt it would improve safety. Mairehau Riding Centre did not support the proposal, believing speeding was not an issue.
- 6.29 Individual submitters were split in their support for a pedestrian refuge island and speed humps, irrespective of whether they lived in the neighbouring suburbs or not.
- 6.30 The table below shows that car drivers and cyclists were somewhat split in their preference for a pedestrian refuge island and speed humps, while the majority of walkers and wheelchair users preferred this improvement.

Do you support a pedestrian refuge island and speed humps on Burwood Road?				
Travel type	Yes	Somewhat	No	Don't know
Car	104	88	114	10
Bicycle	13	2	7	-
Walking	7	1	1	-
Bus	2	4	-	-
Wheelchair users	3	1	-	-
Total	130	96	122	10

Note, four submitters did not specify their travel mode and an additional five submitters identified their travel mode as 'other'.

6.31 Submitters were asked to provide further information to explain their preference.

6.32 A key theme among submitters was opposition to speed humps (109). Overall, 52 submitters indicated they somewhat supported the proposal because of the speed humps, 52 submitters who didn't support the proposal indicated the same.

6.33 The following key themes were also identified:

- Assists vulnerable users to cross (21)
- Speed humps slow vehicles (15)
- Assists children to cross (9)

6.34 15 submitters mentioned that the refuge island and speed humps would not be necessary with the signalised intersection option.

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

6.35.1 Waitai Coastal-Burwood-Linwood.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.36 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.

6.37 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

6.38 The decisions in this report are likely to:

6.38.1 Contribute positively to adaptation to the impacts of climate change through providing improvements to the management and collection of stormwater at the intersection.

6.38.2 Contribute positively to emissions reductions.

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

6.40 This is a minor scheme and will not have a significant impact; however, it will improve safety outcomes for road users, particularly those who walk, cycle and have limited mobility.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the Waitai Coastal-Burwood-Linwood Community Board accepts the recommendations in this report, the next steps will be:
- 7.1.1 For the board's recommendation relating to the proposed cycle lanes on Mairehau Road (between Greenhaven Drive and the intersection) to be considered by Council, and
 - 7.1.2 To complete detailed design and tendering prior to construction.

Attachments Ngā Tāpirihanga

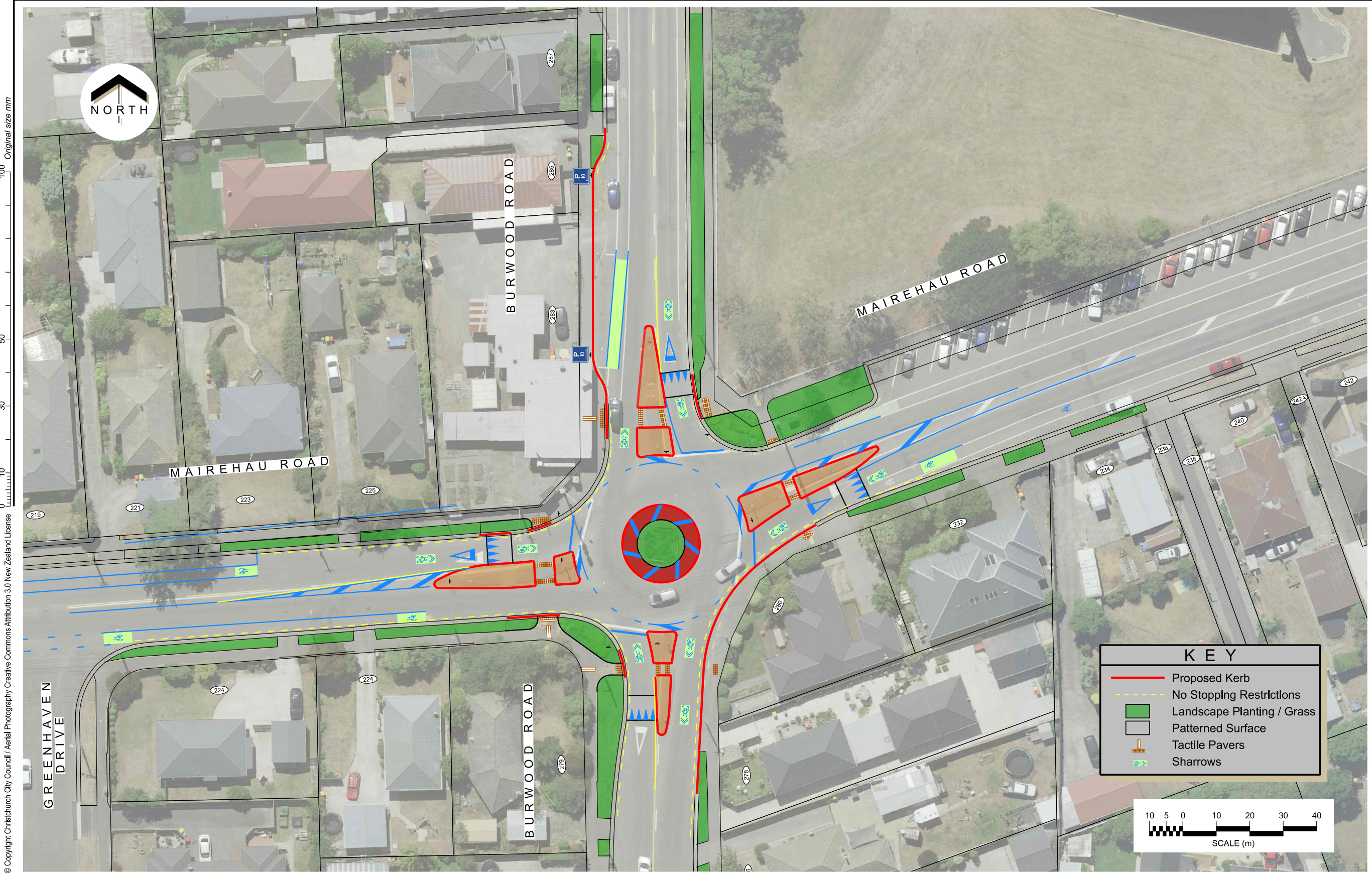
No.	Title	Reference	Page
A  	Roundabout Option for Approval	25/1668732	36
B  	Pedestrian Refuge Island for Approval	25/1668733	37
C  	Signalisation Option - Alternative	25/1668734	38
D  	SIDRA modelling summary	25/1668774	39
E  	Extent of undergrounding required for intersection signalisation	25/1668776	58
F  	Cashmere Roundabout: Pre and Post works analysis	25/1694928	59

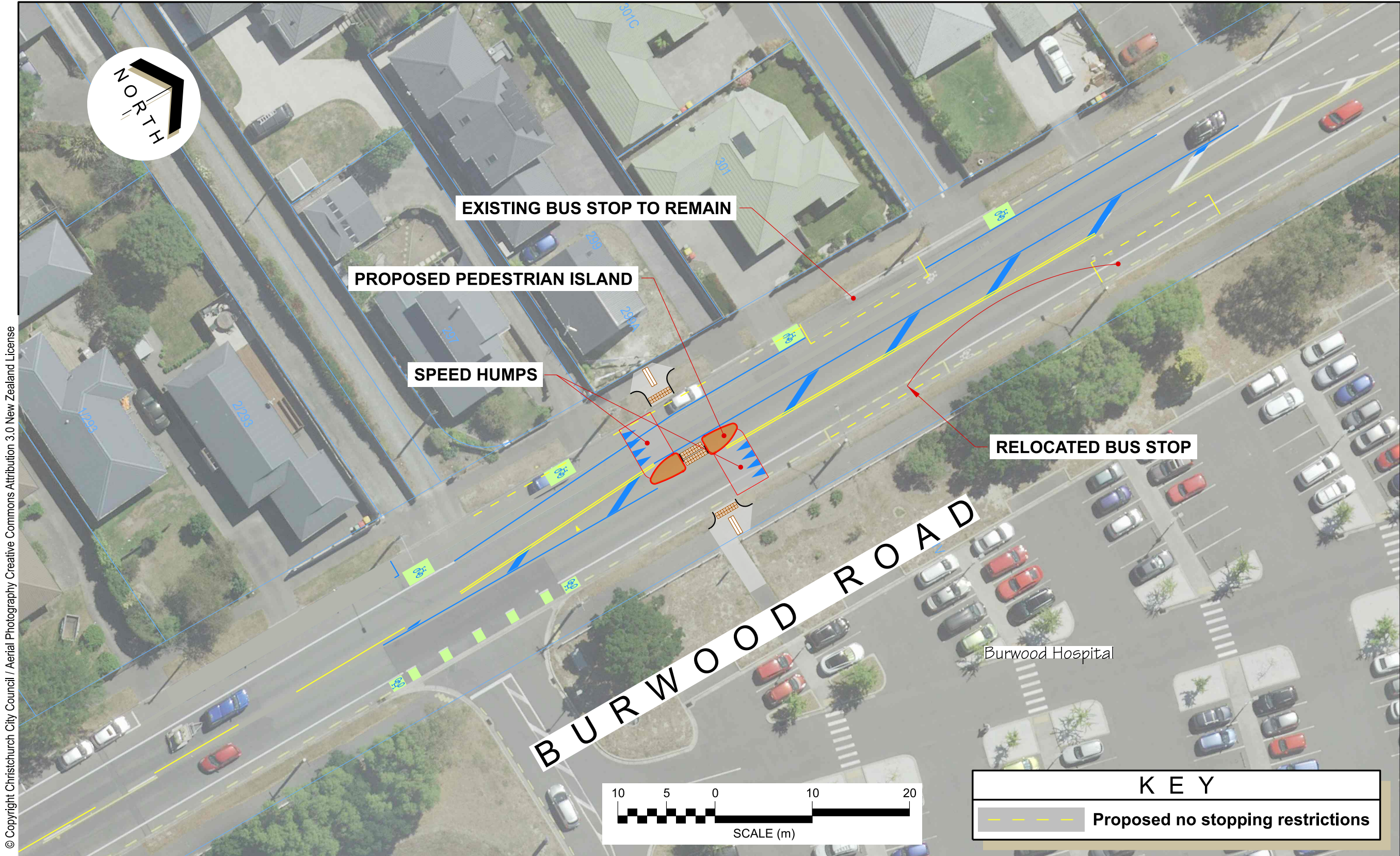
In addition to the attached documents, the following background information is available:

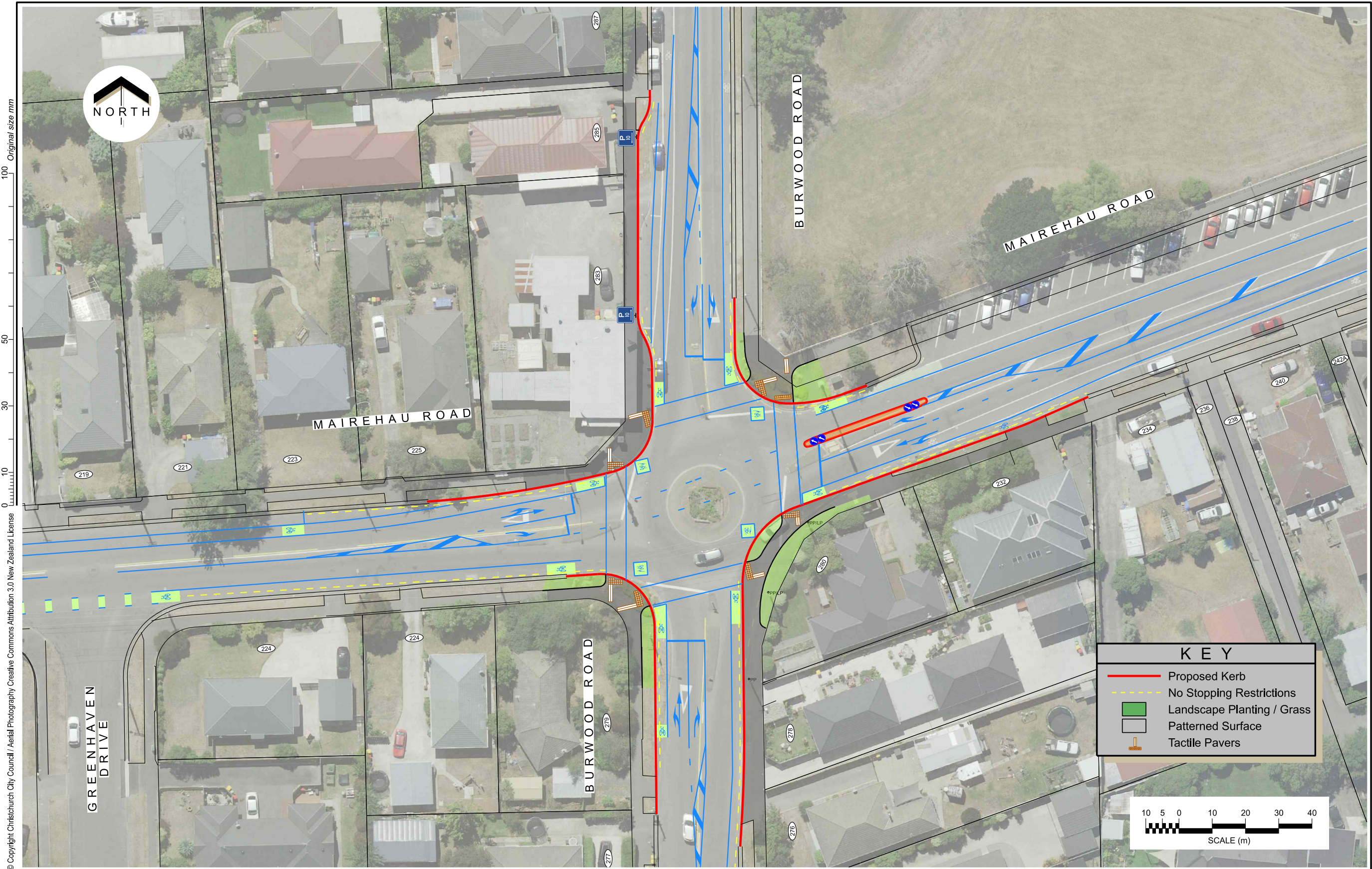
Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Chris Strydom - Project Manager Tom Williams - Senior Traffic engineer Kiran Skelton - Engagement Advisor
Approved By	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Tiffany Su - Finance Advisor Lynette Ellis - Head of Transport & Waste Management







SIDRA Modelling Summary

Date: 12 October 2024

From: Liqi Chen – Transport Network Planner, Christchurch City Council

To: Thomas Williams – Senior Traffic Engineer, Christchurch City Council

Re: Mairehau - Burwood Intersection Upgrade - Schemes Assessment

Background

1. This project was initially launched in 2022, with a SIDRA modelling exercise based on 2021 traffic counts and a site visit survey. The modelling aimed to evaluate the performance of the Mairehau Road and Burwood Road intersection, where significant concerns about roundabout capacity and pedestrian crossing safety were raised.
2. Three design options were developed to identify the preferred solution. Option 1 proposed a signalised intersection, while Option 2 and 3 suggested an upgraded roundabout layout. The modelled outputs indicated that both options could meet the project's objectives. However, due to budget limitations, the project was put on hold.
3. In 2024, the project was re-initiated using the latest 2024 traffic and pedestrian counts, along with an updated signal layout and phasing plan. A new site visit and queue length survey were completed in September. The original options were modelled and re-calibrated, and the intersection performance and sustainability of the schemes were reassessed. It is important to note that the financial feasibility of the proposed schemes is not included in this study.

2022 Site Visit Findings

4. Morning Peak (7:45 – 9:15)
 - Significant bus movements were observed, particularly from the Mairehau East to Burwood North approaches.
 - Heavy vehicle activity was notable, especially at the Mairehau West approach due to residential development.
 - A high number of pedestrians were walking to the bus stop.

- Numerous parents and children walked and crossed the road, increasing foot traffic.
- P10 parking outside the dairy was heavily utilized.
- Queues were observed on all approaches but dissipated quickly.
- The longest queues reached up to 20 vehicles on the Mairehau East, Burwood North, and Burwood South approaches.

5. Inter Peak (11:45 – 13:15)

- Both bus and truck movements were significant during this time.
- Hospital staff frequently crossed the road to visit the shop and dairy.
- P10 parking outside the dairy remained in high demand.
- There was difficulty and a safety risk for pedestrians crossing the Burwood North approach, as left-turning vehicles from Mairehau West approached at high speeds.
- Maximum queues of up to 6 vehicles were observed on the Mairehau East, Burwood North, and Burwood South approaches.

6. Evening Peak (14:30 – 16:00)

- High volumes of bus and heavy vehicle movements were noted.
- P10 parking outside the dairy was still heavily used.
- All buses turning right from Mairehau East crossed over the roundabout apron.
- The longest queue, of 15 vehicles, was observed at the Burwood South approach but quickly dissipated.

2024 SIDRA Model Update – Traffic Counts

7. During the morning peak, the highest demand is observed from the north and east catchment areas towards the south and west, primarily at the Burwood Road North and Mairehau Road East approaches. Conversely, in the evening peak, while demand from the north and east remains dominant, there is also a significant increase in traffic from Burwood Road South and Mairehau Road West, indicating higher demand originating from the west and south. The latest traffic counts were recorded on 16/05/2024, as illustrated in Figure 1 below.
8. When compared to the 2021 traffic data, the volume difference is not significant. Overall, the 2024 traffic counts align closely with the observations made during the 2022 site visit.

	AM			AM Total	PM			PM Total	INT			INT Total
	Cars	Other Vehicles	Cyclists		Cars	Other Vehicles	Cyclists		Cars	Other Vehicles	Cyclists	
Burwood Road North	508	30	2	540	526	21	1	548	364	24	2	390
Left into Mairehau Road East	114	14	0	128	191	11	0	202	121	8	0	129
Thru to Burwood Road South	262	14	2	278	222	10	1	233	148	15	2	165
Right into Mairehau Road West	130	2	0	132	105	0	0	105	90	0	0	90
U-Turn	2	0	0	2	8	0	0	8	5	1	0	6
Mairehau Road East	453	20	6	479	548	16	5	569	345	21	1	367
U-Turn	2	0	0	2	1	0	0	1	1	0	0	1
Left into Burwood Road South	83	1	3	87	75	0	2	77	56	0	0	56
Thru to Mairehau Road West	230	5	2	237	225	6	3	234	148	4	1	153
Right into Burwood Road North	138	14	1	153	247	10	0	257	140	17	0	157
Burwood Road South	249	22	3	274	398	17	7	422	285	13	2	300
U-Turn	0	2	0	2	1	0	0	1	2	0	0	2
Left into Mairehau Road West	18	1	0	19	21	3	1	25	27	1	0	28
Thru to Burwood Road North	164	18	0	182	291	12	4	307	185	12	2	199
Right into Mairehau Road East	67	1	3	71	85	2	2	89	71	0	0	71
Mairehau Road West	234	11	0	245	427	8	1	436	301	7	2	310
U-Turn	0	0	0	0	2	0	0	2	1	0	0	1
Left into Burwood Road North	65	3	0	68	131	1	0	132	106	2	2	110
Thru to Mairehau Road East	150	6	0	156	255	7	1	263	164	4	0	168
Right into Burwood Road South	19	2	0	21	39	0	0	39	30	1	0	31
Grand Total	1444	83	11	1538	1899	62	14	1975	1295	65	7	1367

Figure 1: The latest traffic counts on 25th October 2023

2024 SIDRA Model Update – Base Model

9. The intersection performance was modelled by SIDRA 9 as illustrated in Figure 2.

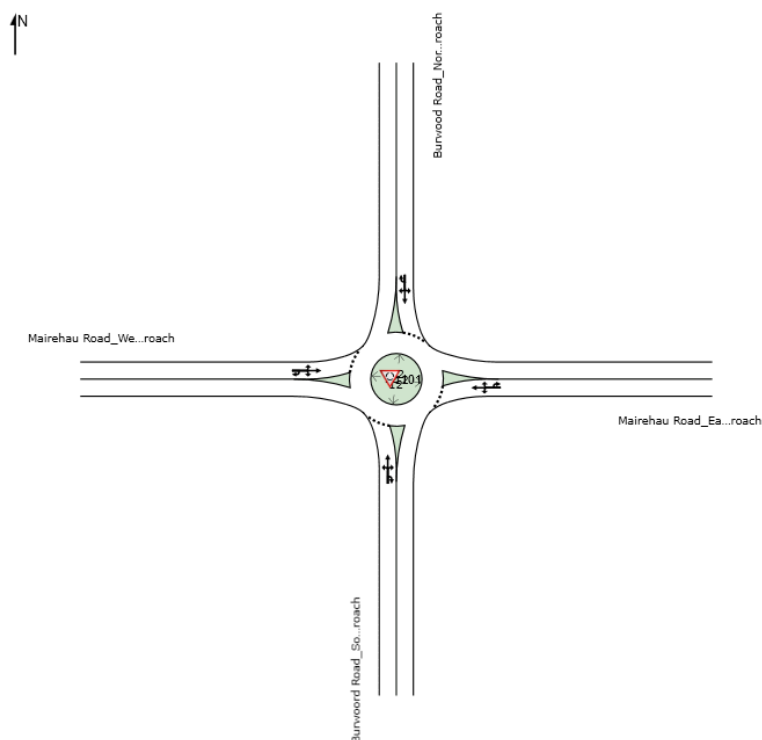


Figure 2: SIDRA Intersection Layout – Base Model

10. The base model was developed using the latest 2024 traffic and pedestrian counts, with calibration based on the queue length survey. According to NZTA – Transport Model Development Guidelines, GEH Chi-Squared statistic is used to compare observed and modelled data for its tolerance of relative and absolute errors. Figure 3 below shows the calibration results.

Queue	Burwood North App	Mairehau East App	Burwood South App	Mairehau West App
	Longest Queue	Longest Queue	Longest Queue	Longest Queue
95th Queue m	19.6	57.0	34.4	28.5
SIDRA Results	29.9	57.0	39.8	31.9
GEH	2.1	0.0	0.9	0.6

Figure 3: Base Model Calibration (Queue Length)

11. Generally, there is a good consistency between the observed and modelled queue length at chosen locations and comply with the criteria as outlined in the NZTA's Transport model development guidelines, thus the base model is considered calibrated and appropriately representing the existing situations.
12. As illustrated in Figure 4, the SIDRA model outputs for both the morning and evening peak periods indicate an overall Level of Service B. This suggests that vehicles are able to traverse the roundabout without significant delays and queuing. There may be no immediate need for signalisation to address the intersection performance issue, but the higher travel and approach speeds present a potential safety risk for pedestrians crossing at the intersection.

Intersection	Approach	Mvt	Base AM 2024				Base PM 2024			
			Ave Delay s	LOS	Queue m	Speed	Ave Delay s	LOS	Queue m	Speed
Mairehau Road /Burwood Road	South	Left	7.8	LOS A	20.4	44.2	10.5	LOS B	39.8	43.0
		Thru	7.9	LOS A	20.4	44.9	10.2	LOS B	39.8	43.8
		Right	11.1	LOS B	20.4	44.8	13.6	LOS B	39.8	43.7
	East	Left	9.7	LOS A	44.8	43.2	10.0	LOS B	57.0	42.8
		Thru	9.7	LOS A	44.8	43.9	10.1	LOS B	57.0	43.4
		Right	13.5	LOS B	44.8	43.7	13.7	LOS B	57.0	43.3
	North	Left	6.1	LOS A	33.4	44.9	5.9	LOS A	29.9	45.0
		Thru	5.9	LOS A	33.4	45.8	5.8	LOS A	29.9	45.8
		Right	9.3	LOS A	33.4	45.7	9.2	LOS A	29.9	45.7
	West	Left	6.6	LOS A	14.0	45.1	8.5	LOS A	31.9	44.2
		Thru	6.5	LOS A	14.0	45.9	8.5	LOS A	31.9	44.9
		Right	10.3	LOS B	14.0	45.7	11.9	LOS B	31.9	44.8

Figure 4: SIDRA Outputs – Base Model

2024 SIDRA Model Update – Option Model Upgraded Roundabout

13. Upgrading the existing roundabout with the incorporation of safety intervention mechanisms to reduce vehicle approach speeds is identified as the most cost-effective solution to address current safety concerns. Figure 5 provides an indicative layout of the upgraded roundabout.

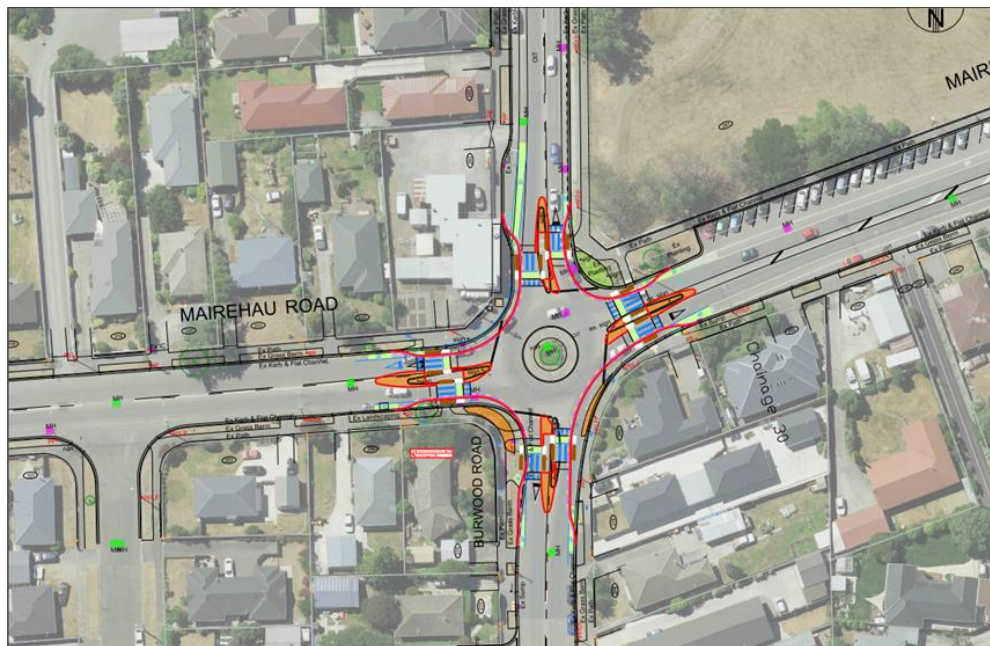


Figure 5: SIDRA Model – Upgraded Roundabout Layout

14. The upgraded roundabout features staggered pedestrian crossings at each approach arm, with specific consideration for wheelchair users from Burwood Hospital, who may have a lower-than-average walking speed. To enhance safety, the design narrows the approach lane width and sharpens the entry radius and angle, that effectively slowing vehicles as they approach the intersection.
15. To achieve these objectives, the SIDRA Model parameters were adjusted to introduce additional geometric delay for vehicles entering the roundabout. Key adjustments included:
- Reducing Entry Width at each approach
 - Reducing Entry Radius at each approach
 - Increasing Entry Angle at each approach

16. Figure 6 below summarises the modelled outputs for the roundabout upgrade option.

Intersection	Approach	Mvt	Option (Roundabout) AM 2024				Option (Roundabout) PM 2024			
			Ave Delay s	LOS	Queue m	Speed	Ave Delay s	LOS	Queue m	Speed
Mairehau Road /Burwood Road	South	Left	7.5	LOS A	28.5	28.4	20.6	LOS C	78.1	26.0
		Thru	7.2	LOS A	28.5	28.7	19.4	LOS B	78.1	26.3
		Right	9.9	LOS A	28.5	28.9	22.4	LOS C	78.1	26.4
	East	Left	8.6	LOS A	53.6	28.1	8.7	LOS A	66.3	28.0
		Thru	8.1	LOS A	53.6	28.5	8.3	LOS A	66.3	28.4
		Right	11.7	LOS B	53.6	28.6	11.5	LOS B	66.3	28.5
	North	Left	4.2	LOS A	40.2	29.1	8.5	LOS A	61.2	28.2
		Thru	3.5	LOS A	40.2	29.4	7.9	LOS A	61.2	28.6
		Right	6.5	LOS A	40.2	29.6	10.8	LOS B	61.2	28.8
	West	Left	5.5	LOS A	19.2	29.0	26.5	LOS C	92.2	24.8
		Thru	4.9	LOS A	19.2	29.3	26.1	LOS C	92.2	25.1
		Right	8.4	LOS A	19.2	29.5	29.0	LOS C	92.2	25.2

Figure 6: SIDRA Outputs: Option Model (Roundabout Upgrade)

17. As shown above, in particular evening peak, the level of service has further deteriorated compared to the base model. However, an average speed of 27 KPH is successfully achieved, effectively reducing vehicle approach speeds, which enhances pedestrian safety. However, this improvement comes at the cost of an increased queue length, from an average of 39.7m to 74.5m. Despite the longer queues and further vehicle delay, the overall intersection performance remains acceptable and within operational thresholds.

2024 SIDRA Model Update – Option Model Signalisation

18. The signalised intersection was the most popular option based on feedback from local communities. However, its financial feasibility limits it from being the preferred option. The signalised intersection was modelled using SIDRA 9, with the signal phasing plan referenced from the layout illustrated in Figure 2.

19. The basic saturation flow was adjusted from the default 1950 tcu/h to 1800 tcu/h. This adjustment reflects the intersection's layout and surrounding land uses, considering factors such as closely spaced intersections, poor visibility, high pedestrian volumes, and potential interference from parked vehicles, loading activities, and bus movements. Therefore, the environmental class factor was applied with a lower flow rate to represent the actual operational conditions at the intersection.

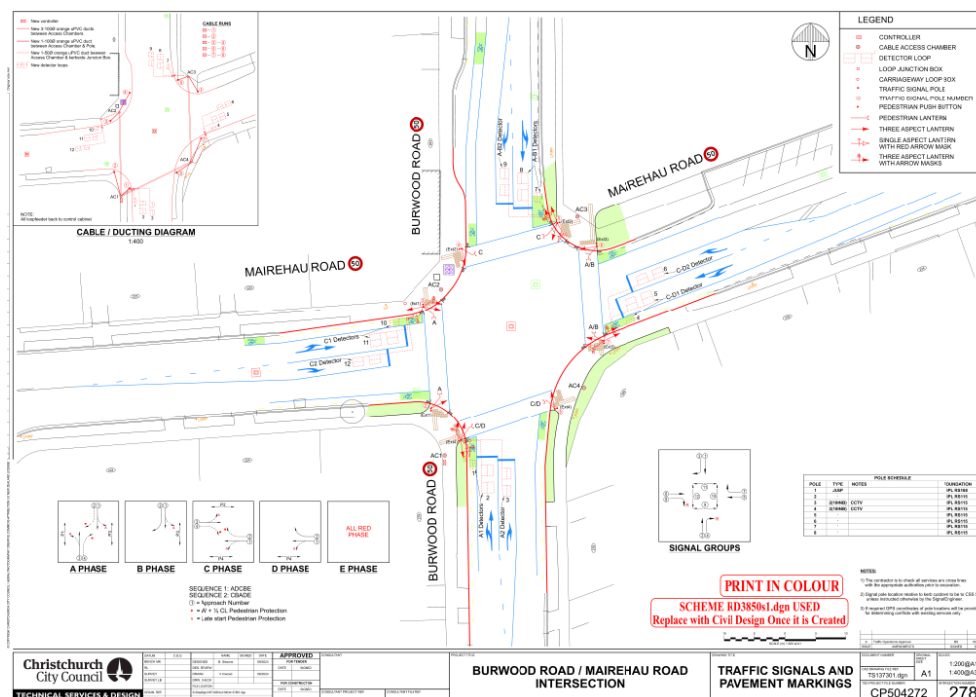


Figure 7: SIDRA Model – Signal and Phasing Plan

Intersection	Approach	Mvt	Option (Signalisation) AM 2024				Option (Signalisation) PM 2024			
			Ave Delay s	LOS	Queue m	Speed	Ave Delay s	LOS	Queue m	Speed
Mairehau Road /Burwood Road	South	Left	34.6	LOS C	50.9	35.0	89.3	LOS F	187.7	23.0
		Thru	30.0	LOS C	50.9	35.3	84.7	LOS F	187.7	23.1
		Right	29.7	LOS C	14.5	35.2	49.9	LOS D	33.5	29.4
	East	Left	17.6	LOS B	50.2	41.5	21.3	LOS C	72.0	39.8
		Thru	13.0	LOS B	50.2	41.8	16.8	LOS B	72.0	40.1
		Right	19.1	LOS B	24.7	39.1	29.9	LOS C	65.0	35.1
	North	Left	28.1	LOS C	94.3	36.9	46.2	LOS D	174.2	31.1
		Thru	23.4	LOS C	94.3	37.3	41.6	LOS D	174.2	31.3
		Right	22.0	LOS C	22.4	38.0	33.5	LOS C	30.8	33.9
	West	Left	31.2	LOS C	50.8	35.9	82.8	LOS F	211.2	23.8
		Thru	26.6	LOS C	50.8	36.1	78.2	LOS E	211.2	23.9
		Right	26.4	LOS C	4.1	36.3	35.1	LOS D	11.4	33.4

Figure 8: SIDRA Model Outputs - Signalisation

20. As shown in Figure 8 above, by introducing signal control at the studied intersection, the level of service is significantly downgraded in both morning and evening peaks. The queue length is significantly increased compared to the base model and roundabout option. LOS F are discovered at left and through movements of the south and west approaches due to the shared lane capacity and higher demand during the evening peak and additional signal control.

2024 SIDRA Model Update – Option Model Signalisation – Extended Right-Turn Lane

21. A further study was conducted on the signalisation option by extending the right-turn bay to address the inadequate capacity identified in the right lane, which potentially caused blockages for through and left-turn movements.
22. The model results showed that by extending the right-turn lane at each approach to accommodate the modelled queue length, the impact was slightly mitigated. However, the overall intersection performance remained similar, with no significant improvement in performance. Figure 9 below displays the model outputs for the extended right-turn lanes.

Intersection	Approach	Mvt	Option* (Signalisation) AM 2024				Option* (Signalisation) PM 2024			
			Ave Delay s	LOS	Queue m	Speed	Ave Delay s	LOS	Queue m	Speed
Mairehau Road /Burwood Road	South	Left	34.5	LOS C	50.7	35.0	89.4	LOS F	187.7	22.9
		Thru	29.9	LOS C	50.7	35.3	84.7	LOS F	187.7	23.1
		Right	29.7	LOS C	14.5	35.2	52.3	LOS D	35.2	28.9
	East	Left	17.6	LOS B	50.2	41.5	21.3	LOS C	72.0	39.8
		Thru	13.0	LOS B	50.2	41.8	16.8	LOS B	72.0	40.1
		Right	19.1	LOS B	24.7	39.1	31.1	LOS C	66.8	34.7
	North	Left	26.2	LOS C	90.3	37.7	42.6	LOS D	166.3	32.0
		Thru	21.6	LOS C	90.3	38.0	38.0	LOS D	166.3	32.3
		Right	22.0	LOS C	22.4	38.0	33.3	LOS C	30.6	34.0
	West	Left	31.2	LOS C	50.8	35.9	93.9	LOS F	225.5	22.2
		Thru	26.6	LOS C	50.8	36.1	89.3	LOS F	225.5	22.3
		Right	26.4	LOS C	4.1	36.3	35.7	LOS D	11.6	33.3

Figure 9: SIDRA Model Option – Signalisation with extended right-turn lanes

2024 SIDRA Model Update – Sensitivity Testing

23. With more developments anticipated in the northwest, including intensified housing and infrastructure, future traffic volumes could be affected. To accommodate potential changes in travel demand and trip generation, sensitivity testing has been incorporated into the SIDRA model to evaluate further impacts on the proposed traffic signal operation as the scale of demand flow increases.
24. The sensitivity study was based on a 2% annual traffic growth flow scale. The assessment targeted the parameter of practical spare capacity, which indicates the breaking point for the intersection fails to operate. Figures 10 to 13 below summarise the operational performance for both the roundabout and signalisation options, showing the effects of increasing traffic demand over the years would impact these designs.

Flow Scale (%)	Eff. Cap.	Degree of Satn	Prac. Spare Cap.	Aver. Delay (sec)	Stop Rate	95% Back of Queue (veh)	Perf. Index	Cost Total \$/h
100.0	2785	0.581	46	6.7	0.76	7.4	132.5	2254.1
102.0	2739	0.603	41	7.1	0.79	8.1	138.4	2305.9
104.0	2694	0.625	36	7.6	0.81	8.8	144.6	2358.6
106.0	2650	0.648	31	8.0	0.83	9.6	151.1	2412.2
108.0	2605	0.671	27	8.6	0.86	10.5	158.6	2468.6
110.0	2549	0.699	22	9.4	0.90	11.6	167.2	2528.2
112.0	2504	0.724	17	10.2	0.93	12.7	176.2	2589.0
114.0	2460	0.750	13	11.1	0.97	14.1	186.2	2652.6
116.0	2415	0.777	9	12.2	1.02	15.6	198.0	2720.6
118.0	2371	0.806	6	13.7	1.07	17.5	211.9	2794.0
120.0	2327	0.835	2	15.4	1.14	19.8	228.1	2876.0
122.0	2283	0.865	-2	17.6	1.21	22.6	247.3	2967.7
124.0	2244	0.894	-5	20.1	1.30	26.0	269.6	3069.8
126.0	2207	0.924	-8	23.4	1.40	30.3	296.1	3186.7
128.0	2171	0.955	-11	27.5	1.53	35.6	328.3	3323.9
130.0	2135	0.986	-14	32.6	1.67	42.2	367.0	3486.0
132.0	2099	1.018	-17	38.7	1.84	50.0	411.5	3673.5
134.0	2063	1.051	-19	45.4	2.02	58.9	459.8	3880.1
136.0	2021	1.089	-22	53.7	2.22	69.7	516.9	4127.0
138.0	1983	1.127	-25	62.7	2.43	80.9	576.7	4393.2
140.0	1949	1.163	-27	72.1	2.62	92.1	637.9	4674.4
142.0	1915	1.201	-29	82.1	2.82	103.7	701.8	4977.2
144.0	1881	1.239	-31	92.8	3.02	115.5	768.3	5301.2
146.0	1848	1.279	-34	104.1	3.21	127.5	837.0	5646.5
148.0	1815	1.320	-36	116.0	3.40	139.7	908.0	6014.1
150.0	1783	1.362	-38	128.5	3.60	151.9	981.5	6405.4

Figure 10: Sensitivity Assessment – Roundabout Option AMP

Flow Scale (%)	Eff. Cap.	Degree of Satn	Prac. Spare Cap.	Aver. Delay (sec)	Stop Rate	95% Back of Queue (veh)	Perf. Index	Cost Total \$/h
100.0	2804	0.741	15	15.4	1.15	13.0	227.2	3044.3
102.0	2739	0.774	10	17.5	1.22	14.7	245.4	3150.4
104.0	2674	0.809	5	20.0	1.30	16.7	266.5	3268.1
106.0	2611	0.844	1	23.2	1.40	19.4	291.5	3401.6
108.0	2548	0.881	-4	27.2	1.52	22.8	321.9	3557.0
110.0	2487	0.919	-8	32.3	1.66	27.3	359.6	3742.3
112.0	2427	0.959	-11	38.9	1.83	33.1	407.0	3967.5
114.0	2368	1.001	-15	47.4	2.04	40.5	466.3	4243.2
116.0	2310	1.044	-19	57.4	2.27	49.2	535.1	4565.2
118.0	2254	1.089	-22	69.3	2.53	59.2	615.2	4943.0
120.0	2255	1.106	-23	78.3	2.73	63.5	684.1	5257.2
122.0	2301	1.102	-23	85.8	2.92	62.0	752.1	5541.1
124.0	2244	1.149	-26	96.0	3.15	72.4	831.9	5900.4
126.0	2189	1.197	-29	107.5	3.39	83.8	919.4	6304.4
128.0	2134	1.247	-32	120.6	3.64	95.6	1014.5	6757.7
130.0	2093	1.291	-34	133.0	3.90	105.9	1107.3	7205.9
132.0	2119	1.295	-34	141.4	4.15	108.0	1177.8	7556.4
134.0	2148	1.297	-34	151.2	4.41	109.8	1255.3	7950.6
136.0	2166	1.305	-35	162.0	4.67	113.0	1338.2	8382.8
138.0	2195	1.307	-35	173.3	4.95	114.8	1425.0	8840.7
140.0	2223	1.309	-35	185.4	5.24	116.7	1516.0	9329.8
142.0	2250	1.312	-35	198.2	5.53	118.7	1610.4	9849.8
144.0	2291	1.307	-35	212.2	5.83	129.6	1709.9	10416.5
146.0	2318	1.310	-35	226.3	6.12	142.0	1810.7	10998.0
148.0	2348	1.310	-35	239.3	6.36	150.1	1903.0	11556.7
150.0	2358	1.322	-36	252.1	6.60	157.2	1997.4	12121.4

Figure 11: Sensitivity Assessment - Roundabout Option PMP

Flow Scale (%)	Cycle Time (sec)	Eff. Cap.	Degree of Satn	Prac. Spare Cap.	Aver. Delay (sec)	Stop Rate	95% Back of Queue (veh)	Perf. Index	Cost Total \$/h
100.0	60	2002	0.809	11	23.3	0.84	12.7	164.3	1805.0
102.0	60	1995	0.828	9	23.9	0.86	13.4	170.0	1851.7
104.0	60	2036	0.827	9	23.6	0.85	13.5	173.0	1882.7
106.0	60	2113	0.812	11	23.4	0.85	13.2	176.2	1916.4
108.0	60	2106	0.830	8	24.0	0.87	14.0	182.3	1963.8
110.0	60	2098	0.849	6	24.7	0.89	14.8	188.9	2013.9
112.0	60	2087	0.869	4	25.4	0.90	14.6	194.1	2061.9
114.0	60	2134	0.865	4	25.4	0.90	16.0	198.9	2099.1
116.0	60	2128	0.883	2	26.4	0.92	17.1	206.6	2155.9
118.0	70	2102	0.909	-1	30.6	0.93	21.0	237.4	2273.7
120.0	80	2099	0.925	-3	33.9	0.93	20.7	263.6	2376.0
122.0	90	2128	0.928	-3	36.6	0.92	23.3	291.0	2469.0
124.0	90	2102	0.955	-6	39.0	0.95	25.2	304.7	2558.4
126.0	100	2119	0.963	-7	42.6	0.95	26.5	336.3	2672.5
128.0	101	2080	0.996	-10	46.9	0.98	30.5	359.3	2806.6
130.0	102	2114	0.996	-10	47.5	0.98	30.1	369.8	2863.9
132.0	100	2040	1.048	-14	50.9	1.01	30.8	379.4	2987.0
134.0	102	2050	1.058	-15	53.6	1.03	30.8	399.2	3093.8
136.0	102	2060	1.069	-16	56.1	1.04	32.5	413.7	3197.3
138.0	102	2072	1.078	-17	59.4	1.07	34.4	432.9	3319.4
140.0	102	2085	1.087	-17	63.0	1.10	36.5	453.9	3452.7
142.0	102	2069	1.111	-19	67.9	1.13	38.8	475.3	3618.3
144.0	102	2083	1.119	-20	72.1	1.16	41.2	498.1	3769.1
146.0	102	2099	1.126	-20	76.9	1.19	43.8	523.6	3939.0
148.0	102	2081	1.152	-22	79.4	1.20	43.1	537.5	4057.2
150.0	102	1654	1.468	-39	99.8	1.27	53.1	604.5	4620.5

Figure 12: Sensitivity Assessment – Signalisation AMP

Flow Scale (%)	Cycle Time (sec)	Eff. Cap.	Degree of Satn	Prac. Spare Cap.	Aver. Delay (sec)	Stop Rate	95% Back of Queue (veh)	Perf. Index	Cost Total \$/h
100.0	102	2127	0.990	-9	51.5	1.01	29.7	382.2	2909.9
102.0	102	2138	1.004	-10	55.0	1.03	32.4	402.9	3043.1
104.0	102	2147	1.020	-12	58.8	1.06	35.9	423.5	3190.1
106.0	102	2146	1.040	-13	62.2	1.08	38.9	444.4	3333.2
108.0	102	2144	1.060	-15	68.5	1.12	42.1	476.3	3548.6
110.0	102	2143	1.081	-17	73.8	1.16	45.4	504.0	3744.3
112.0	102	2142	1.101	-18	79.4	1.19	48.8	532.8	3951.3
114.0	102	2140	1.121	-20	87.5	1.24	52.4	571.5	4223.4
116.0	102	2184	1.118	-20	92.0	1.28	51.1	603.5	4410.3
118.0	102	2137	1.162	-23	117.1	1.40	59.6	693.5	5198.5
120.0	102	1671	1.512	-40	137.9	1.45	58.3	769.0	5774.6
122.0	102	1671	1.537	-41	154.3	1.53	61.9	828.3	6374.2
124.0	102	1671	1.562	-42	156.8	1.54	65.7	840.4	6544.1
126.0	102	1671	1.588	-43	177.7	1.63	69.4	927.5	7227.3
128.0	102	1671	1.613	-44	189.8	1.68	73.2	978.6	7679.9
130.0	102	1671	1.638	-45	221.2	1.79	81.5	1100.8	8690.7
132.0	102	1671	1.663	-46	233.6	1.84	85.6	1154.1	9221.7
134.0	102	1671	1.688	-47	246.6	1.89	89.7	1208.5	9740.5
136.0	102	1671	1.714	-47	259.8	1.93	93.8	1263.7	10274.7
138.0	102	1671	1.739	-48	273.1	1.98	98.0	1319.4	10823.8
140.0	102	1671	1.764	-49	286.6	2.02	102.1	1375.7	11387.4
142.0	102	1671	1.789	-50	300.1	2.06	106.3	1432.6	11964.9
144.0	102	1671	1.814	-50	313.7	2.10	110.5	1490.0	12556.1
146.0	102	1671	1.840	-51	327.3	2.15	114.6	1547.8	13160.8
148.0	102	1671	1.865	-52	341.0	2.19	118.8	1606.2	13778.6
150.0	102	1671	1.890	-52	354.8	2.23	123.0	1665.0	14409.5

Figure 13: Sensitivity Assessment – Signalisation PMP

25. In summary:

Roundabout Option Sensitivity Assessment

- Morning Peak:
The zero practical spare capacity is identified at a flow scale of 120% which is corresponding to the year 10 in the design life.
- Evening Peak:
The zero practical spare capacity is identified at a flow scale of 106% which is corresponding to the year 3 in the design life.

Signalisation Option Sensitivity Assessment

- Morning Peak:
The zero practical spare capacity is identified at a flow scale of 116% which is corresponding to the year 8 in the design life.
- Evening Peak:
The zero practical spare capacity is identified at a flow scale of 100% which is corresponding to the current year in the design life.

2024 SIDRA Model Update – Conclusion

26. Base Model (Existing)

Pros:

- As shown in the SIDRA outputs. The existing roundabout can handle current traffic demands at an acceptable level.

Cons:

- The current roundabout layout provides the lowest level of pedestrian crossing service.
- The wider entry angles and radius of the roundabout allow vehicles to travel faster, posing significant risks to pedestrians and cyclists.

27. Option (Upgraded Roundabout)

Pros:

- Introducing geometric delay restricts vehicle speed through the roundabout.
- Generate Lower delays throughout the day since traffic only needs to give way.
- Enhanced safety for pedestrians and cyclists with dedicated crossing facilities like raised platforms, zebra lanes, and refuge islands.

Cons:

- The proposed crossing aids still require pedestrians and cyclists to negotiate with vehicles, offering less protection than a fully signalised crossing.
- Extra caution is needed for mobility-impaired users from Burwood Spinal Hospital, such as those in wheelchairs.
- The reduced vehicle speed could lead to capacity issues in the future as traffic demand increases.

28. Option (Signalised Intersection)

Pros:

- Provides better protection for pedestrians and cyclists.
- Controls both vehicle speed and volume effectively with traffic signals.
- Intersection capacity can be maximised by adjusting signal timing and phasing, offering flexibility to handle future traffic growth.
- Likely to encourage more pedestrian and cyclist crossings due to improved safety.

Cons:

- Performs worse compared to roundabout upgrades, introducing more delays to general traffic during peak hours.
- Signals may cause excessive delays during non-peak times, requiring vehicles to stop unnecessarily.
- Sensitivity analysis shows that the signal may not maintain an acceptable level of service as demand increases, with a short design life anticipated. This could require further signal phasing improvements.
- There is a risk of attracting more traffic from nearby local streets due to re-routing, potentially exacerbating congestion.

29. Both the upgraded roundabout and signalised intersection options are able to meet the project objectives and improve to traffic management and pedestrian safety. However, the SIDRA model results do not indicate an immediate need for signalisation, as the upgraded roundabout can effectively handle both current and future traffic demands while enhancing pedestrian protection.
30. In the long-term, signalisation could be reconsidered, especially to accommodate the needs of vulnerable road users and the anticipated growth in traffic from the northwest. If signalisation becomes the preferred solution, I recommend conducting further studies to optimise the signal phasing plan and assess the feasibility of introducing separate left-turn and through lanes of south and west approaches to improve intersection capacity and reduce saturation flow.

MOVEMENT SUMMARY

Site: 101 [2024Base_Mairehau/Burwood_AMP (Site Folder: General)]

2024 Existing AMP
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Burwood Road_South Approach														
1	L2	19	1	20	5.3	0.403	7.8	LOS A	2.7	20.4	0.78	0.83	0.78	44.2
2	T1	182	18	192	9.9	0.403	7.9	LOS A	2.7	20.4	0.78	0.83	0.78	44.9
3	R2	71	1	75	1.4	0.403	11.1	LOS B	2.7	20.4	0.78	0.83	0.78	44.8
3u	U	2	2	2	100.0	0.403	17.7	LOS B	2.7	20.4	0.78	0.83	0.78	44.0
Approach		274	22	288	8.0	0.403	8.8	LOS A	2.7	20.4	0.78	0.83	0.78	44.8
East: Mairehau Road_East Approach														
4	L2	87	1	92	1.1	0.624	9.7	LOS A	6.2	44.8	0.86	0.95	1.04	43.2
5	T1	237	5	249	2.1	0.624	9.7	LOS A	6.2	44.8	0.86	0.95	1.04	43.9
6	R2	153	14	161	9.2	0.624	13.5	LOS B	6.2	44.8	0.86	0.95	1.04	43.7
6u	U	2	0	2	0.0	0.624	14.7	LOS B	6.2	44.8	0.86	0.95	1.04	44.3
Approach		479	20	504	4.2	0.624	10.9	LOS B	6.2	44.8	0.86	0.95	1.04	43.7
North: Burwood Road_North Approach														
7	L2	128	14	135	10.9	0.560	6.1	LOS A	4.6	33.4	0.68	0.68	0.68	44.9
8	T1	278	14	293	5.0	0.560	5.9	LOS A	4.6	33.4	0.68	0.68	0.68	45.8
9	R2	132	2	139	1.5	0.560	9.3	LOS A	4.6	33.4	0.68	0.68	0.68	45.7
9u	U	2	0	2	0.0	0.560	10.8	LOS B	4.6	33.4	0.68	0.68	0.68	46.2
Approach		540	30	568	5.6	0.560	6.8	LOS A	4.6	33.4	0.68	0.68	0.68	45.5
West: Mairehau Road_West Approach														
10	L2	68	3	72	4.4	0.308	6.6	LOS A	1.9	14.0	0.66	0.71	0.66	45.1
11	T1	156	6	164	3.8	0.308	6.5	LOS A	1.9	14.0	0.66	0.71	0.66	45.9
12	R2	20	2	21	10.0	0.308	10.3	LOS B	1.9	14.0	0.66	0.71	0.66	45.7
12u	U	1	0	1	0.0	0.308	11.5	LOS B	1.9	14.0	0.66	0.71	0.66	46.4
Approach		245	11	258	4.5	0.308	6.9	LOS A	1.9	14.0	0.66	0.71	0.66	45.7
All Vehicles		1538	83	1619	5.4	0.624	8.4	LOS A	6.2	44.8	0.75	0.79	0.81	44.8

MOVEMENT SUMMARY

Site: 101 [2024Base_Mairehau/Burwood_PMP (Site Folder: General)]

2024 Existing INP
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Burwood Road_South Approach														
1	L2	25	3	26	12.0	0.572	10.5	LOS B	5.5	39.8	0.91	0.98	1.09	43.0
2	T1	307	12	323	3.9	0.572	10.2	LOS B	5.5	39.8	0.91	0.98	1.09	43.8
3	R2	89	2	94	2.2	0.572	13.6	LOS B	5.5	39.8	0.91	0.98	1.09	43.7
3u	U	1	0	1	0.0	0.572	15.1	LOS B	5.5	39.8	0.91	0.98	1.09	44.3
Approach		422	17	444	4.0	0.572	10.9	LOS B	5.5	39.8	0.91	0.98	1.09	43.7
East: Mairehau Road_East Approach														
4	L2	77	0	81	0.0	0.691	10.0	LOS B	8.0	57.0	0.89	0.96	1.11	42.8
5	T1	234	6	246	2.6	0.691	10.1	LOS B	8.0	57.0	0.89	0.96	1.11	43.4
6	R2	257	10	271	3.9	0.691	13.7	LOS B	8.0	57.0	0.89	0.96	1.11	43.3
6u	U	1	0	1	0.0	0.691	15.1	LOS B	8.0	57.0	0.89	0.96	1.11	43.8
Approach		569	16	599	2.8	0.691	11.7	LOS B	8.0	57.0	0.89	0.96	1.11	43.3
North: Burwood Road_North Approach														
7	L2	202	11	213	5.4	0.503	5.9	LOS A	4.1	29.9	0.74	0.71	0.74	45.0
8	T1	233	10	245	4.3	0.503	5.8	LOS A	4.1	29.9	0.74	0.71	0.74	45.8
9	R2	105	0	111	0.0	0.503	9.2	LOS A	4.1	29.9	0.74	0.71	0.74	45.7
9u	U	8	0	8	0.0	0.503	10.8	LOS B	4.1	29.9	0.74	0.71	0.74	46.2
Approach		548	21	577	3.8	0.503	6.6	LOS A	4.1	29.9	0.74	0.71	0.74	45.5
West: Mairehau Road_West Approach														
10	L2	132	1	139	0.8	0.498	8.5	LOS A	4.5	31.9	0.88	0.88	0.97	44.2
11	T1	263	7	277	2.7	0.498	8.5	LOS A	4.5	31.9	0.88	0.88	0.97	44.9
12	R2	39	0	41	0.0	0.498	11.9	LOS B	4.5	31.9	0.88	0.88	0.97	44.8
12u	U	2	0	2	0.0	0.498	13.5	LOS B	4.5	31.9	0.88	0.88	0.97	45.4
Approach		436	8	459	1.8	0.498	8.8	LOS A	4.5	31.9	0.88	0.88	0.97	44.7
All Vehicles		1975	62	2079	3.1	0.691	9.5	LOS A	8.0	57.0	0.85	0.88	0.97	44.3

MOVEMENT SUMMARY

Site: 101 [2024Option2_Mairehau/Burwood_AMP (Site Folder: General)]

2024 Option2 AMP
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Burwood Road_South Approach														
1	L2	19	1	20	5.3	0.398	7.5	LOS A	3.8	28.5	0.98	0.83	0.98	28.4
2	T1	182	18	192	9.9	0.398	7.2	LOS A	3.8	28.5	0.98	0.83	0.98	28.7
3	R2	71	1	75	1.4	0.398	9.9	LOS A	3.8	28.5	0.98	0.83	0.98	28.9
3u	U	2	2	2	100.0	0.398	15.6	LOS B	3.8	28.5	0.98	0.83	0.98	29.2
Approach		274	22	288	8.0	0.398	8.0	LOS A	3.8	28.5	0.98	0.83	0.98	28.8
East: Mairehau Road_East Approach														
4	L2	87	1	92	1.1	0.583	8.6	LOS A	7.4	53.6	1.00	0.94	1.14	28.1
5	T1	237	5	249	2.1	0.583	8.1	LOS A	7.4	53.6	1.00	0.94	1.14	28.5
6	R2	153	14	161	9.2	0.583	11.7	LOS B	7.4	53.6	1.00	0.94	1.14	28.6
6u	U	2	0	2	0.0	0.583	12.1	LOS B	7.4	53.6	1.00	0.94	1.14	29.0
Approach		479	20	504	4.2	0.583	9.3	LOS A	7.4	53.6	1.00	0.94	1.14	28.5
North: Burwood Road_North Approach														
7	L2	128	14	135	10.9	0.486	4.2	LOS A	5.5	40.2	0.83	0.61	0.83	29.1
8	T1	278	14	293	5.0	0.486	3.5	LOS A	5.5	40.2	0.83	0.61	0.83	29.4
9	R2	132	2	139	1.5	0.486	6.5	LOS A	5.5	40.2	0.83	0.61	0.83	29.6
9u	U	2	0	2	0.0	0.486	7.4	LOS A	5.5	40.2	0.83	0.61	0.83	30.0
Approach		540	30	568	5.6	0.486	4.4	LOS A	5.5	40.2	0.83	0.61	0.83	29.4
West: Mairehau Road_West Approach														
10	L2	68	3	72	4.4	0.284	5.5	LOS A	2.6	19.2	0.86	0.67	0.86	29.0
11	T1	156	6	164	3.8	0.284	4.9	LOS A	2.6	19.2	0.86	0.67	0.86	29.3
12	R2	20	2	21	10.0	0.284	8.4	LOS A	2.6	19.2	0.86	0.67	0.86	29.5
12u	U	1	0	1	0.0	0.284	8.9	LOS A	2.6	19.2	0.86	0.67	0.86	29.9
Approach		245	11	258	4.5	0.284	5.4	LOS A	2.6	19.2	0.86	0.67	0.86	29.3
All Vehicles		1538	83	1619	5.4	0.583	6.7	LOS A	7.4	53.6	0.91	0.76	0.96	29.0

MOVEMENT SUMMARY

Site: 101 [2024Option2_Mairehau/Burwood_PMP (Site Folder: General)]

2024 Option2 PMP
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Burwood Road_South Approach														
1	L2	25	3	26	12.0	0.692	20.6	LOS C	10.9	78.1	1.00	1.33	1.53	26.0
2	T1	307	12	323	3.9	0.692	19.4	LOS B	10.9	78.1	1.00	1.33	1.53	26.3
3	R2	89	2	94	2.2	0.692	22.4	LOS C	10.9	78.1	1.00	1.33	1.53	26.4
3u	U	1	0	1	0.0	0.692	23.2	LOS C	10.9	78.1	1.00	1.33	1.53	26.7
Approach		422	17	444	4.0	0.692	20.1	LOS C	10.9	78.1	1.00	1.33	1.53	26.3
East: Mairehau Road_East Approach														
4	L2	77	0	81	0.0	0.639	8.7	LOS A	9.3	66.3	1.00	0.94	1.17	28.0
5	T1	234	6	246	2.6	0.639	8.3	LOS A	9.3	66.3	1.00	0.94	1.17	28.4
6	R2	257	10	271	3.9	0.639	11.5	LOS B	9.3	66.3	1.00	0.94	1.17	28.5
6u	U	1	0	1	0.0	0.639	12.2	LOS B	9.3	66.3	1.00	0.94	1.17	28.9
Approach		569	16	599	2.8	0.639	9.8	LOS A	9.3	66.3	1.00	0.94	1.17	28.4
North: Burwood Road_North Approach														
7	L2	202	11	213	5.4	0.617	8.5	LOS A	8.5	61.2	1.00	0.93	1.15	28.2
8	T1	233	10	245	4.3	0.617	7.9	LOS A	8.5	61.2	1.00	0.93	1.15	28.6
9	R2	105	0	111	0.0	0.617	10.8	LOS B	8.5	61.2	1.00	0.93	1.15	28.8
9u	U	8	0	8	0.0	0.617	11.8	LOS B	8.5	61.2	1.00	0.93	1.15	29.1
Approach		548	21	577	3.8	0.617	8.7	LOS A	8.5	61.2	1.00	0.93	1.15	28.5
West: Mairehau Road_West Approach														
10	L2	132	1	139	0.8	0.741	26.5	LOS C	13.0	92.2	1.00	1.53	1.79	24.8
11	T1	263	7	277	2.7	0.741	26.1	LOS C	13.0	92.2	1.00	1.53	1.79	25.1
12	R2	39	0	41	0.0	0.741	29.0	LOS C	13.0	92.2	1.00	1.53	1.79	25.2
12u	U	2	0	2	0.0	0.741	30.0	LOS C	13.0	92.2	1.00	1.53	1.79	25.5
Approach		436	8	459	1.8	0.741	26.5	LOS C	13.0	92.2	1.00	1.53	1.79	25.0
All Vehicles		1975	62	2079	3.1	0.741	15.4	LOS B	13.0	92.2	1.00	1.15	1.38	27.2

MOVEMENT SUMMARY

Site: 101 [2024Option1_Mairehau/Burwood_AMP_4stages (Site Folder: General)]

2024 Option 1 AMP
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)
Sensitivity Analysis (Critical Gap & Follow-up Headway): Results for Parameter Scale = 80.0 %

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Burwood_South Approach														
1	L2	19	1	20	5.3	* 0.762	34.6	LOS C	6.7	50.9	1.00	0.95	1.25	35.0
2	T1	182	18	192	9.9	0.762	30.0	LOS C	6.7	50.9	1.00	0.95	1.25	35.3
3	R2	73	1	77	1.4	0.304	29.7	LOS C	2.1	14.5	0.92	0.76	0.92	35.2
Approach		274	20	288	7.3	0.762	30.2	LOS C	6.7	50.9	0.98	0.90	1.16	35.2
East: Mairehau_East Approach														
4	L2	87	1	92	1.1	0.443	17.6	LOS B	7.1	50.2	0.75	0.68	0.75	41.5
5	T1	237	5	249	2.1	0.443	13.0	LOS B	7.1	50.2	0.75	0.68	0.75	41.8
6	R2	155	14	163	9.0	* 0.440	19.1	LOS B	3.3	24.7	0.91	0.78	0.91	39.1
Approach		479	20	504	4.2	0.443	15.8	LOS B	7.1	50.2	0.80	0.71	0.80	40.8
North: Burwood_North Approach														
7	L2	128	14	135	10.9	0.810	28.1	LOS C	12.8	94.3	0.91	0.96	1.14	36.9
8	T1	278	14	293	5.0	0.810	23.4	LOS C	12.8	94.3	0.91	0.96	1.14	37.3
9	R2	134	2	141	1.5	* 0.483	22.0	LOS C	3.2	22.4	0.96	0.78	0.96	38.0
Approach		540	30	568	5.6	0.810	24.2	LOS C	12.8	94.3	0.92	0.91	1.09	37.4
West: Mairehau_West Approach														
10	L2	68	3	72	4.4	0.699	31.2	LOS C	7.0	50.8	0.98	0.88	1.10	35.9
11	T1	156	6	164	3.8	* 0.699	26.6	LOS C	7.0	50.8	0.98	0.88	1.10	36.1
12	R2	21	2	22	9.5	0.071	26.4	LOS C	0.5	4.1	0.84	0.69	0.84	36.3
Approach		245	11	258	4.5	0.699	27.8	LOS C	7.0	50.8	0.97	0.87	1.08	36.1
All Vehicles		1538	81	1619	5.3	0.810	23.2	LOS C	12.8	94.3	0.90	0.84	1.01	37.8

MOVEMENT SUMMARY

Site: 101 [2024Option1_Mairehau/Burwood_PMP_4stages (Site Folder: General)]

2024 Option 1 PMP
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 102 seconds (Site Practical Cycle Time)
Sensitivity Analysis (Critical Gap & Follow-up Headway): Results for Parameter Scale = 100.0 %

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Burwood_South Approach														
1	L2	25	3	26	12.0	0.990	89.3	LOS F	26.1	187.7	0.99	1.36	1.70	23.0
2	T1	316	12	333	3.8	* 0.990	84.7	LOS F	26.1	187.7	0.99	1.36	1.70	23.1
3	R2	93	2	98	2.2	0.553	49.9	LOS D	4.8	33.5	0.97	0.80	0.97	29.4
Approach		434	17	457	3.9	0.990	77.5	LOS E	26.1	187.7	0.98	1.24	1.54	24.2
East: Mairehau_East Approach														
4	L2	80	0	84	0.0	0.438	21.3	LOS C	10.2	72.0	0.66	0.62	0.66	39.8
5	T1	239	6	252	2.5	0.438	16.8	LOS B	10.2	72.0	0.66	0.62	0.66	40.1
6	R2	258	10	272	3.9	* 0.749	29.9	LOS C	9.0	65.0	0.99	0.87	1.08	35.1
Approach		577	16	607	2.8	0.749	23.3	LOS C	10.2	72.0	0.81	0.73	0.85	37.7
North: Burwood_North Approach														
7	L2	202	11	213	5.4	0.874	46.2	LOS D	23.9	174.2	0.91	0.97	1.14	31.1
8	T1	236	10	248	4.2	0.874	41.6	LOS D	23.9	174.2	0.91	0.97	1.14	31.3
9	R2	114	0	120	0.0	* 0.594	33.5	LOS C	4.4	30.8	0.97	0.79	0.99	33.9
Approach		552	21	581	3.8	0.874	41.6	LOS D	23.9	174.2	0.92	0.93	1.11	31.7
West: Mairehau_West Approach														
10	L2	133	1	140	0.8	0.978	82.8	LOS F	29.7	211.2	1.00	1.29	1.62	23.8
11	T1	263	7	277	2.7	* 0.978	78.2	LOS E	29.7	211.2	1.00	1.29	1.62	23.9
12	R2	41	0	43	0.0	0.135	35.1	LOS D	1.6	11.4	0.79	0.72	0.79	33.4
Approach		437	8	460	1.8	0.978	75.5	LOS E	29.7	211.2	0.98	1.24	1.54	24.5
All Vehicles		2000	62	2105	3.1	0.990	51.5	LOS D	29.7	211.2	0.91	1.01	1.22	29.2





Cashmere Roundabout Safety Improvements

SMART Safety Assessment
Prepared for Christchurch City Council

June 2025 | VO.1 Draft



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Introduction

Site Name:

Cashmere Road / Colombo Street / Centaurus Road / Dyers Pass Roundabout, Christchurch

Client:

Christchurch City Council

Region:

Canterbury, New Zealand

Location:

Latitude -43.56747864811841
Longitude 172.63486523655925

Survey Start (Before):

25 March 2024

Survey End:

31 March 2024

Survey Start (After):

7 April 2025

Survey End:

15 April 2025

Background

The Cashmere roundabout, where Colombo St, Centaurus Rd, Dyers Pass Rd, and Cashmere Rd intersect, is a high-risk intersection with a history of serious crashes, with 27 between 2010 and 2021, including 10 involving serious injuries. The layout includes complex geometry and channelising islands that have contributed to high-speed movements and poor safety outcomes for cyclists, motorcyclists, and pedestrians.

Christchurch City Council identified the site as a priority for safety improvements following extensive community feedback and technical assessments.

Site Location

The intersection sits at the base of the Port Hills in the suburb of Cashmere, 5km directly south of the Christchurch CBD. It forms a key link between hillside suburbs and the city, with high volumes of vehicle traffic, buses, and recreational users including cyclists and pedestrians accessing nearby parks, schools, and local routes.

Purpose

The purpose of this report is to identify and understand the areas of crash risk at the Cashmere roundabout and to validate the recent safety improvements by comparing before and after assessments.



Site Location

Road Layout

DESCRIPTION	Single-Lane Urban Roundabout
ONRC CLASSIFICATION	Arterials & Primary Collector
ONF CATEGORY	Urban Connectors
AADT	7,575 - 16,000 vpd (approach legs vary)
POSTED SPEED LIMIT	50 k/h
CHARACTERISTICS	Approaches median divided
	Priority Give-Way controlled
	Vertical and horizontal curvature
	Footpaths on both sides
	Shared on-road cycling



SMART Camera Installation on Cashmere Road (Before Survey)

SMART Safety Assessment

What is it?

A SMART Safety Assessment is a deep-dive Safe Systems analysis into road safety. As part of the survey, data is recorded via a stationary camera for a specified duration, for instance a week. The data is then analysed using artificial intelligence (AI) technology and video analytics.

The factors used within the underlying algorithm include the vehicle type, the speed, the traffic, and even the angle the vehicle turns on as it passes through an intersection or corridor. It monitors near-misses, finds the trends of traffic behaviors, and provides insight into the likelihood and causes of crashes.

This safety analysis method is a new approach pioneered by Advanced Mobility Analytics Group (AMAG) and performed throughout New Zealand by Urban Connection Ltd (UCL).

Some limitations apply, including reduced accuracy at large or complex intersections, or at the edges of the camera view. Detection can also be affected by weather, lighting, and obstructions. These factors are considered during review and interpretation.



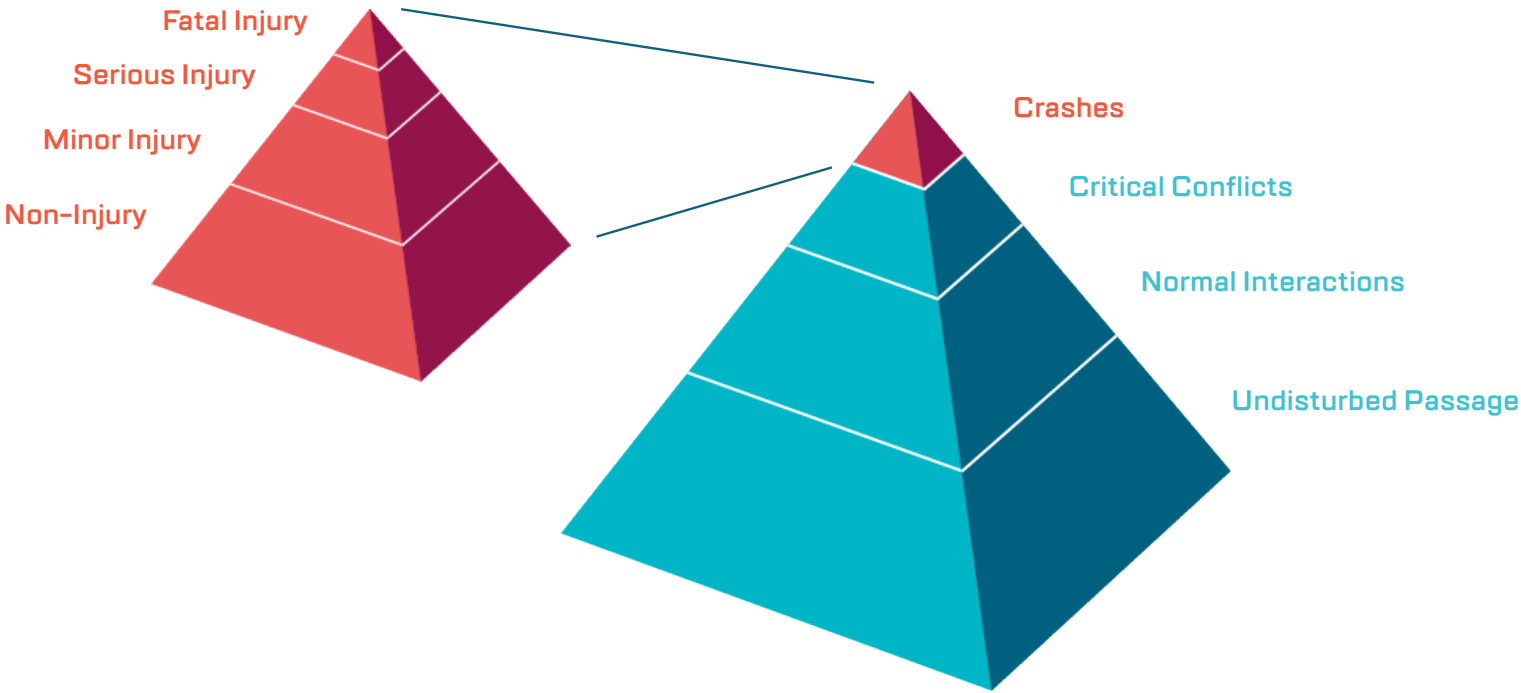
Example of SMART Assessment Camera in Operation

Near-Miss and Conflict Analysis

Historically, crash data has been the primary measure for understanding risk at a given site. However, crashes are often infrequent, are considered lag indicators, and represent only a part of the overall risk. Far more common are near-misses and conflicts, which occur with much greater frequency and, when analysed, provide a more comprehensive picture of the safety risks.

A conflict occurs when road users are on a collision course and are forced to take evasive action, with the severity determined by the available time to avoid a crash and the potential impact forces. There is established research linking the occurrence of these conflicts to the likelihood of future crashes, making them a reliable predictor of safety risk.

The SMART Safety platform leverages this understanding by using an advanced algorithm developed and refined by AMAG over the past 15 years. The comprehensive analysis enables the platform to identify conflicts and repetitive behaviors that might otherwise go unnoticed in traditional crash-only assessments, providing an in-depth understanding of a site's safety risk.



Relationship Between Recorded Crashes and Critical Conflicts and Normal Interactions

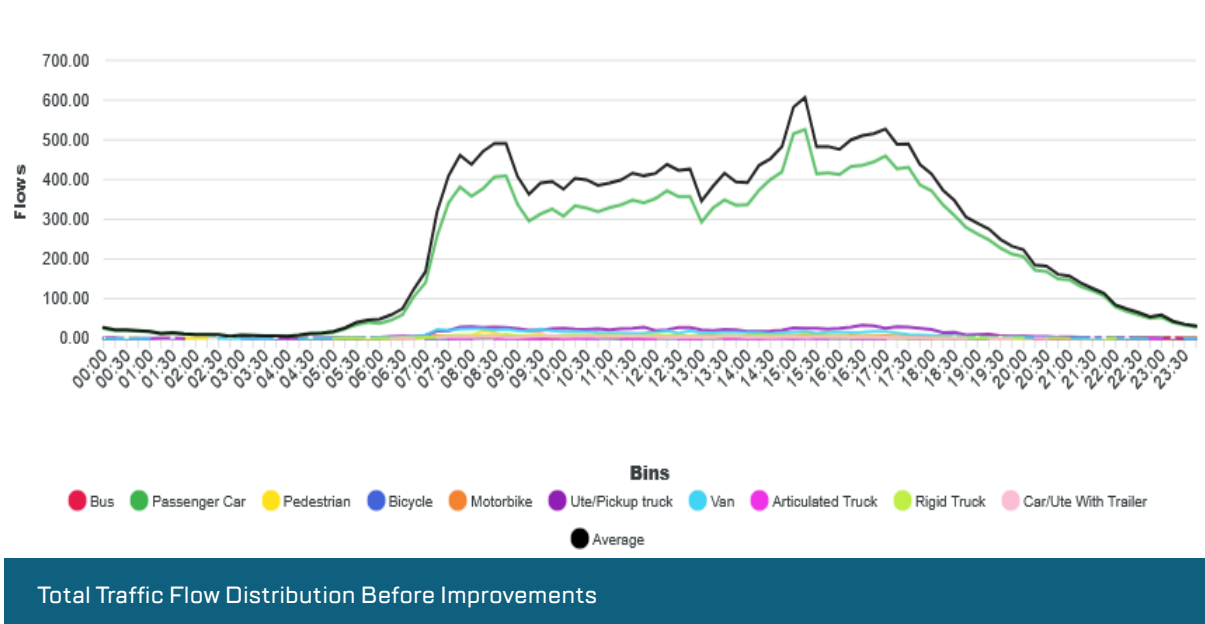
Safety & Traffic Impacts

Safety Improvements

In April 2024, Christchurch City Council implemented a series of safety upgrades at the Cashmere roundabout aimed at reducing crash risk and improving conditions for all road users. The works focused on lowering vehicle speeds, improving visibility, and making it safer for people walking and cycling. Key changes included the installation of safe-speed platforms on Colombo Street and Centaurus Road, as well as speed humps on Dyers Pass Road and Cashmere Road. The intersection approaches were narrowed with kerb build-outs to slow turning movements, and a raised concrete apron was added around the central island to reduce circulating speeds. Pedestrian safety was improved through new zebra crossings on the raised platforms and expanded refuge islands on each approach. Shared lane markings (sharrows) were introduced to indicate cyclist presence, and additional crossings were provided to encourage safe walking and cycling. The upgrades were supported by new road markings and signage to reinforce the changed layout. These measures were developed in response to strong community feedback and crash data, providing an interim solution while long-term options continue to be explored.

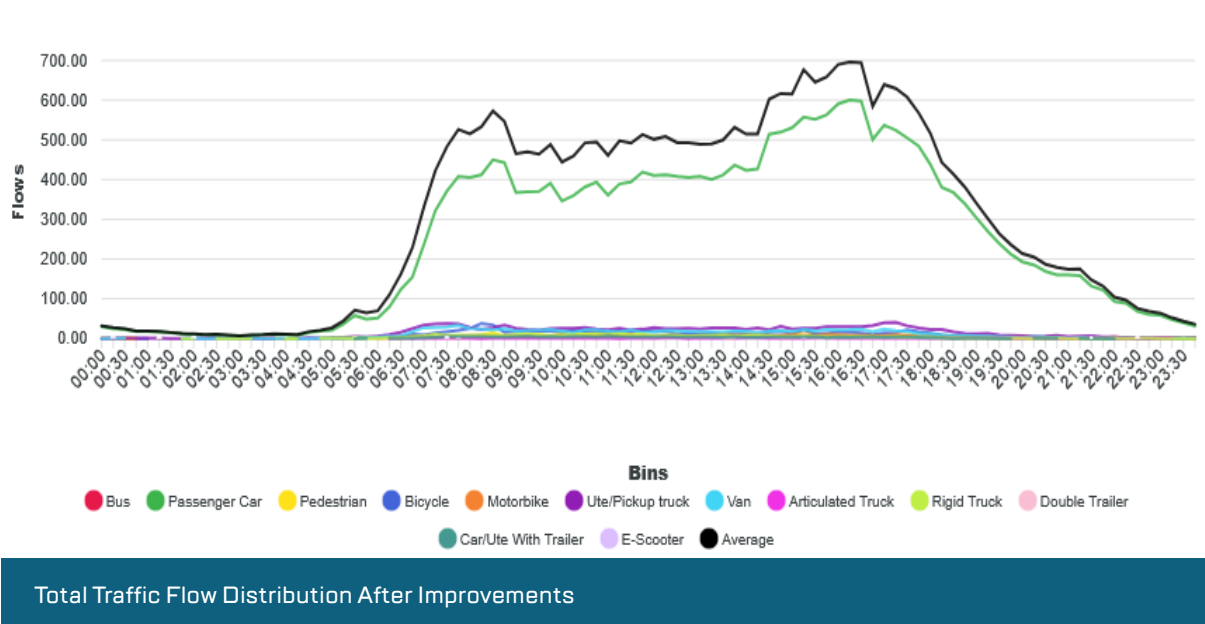
Traffic Flows Before Improvements

The traffic survey before improvements showed volumes rising sharply and reaching a sustained peak between 8:00 a.m. and 9:00 a.m. Flows remained relatively steady through the middle of the day before building again into a well-defined PM peak between 3:00 p.m. and 3:30 p.m. Passenger cars dominated throughout the day, with relatively low volumes of heavy vehicles, bicycles, and other road users. The profile reflects typical weekday commuting patterns, including nearby school trips, with higher volumes in both peak periods and a gradual decline after 5:30 p.m.



Traffic Flows After Improvements

The follow-up traffic survey showed a similar overall profile, with a sharp increase in flows from around 6:30 a.m., with a well-defined AM peak between 8:00 a.m. and 9:00 a.m. Midday volumes remained consistently high, followed by a longer pronounced PM peak from 3:00 p.m. to 5:00 p.m. Passenger cars remained the dominant vehicle type throughout the day, with relatively low volumes of other users. The overall profile reflects typical weekday commuter, school and business traffic patterns, with sustained activity across most of the day and a steady taper down after 5:30 p.m.



Speeds

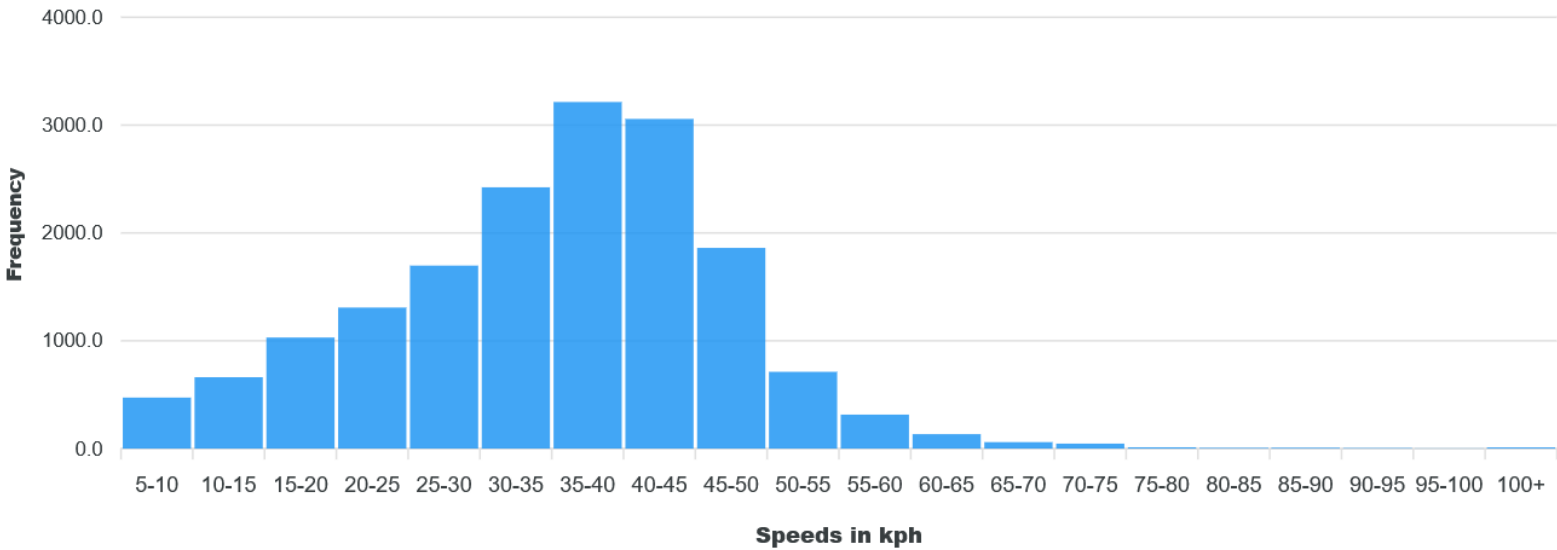
Speed Changes Before and After

The speed profiles before and after the intersection improvements show a clear and meaningful reduction in average vehicle speeds through the intersection. Before the improvements were implemented, speeds were more broadly distributed, with the majority of vehicles travelling between 35 and 45 km/h, and a noticeable tail extending into higher-speed ranges, with some speeds recorded in excess of 70 km/h. Although average speeds may have been considered relatively low compared to typical arterial routes, they still exceeded the Safe System impact thresholds for vulnerable road users.

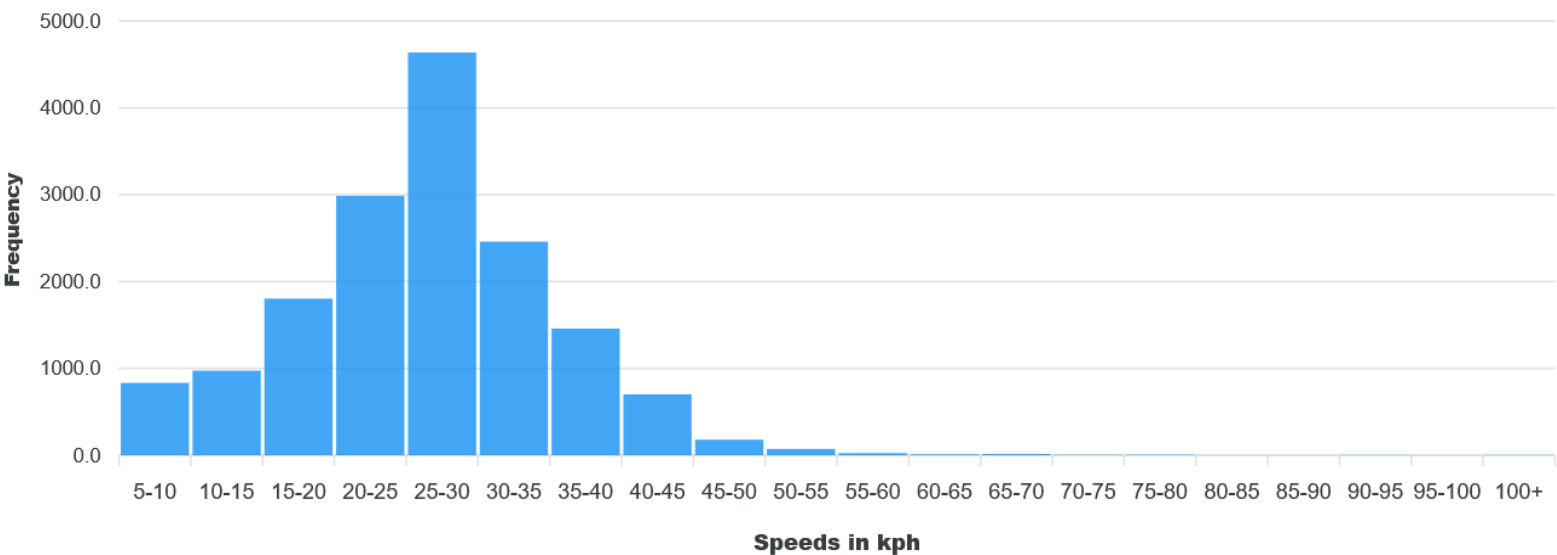
Following the implementation of the intersection improvements, the speed profile shows a distinct shift towards lower speeds. Most vehicles now travel between 20 and 35 km/h, with the peak frequency in the 25–30 km/h range. Very few vehicles exceeded 40 km/h, and almost no vehicles exceeded 50 km/h. This shift is strongly aligned with the Safe System approach, which identifies 30 km/h as the maximum survivable impact speed for pedestrians and cyclists in the event of a crash.

The reduction in average speeds appears to be a reflection of the physical changes made at the site, including raised safety platforms, changes to the intersection geometry and other improvements, all designed to reduce approach speeds and support safer interactions between all road users. This outcome is particularly important at this location, where high volumes of active mode users are present, including school children and cyclists navigating across or along the route.

It is understood that achieving operating speeds closer to Safe System aligned thresholds and making a safer intersection for all road users is one of the goals of the project, and the post-implementation data demonstrates a strong alignment in delivering on that goal. Lower speeds not only reduce crash severity but also improve driver awareness and reaction time, reducing the likelihood of a crash and contributing to a safer and more forgiving environment for vulnerable users.



Speed Profile Before Changes



Speed Profile After Changes

Conflict Summary

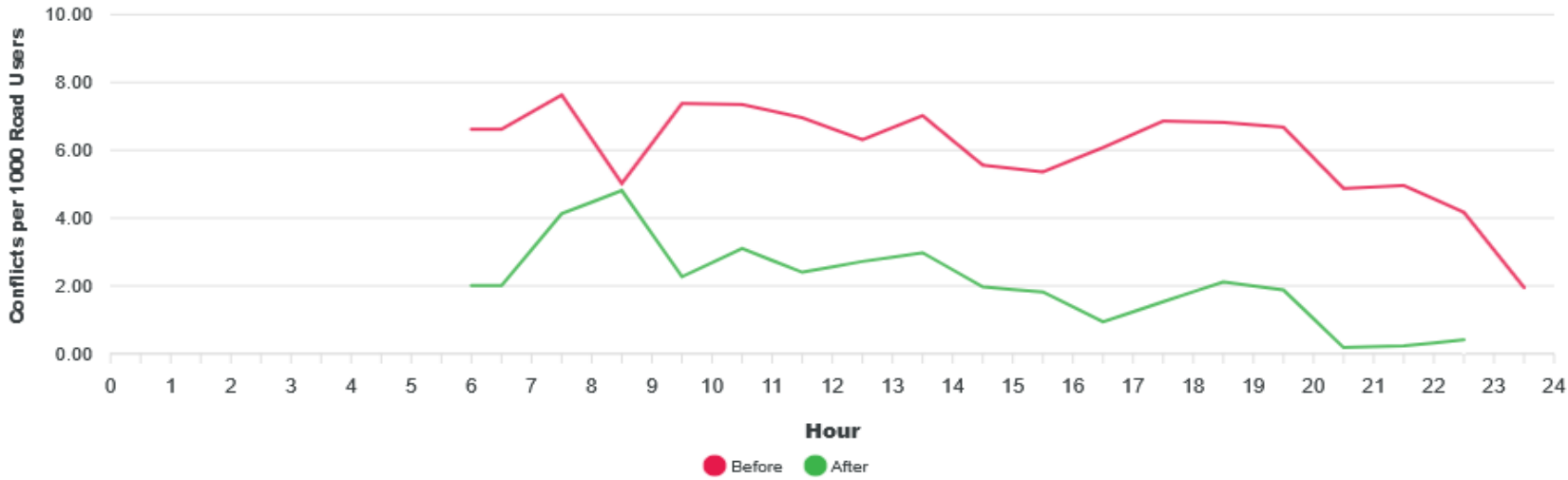
Conflict Rate Comparison

The conflict rate per 1,000 road users was consistently higher before the improvements were implemented, particularly during the late morning and late afternoon hours. In contrast, after the improvements, there was a noticeable and consistent reduction in conflicts across almost all hours of the day. This reduction suggests that the changes helped lower the relative risk of conflict, likely due to improved vehicle speeds, driver behaviour, and intersection geometry.

While a small increase in conflict rates was observed during the morning peak in the 'after' period, particularly between 7:30 a.m. and 9:30 a.m., the overall trend showed substantial safety improvements. In the evening, particularly from 8:30 pm, conflict rates dropped to nearly zero, compared to rates of 4 to 6 conflicts per 1,000 users during the same period in the 'before' survey.

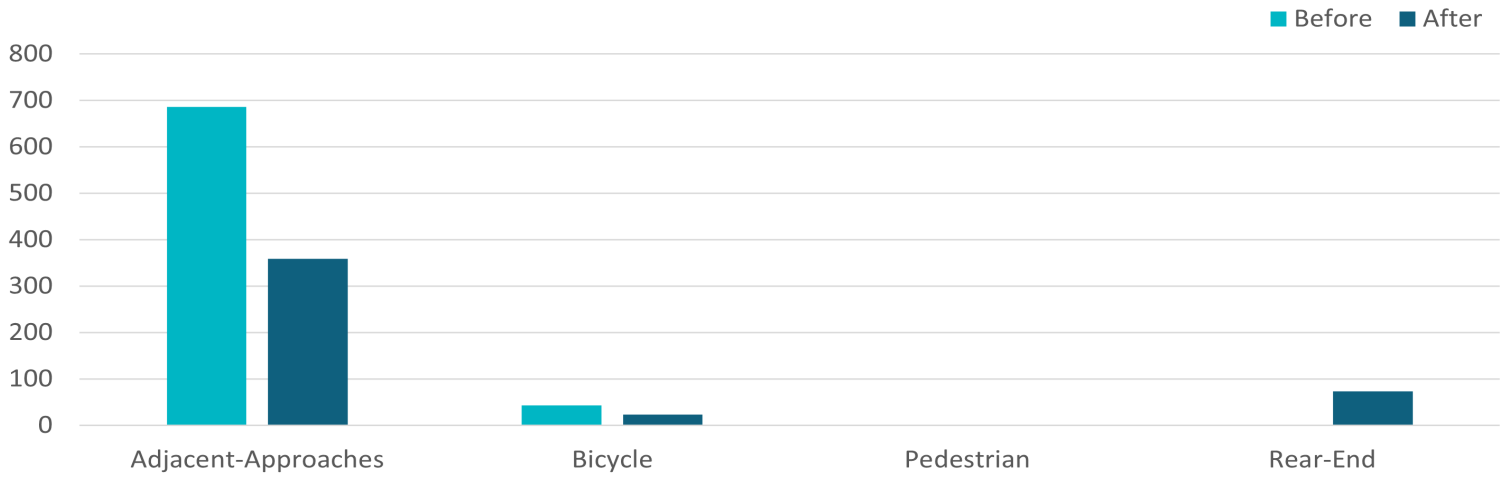
The contrasting results highlight the effectiveness of the treatments in reducing potential crash risk for most of the day and during the more free flow periods of the day, where speeds are likely to be higher. There was an increase in the relative crash rate during the morning peak, potentially due to conflicts arising from increased congestion.

Hourly Road User Conflicts Corrected For Exposure



Conflict Rates Before and After Changes

Conflict Rates Per 1000 Users



Conflict Rates Before and After Changes

Conflict Type Comparison

The chart illustrates the distribution and comparison of conflict types observed at the intersection before and after the recent improvements. The most significant reduction in conflict rates was observed in adjacent-approach conflicts, which are typical at roundabouts and were the dominant conflict type in both survey periods. These conflicts dropped by nearly half following the improvements, indicating a meaningful reduction in the likelihood of side-impact collisions.

Bicycle-related conflicts also decreased slightly, reflecting improved driver awareness or operating conditions, such as speed, while pedestrian conflicts remained negligible in both periods. There was a noticeable increase in rear-end conflicts recorded in after the improvements. While it is difficult to draw any conclusions from the low rate alone, upon review of the video footage it is clear the rear-end conflicts are due to the recently installed pedestrian crossing points and raised platforms. Some brief queues were observed forming within the circulating lanes of the roundabout.

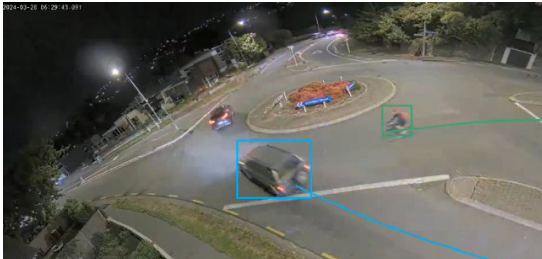
Overall, the results highlight the effectiveness of the changes in reducing higher-risk vehicle-to-vehicle conflicts, particularly those related to failing to give way or incorrect entry behaviour at the roundabout.

Conflict Types



Pedestrian

The results show very few pedestrian conflicts at the intersection during the survey period. This is likely due to the low overall volumes on the nearside of the camera and the limitations of capturing smaller objects on the far side, on Centaurus Road.



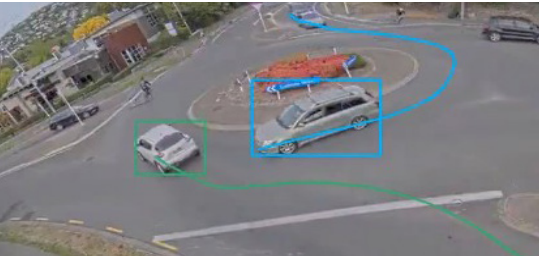
Cyclist

Conflicts involving cyclists were observed on the northbound approach from Dyers Pass Road, where cyclists were travelling at relatively high speeds. Several incidents involved vehicles entering the roundabout failing to give way to circulating cyclists, or entering immediately after them and encroaching on their path. Additional conflicts occurred where cyclists and vehicles shared a single lane, resulting in lane squeeze risks during entry and exit movements.



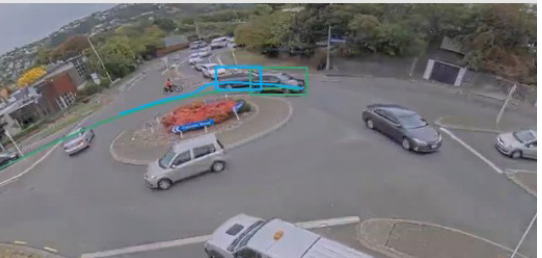
Before

The conflict heat map highlights the location and concentration of conflicts recorded over the week-long survey period between 25/03/2025 and 31/03/2025



Adjacent-Approaches

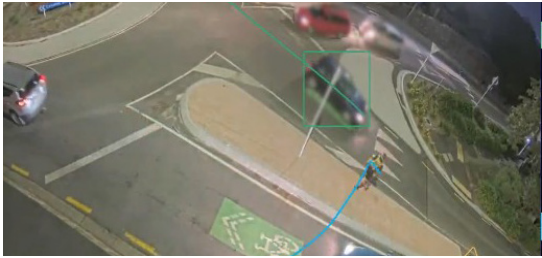
The most common conflict type observed was adjacent approach (side-impact) conflicts, which is typical for a roundabout. While many reflected normal roundabout behaviour, conflict counts were triggered based on approach speeds, trajectories, and other risk factors. The most serious events involved drivers failing to slow or give way to circulating vehicles, especially when turning right and either cutting across or closely following another vehicle.



Rear-End

Only one rear-end conflict was observed during the survey, involving a southbound car following too closely as the lead vehicle slowed to turn right.

Conflicts Types Cont...



Pedestrian

Only a very small number of pedestrian conflicts were recorded during the follow-up survey, consistent with the low number observed in the initial assessment. This suggests that pedestrian movements at the intersection are either limited in volume or generally well separated from vehicle paths.



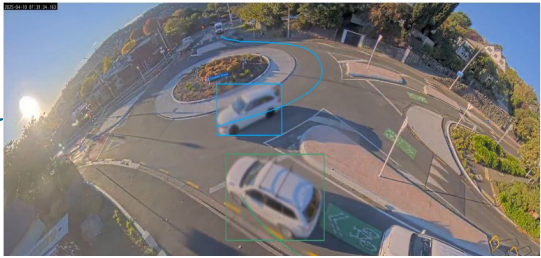
Cyclist

Similar to the pre-implementation survey, the follow-up survey recorded several cyclist conflicts. Many of these involved vehicles entering the roundabout failing to give way to circulating cyclists, or entering immediately after. However, the average speeds of vehicles was notably lower, reducing the likelihood and severity of a collision.



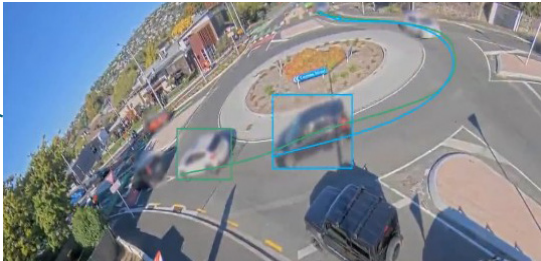
After

The conflict heat map highlights the location and concentration of conflicts recorded over the week-long survey period between 7/04/2025 and 14/04/2025



Adjacent-Approaches

Adjacent approach conflicts remained the most common type observed in the follow-up survey, as expected for a roundabout. However, the Delta-V, or severity indicator, of these conflicts was reduced compared to the initial survey, largely due to lower vehicle entry speeds into the roundabout.



Rear-End

Compared to the previous survey, the follow-up recorded a notable increase in rear-end conflicts, likely due to the introduction of pedestrian crossings and raised platforms on the exits.

Conclusion

Summary

The Cashmere roundabout, located at the intersection of Colombo Street, Centaurus Road, Dyers Pass Road, and Cashmere Road, has long been recognised as a high-risk site with a history of serious crashes involving vulnerable road users. In response, Christchurch City Council delivered a package of safety improvements in April 2024 designed to reduce vehicle speeds, improve visibility, and create a safer environment for pedestrians and cyclists.

To assess the effectiveness of these measures, a SMART Safety Assessment was conducted before and after implementation using a temporary camera and AI-based video analytics. The survey captured traffic volumes, speed profiles, and conflict types, providing objective insights into how road user behaviour changed following the upgrades.

The results show a significant improvement in safety outcomes, with reductions in speeds, conflict rates, and risk exposure, particularly for adjacent approach (side-impact) conflicts, which were the most common type observed pre-upgrade. The average speed reductions recorded indicate a strong alignment with Safe System impact thresholds for vulnerable road users, consistent with Safe system treatments such as raised safety platforms.

Key Findings

1 Significant Reduction in Vehicle Speeds

Post-implementation speed profiles showed a strong shift towards lower operating speeds, with the majority of vehicles now travelling below 35 km/h. This aligns with Safe System thresholds, especially important for vulnerable road users.

2 Adjacent Approach Conflicts Halved

Side-impact conflicts, typical at roundabouts, reduced by nearly 50% after the upgrades. This reflects improved yielding behaviour and lower entry speeds, particularly on raised platform approaches.

3 Cyclist Conflicts Reduced but Still Present

Bicycle-related conflicts decreased slightly, though some close interactions were still recorded, particularly where vehicles entered the roundabout closely behind cyclists.

4 Overall Conflict Rate Declined Significantly

Hourly conflict rates, normalised for exposure, dropped across almost all time periods, with some hours recording near-zero conflict activity following the upgrades.

Recommendations

1 Monitor Cyclist Behaviour and Lane Sharing

Continue to observe cyclist-vehicle interactions, particularly during peak periods, and assess the effectiveness of sharrows and lane widths in reducing passing and side-swipe risks.

2 Conduct Seasonal and School-Term Follow-Up

Repeat SMART Safety surveys during different times of year and school terms to confirm improvements remain effective under varying user demand, especially for school-aged children.

3 Progress Long-Term Redesign Options

While the interim upgrades have delivered clear safety gains, long-term redesign options (e.g. full signalisation or raised safety platform roundabout) should remain a focus to further enhance safety and network function.





9. Community Parks Rolling Renewal Programme

Reference Te Tohutoro: 25/1704285

Responsible Officer(s) Te Pou Matua: Bridie Gibbings, Manager Operations Capital Development, Community Parks

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 seek approval to the amended Waitai Coastal-Burwood-Linwood Community Boards Community Parks Rolling Renewal Programme FY26-FY29.
- 1.2 This approval will confirm the proposed four-year programme and lock in the programme for FY27, incorporating the changes proposed by members of the Waitai Coastal-Burwood-Linwood Community Board (Attachment A).
- 1.3 The report has been generated by staff and includes the proposed Community Parks Rolling Renewal Programme for FY26–FY29, incorporating feedback from the Waitai Coastal-Burwood-Linwood Community Board members.

2. Officer Recommendations Ngā Tūtohu

That Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Community Parks Rolling Renewal Programme 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 Waitai Coastal-Burwood-Linwood Community Boards Community Parks Rolling Renewal Programme (Attachment A).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Community Parks Capital Rolling Renewal Programme provides a structured approach to maintaining and renewing park assets, ensuring they remain safe, functional, and fit for purpose. Asset renewals are prioritised primarily on condition, with the highest priority given to assets in poor condition or presenting safety risks. Additional factors, including community use, asset importance, and age, are also considered in determining renewal priorities.
- 3.2 Programme delivery is further informed by cost, funding availability, project timing, and statutory or legal requirements. This enables a coordinated and efficient approach to renewal across the parks network.
- 3.3 Staff presented the draft programme to the Community Board to seek feedback on local priorities. The programme has subsequently been refined to incorporate this feedback, ensuring alignment with both community expectations and Council objectives.
- 3.4 The projects included in the Community Parks Rolling Renewal Programme are as follows:
 - Waitai Coastal-Burwood-Linwood Community Boards local Play Space Renewal (#73980)
 - Community Parks - Planned Play Item Renewals (#64749)
 - Community Parks Green Asset Renewals (#43687)

- Community Parks Hard Surface Renewals (#43686 - Footpaths and Carparks)
- Individual projects containing play space, green or hard surface asset renewals

4. Background/Context Te Horopaki

- 4.1 During the deliberation of the FY2024–25 Annual Plan, elected members expressed concerns about the lack of visibility into individual renewal candidates within the Parks Rolling Renewal Programmes. In response, the Parks Unit committed to visiting all Community Boards annually to gather feedback on the proposed Rolling Renewal Programmes.
- 4.2 Last year staff presented the draft Parks Rolling Renewal Programmes to seek feedback on the plan. Requested alterations by the community board members were implemented.
- 4.3 To enhance transparency in the rolling renewal programme, staff amended the process so that the programme can be formally agreed once all requested alterations have been implemented.
- 4.4 Staff attended the Waitai Coastal-Burwood-Linwood Workshop on 28 August 2025 to present the draft Community Park Rolling Renewal Programme (Attachment B). The board was given one month to submit feedback on the programme, including any suggested amendments.
- 4.5 Staff made one amendment to the programme:
 - 4.5.1 Removed Plover Reserve from the Hard Surface Renewal Programme as it was not required.
- 4.6 Staff received one amendment request:
 - 4.6.1 Include Tangmere Reserve Playground in the Playspace Renewal Programme. The playground was condition assessed and did not meet the threshold for renewal; however, staff will include it in the next LTP cycle for completion in FY30. If the playground deteriorates faster than expected, the Board will have the option to bring the renewal forward within the programme.
- 4.7

Date	Subject
13/08/2025	WCBL Rolling Renewal Draft Programme FY26-FY29 (Attachment B)

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

Date	Subject
25/08/2025	https://christchurch.infocouncil.biz/Open/2025/08/ISTP_20250825_AGN_10051_AT.PDF

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.9 The following reasonably practicable options were considered and are assessed in this report:
 - 4.9.1 The Community Board adopt the proposed Community Parks Rolling Renewal Programme FY26-FY29.
 - 4.9.2 The Community Board does not approve the proposed Community Parks Rolling Renewal Programme FY26-FY29 and requests that staff consider further amendments.

4.10 The following options were considered but ruled out:

- 4.10.1 Do not renew the proposed assets – choosing not to renew these assets would pose a risk to public safety and reduce levels of service.

Options Descriptions Ngā Kōwhiringa

4.11 **Preferred Option:** The Community Board adopt the proposed Community Parks Rolling Renewal Programme FY26-FY29.

4.11.1 **Option Description:** Approve the proposed programme.

4.11.2 Option Advantages

- The assets identified for renewal that have come to the end of their life can be renewed to ensure levels of service are met
- Engagement with the Community Board ensures the programme reflects local priorities and expectations.
- The structured process, including formal agreement after requested alterations, enhances transparency and accountability in how renewal decisions are made.

4.11.3 Option Disadvantages

- There are no specific disadvantages to this option.

4.11.4 **Option Description:** The Community Board does not approve the proposed Community Parks Rolling Renewal Programme FY26-FY29 and requests that staff consider further amendments.

4.11.5 Option Advantages

- Further investigation into the reprioritisation of asset renewal can take place

4.11.6 Option Disadvantages

- Delay to the asset renewal programme, potentially resulting in budget underspend

Analysis Criteria Ngā Paearu Wetekina

4.12 The programme is evaluated against key criteria to ensure safe, efficient, and community-focused asset renewal:

- **Safety & Asset Condition:** High priority given to assets in poor condition or posing safety risks
- **Community Use & Importance:** Assets supporting significant community activity are prioritised to maintain service levels
- **Cost, Funding & Timing:** Renewal projects are assessed for feasibility, funding availability, and coordinated delivery
- **Legal Compliance:** All renewals meet statutory and health and safety requirements.
- **Community Feedback:** The programme has been refined based on Community Board input to reflect local priorities
- **Long-Term Sustainability:** Planned renewals extend asset life and reduce reactive maintenance costs.

4.13 The rolling renewal programme provides a transparent, structured, and sustainable approach, balancing immediate safety and service needs with long-term asset management and community expectations.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2
Cost to Implement		
Waitai Coastal-Burwood-Linwood Community Boards local Play Space Renewal (#73980)	Budget available across financial years 26-29 - \$573,167	Budget available across financial years 26-29 - \$573,167
Community Parks - Planned Play Item Renewals (#64749)	Budget available across financial years 26-29 - \$1,027,176	Budget available across financial years 26-29 - \$1,027,176
Community Parks Green Asset Renewals (#43687)	Budget available across financial years 26-29 - \$3,186,378	Budget available across financial years 26-29 - \$3,186,378
Community Parks Hard Surface Renewals (#43686 - Footpaths and Carparks)	Budget available across financial years 26-29 - \$3,440,391	Budget available across financial years 26-29 - \$3,440,391
Maintenance/Ongoing Costs	N/A – No change	N/A – No change
Funding Source	LTP	LTP
Funding Availability (#73980), (#64749), (#43687), (#43686)		
Impact on Rates	N/A – No change	N/A – No change

- 5.1 It is important to note that the above costs allocated to implementing the renewal programme is set at a city-wide level, except for the Local Play Space Renewals Projects which are allocated per Community Board. Costs are allocated at the programme level once work has been competitively priced.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 In relation to construction, no specific risks have been identified other than those ordinarily associated with managing work in a public park environment

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, staff hold the delegation to renew assets within an existing reserve that does not alter the original landscape. However, staff are seeking approval from the Waitai Coastal-Burwood-Linwood Community Board for the rolling renewal programme, to provide greater transparency in the renewal process.
- 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 aligns with:

- 6.4.1 The Christchurch City Council's Strategic Framework that our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.
- 6.4.2 Is consistent with Council's Plans and Policies: Physical Recreation and Sports Strategy 2022.
- 6.4.3 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 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: 6.0.1 All Community Parks are managed and maintained in a clean, tidy, safe, functional, and equitable manner (Maintenance) - 90% Maintenance Plan key performance indicators are achieved
 - Level of Service: 6.8.2.3 Parks are managed and maintained in a clean, tidy, safe, functional, and equitable manner (Asset Performance) - At least 90% of parks and associated public recreational assets are available for safe public use during opening hours

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 No community feedback and been sought, as the programme does not increase levels of service and renewed assets are replaced like for like.
- 6.8 Staff will initiate community consultation to the Play Space Renewal Projects

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 decision affects the following wards/Community Board area: Waimaero Fendalton-Waimairi-Harewood Community Board

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.12 The decisions in this report are likely to:
 - 6.12.1 Contribute **positively** to adaptation to the impacts of climate change.
 - 6.12.2 Contribute **positively** to emissions reductions.
- 6.13 Widespread planting of shrubs, grasses, wetlands species, and groundcovers play an important role in mitigating climate change by sequestering carbon and reducing 'heat island' effect.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Once the programme is adopted, staff will begin scoping future locations for both green asset and hard asset renewals and will initiate early engagement on upcoming playground renewals.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Proposed Renewal Program	25/2073229	77
B  	CLB Draft Community Parks Renewals ProgrammeFY26-FY29	25/1685785	82

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Bridie Gibbings - Manager Operations - Parks Development
Approved By	Al Hardy - Manager Community Parks

Waitai Coastal-Burwood-Linwood
Draft Community Board Rolling Renewal Programme

Play and Recreation Facilities (Programme #61777; #61794)			
Community Parks - Play Space Renewals (#73980)			
FY26	FY27	FY28	FY29
Coastal			
Rawhiti Domain	Rawhiti Domain	Plover Reserve	
Arden Reserve			
Bolero Reserve			
Curzon Reserve			
Burwood			
	Yellowstone Reserve	Yellowstone Reserve	
Linwood			
Aranui Playground	St Lukes Reserve	St Lukes Reserve	
Community Parks - Planned Play Item Renewals (#64749)			
FY26	FY27	FY28	FY29
Coastal			
Broad Park (swings)			
Endeavour Playground (spica)			
Burwood			
Carisbrook Reserve, see-saw			
Linwood			
Gardens			
Community Parks Green Asset Renewals (#43687)			
FY26	FY27	FY28	FY29
Coastal			
Rawhiti Domain	Rawhiti Domain	Eastwood Reserve	Kainga Hall Reserve
Crofts Reserve	Putake Reserve	Broad Park	

Eastwood Reserve	Aston Reserve	Te Karoro Karoro Reserve	
Arthur Adcock Memorial Reserve	Bancroft Reserve		
Spencerville Reserve	Endeavour Playground		
Titirangi Reserve	Shaw Park		
Burwood			
Burwood Park	Clare Park	Marshland Domain	Idaho Reserve
Carisbrook Playground	McHaffies	Putake Reserve	Tangmere Reserve
Ironwood Reserve	Retreat Reserve	Rothsay Reserve	Kahu Kiwi Park
lytham reserve	Robin Playground	Titirangi Reserve	Korowai Park
Mara Reserve	Rockport Reserve	Waitikiri Square	Aopori Reserve
Wainoni Park			
Wilmington Reserve			
Linwood			
Bromley Park	Bromley Old School Reserve	Bickerton Reserve	Worcester Reserve
Charlotte Lane Park	Cypress Garden Reserve	Bromley Cemetery	Francella Reserve
Mary Dixon Park	Staunton Esplanade Reserve	Cuffs Road Playground	
Woolston Park	Linwood Park	Fitzpatriks Park	
Footpaths and Carparks			
Community Parks Hard Surface Renewals (#43686 - Footpaths and Carparks)			
FY26	FY27	FY28	FY29
Coastal			
	South New Brighton Park		New Brighton Beach Developed
	Sea Eagles		
Burwood			
Cedarwood Reserve	Fairway Reserve	Avon Riverbank True Right	
Linwood			

Woolston Park		Bromley Cemetery	
Bromley Old School Reserve		Linwood Cemetery	
Arran Playground - complete		Ruru Lawn Cemetery	
Connal Reserve - complete			
Taurus Reserve - complete			
Worcester Reserve - complete			
Individual projects containing play space, green or hard surface asset renewals			
FY26	FY27	FY28	FY29
Coastal			
QEII Park Development (#61787)(playground construction)	QEII Park Development (#61787)		
QEII Park Master Plan Sports Field Repositioning &Stormwater Development (#56899)	QEII Park Master Plan Sports Field Repositioning &Stormwater Development (#56899)		
Queenspark Reserve Play Space Renewal (#64750)			
South New Brighton Reserves Development (#43671)	South New Brighton Reserves Development (#43671)		
Parklands/Queenspark Youth Play Space Development (#74031)	Parklands/Queenspark Youth Play Space Development (#74031)		
Burwood			
Linwood			

Bexley Park Development (#61788)	Bexley Park Development (#61788)		
Cypress Gardens Reserve Skate Ramp Renewal (#74044)			
Linwood Park Changing Facilities (#65439)	Linwood Park Changing Facilities (#65439)		
Linwood Park Path Renewals (#65490)			
Linwood Park Skate Park Renewal (#65117)			
Ruru Cemetery Burial Beam Renewal (#61764)	Ruru Cemetery Burial Beam Renewal (#61764)	Ruru Cemetery Burial Beam Renewal (#61764)	

Waitai Coastal-Burwood-Linwood
Draft Community Board Rolling Renewal Programme

Play and Recreation Facilities (Programme #61777; #61794)			
Community Parks - Play Space Renewals (#73980)			
FY26	FY27	FY28	FY29
Coastal			
Rawhiti Domain	Rawhiti Domain	Plover Reserve	
Arden Reserve			
Bolero Reserve			
Curzon Reserve			
Burwood			
	Yellowstone Reserve	Yellowstone Reserve	
Linwood			
Aranui Playground	St Lukes Reserve	St Lukes Reserve	
Community Parks - Planned Play Item Renewals (#64749)			
FY26	FY27	FY28	FY29
Coastal			
Broad Park (swings)			
Endeavour Playground (spica)			
Burwood			
Carisbrook Reserve, see-saw			
Linwood			

Gardens			
Community Parks Green Asset Renewals (#43687)			
FY26	FY27	FY28	FY29
Coastal			
Rawhiti Domain	Rawhiti Domain	Eastwood Reserve	Kainga Hall Reserve
Crofts Reserve	Putake Reserve	Broad Park	
Eastwood Reserve	Aston Reserve	Te Karoro Karoro Reserve	
Arthur Adcock Memorial Reserve	Bancroft Reserve		
Spencerville Reserve	Endeavour Playground		
Titirangi Reserve	Shaw Park		
Burwood			
Burwood Park	Clare Park	Marshland Domain	Idaho Reserve
Carisbrook Playground	McHaffies	Putake Reserve	Tangmere Reserve
Ironwood Reserve	Retreat Reserve	Rothsay Reserve	Kahu Kiwi Park
lytham reserve	Robin Playground	Titirangi Reserve	Korowai Park
Mara Reserve	Rockport Reserve	Waitikiri Square	Aopori Reserve
Wainoni Park			
Wilmington Reserve			
Linwood			
Bromley Park	Bromley Old School Reserve	Bickerton Reserve	Worcester Reserve
Charlotte Lane Park	Cypress Garden Reserve	Bromley Cemetery	Francellia Reserve
Mary Dixon Park	Staunton Esplanade Reserve	Cuffs Road Playground	
Woolston Park	Linwood Park	Fitzpatriks Park	

Footpaths and Carparks			
Community Parks Hard Surface Renewals (#43686 - Footpaths and Carparks)			
FY26	FY27	FY28	FY29
Coastal			
Plover Reserve	South New Brighton Park		
	Sea Eagles		
Burwood			
Cedarwood Reserve	Fairway Reserve		
Linwood			
Woolston Park	Sea Eagles Reserve	Bromley Cemetery	
Bromley Old School Reserve		Linwood Cemetery	
Arran Playground - complete		Ruru Lawn Cemetery	
Connal Reserve - complete			
Taurus Reserve - complete			
Worcester Reserve - complete			
Individual projects containing play space, green or hard surface asset renewals			
FY26	FY27	FY28	FY29
Coastal			
QEII Park Development (#61787)(playground construction)	QEII Park Development (#61787)		
QEII Park Master Plan Sports Field Repositioning & Stormwater Development	QEII Park Master Plan Sports Field Repositioning & Stormwater Development		
Queenspark Reserve Play Space Renewal (#64750)			
South New Brighton Reserves Development (#43671)	South New Brighton Reserves Development (#43671)		
Parklands/Queenspark Youth Play Space Development (#74031)	Parklands/Queenspark Youth Play Space Development (#74031)		
Burwood			

FY26	FY27	FY28	FY29
Linwood			
Bexley Park Development (#61788)	Bexley Park Development (#61788)		
Cypress Gardens Reserve Skate Ramp Renewal (#74044)			
Linwood Park Changing Facilities (#65439)	Linwood Park Changing Facilities (#65439)		
Linwood Park Path Renewals (#65490)			
Linwood Park Skate Park Renewal (#65117)			
Ruru Cemetery Burial Beam Renewal (#61764)	Ruru Cemetery Burial Beam Renewal (#61764)	Ruru Cemetery Burial Beam Renewal (#61764)	

10. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration

Reference Te Tohutoro: 25/1921906

Responsible Officer(s) Te Pou Matua: Emily Toase, Community Development Advisor

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider applications for funding from its **Better-Off Fund** as listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
CBL_00003_BOF	CIPA Asset Management	Plaque in the Waitai Area	\$3,028	\$3,028
CBL_00004_BOF	Smith Street Community Farm Trust	Smith Street Community Farm infrastructure enhancements	\$41,644.93	\$41,645
	Woolston Development Project	Emergency operational continuity funding	Late Application in Progress.	To be Circulated Separately.

- 1.2 There is currently a balance of \$33,993 remaining in the fund and \$33,000 remaining in the funding allocated to the Community Board from the Better Off Funding Citywide Safety for New Brighton and \$80,000 remaining in the funding allocated to the Community Board from the Better Off Funding Citywide Safety for Eastgate/Woolston.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Allocates \$3,028 from its Better-Off Fund to Christchurch City Council – CIPA Asset Management towards the replacement of the Radley Street and Andrew Johnson Plaques.
4. Endorses that the Community Governance Manager will allocate \$41,645 as per the delegation granted by Council on 21 February 2024 from the Better Off Funding Citywide Safety to the Smith Street Community Farm Trust for Smith Street Community Farm infrastructure enhancements.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

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

Decision Making Authority Te Mana Whakatau

- 3.7 The Community Board has the delegated authority to determine the allocation of the **Better-Off Fund** for each community.
 - 3.7.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council.
 - 3.7.2 The Fund does not cover:
 - Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
 - Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

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

Discussion Kōrerorero

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

Total Budget 2023/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$500,000	\$460,007	\$39,993	\$36,965
\$100,000 Citywide Safety for New Brighton	\$67,000	\$33,000	\$33,000
\$100,000 Citywide Safety for Eastgate/Woolston	\$20,000	\$80,000	\$0

- 3.12 Based on the current **Better-Off Fund criteria**, the above applications are eligible for funding.
- 3.13 The attached Project Brief(s) provide detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Waitai Coastal-Burwood-Linwood Community Board - Better off Funding Project Brief - Plaque in the Waitai area	25/2261850	90
B 	Better off Funding Project Brief - Smith Street Community Farm	25/2393677	94
C 	Better off Funding Project Brief - Woolston Development Project (<i>Under Separate Cover</i>)		

Signatories Ngā Kaiwaitohu

Authors	Cindy Sheppard - Community Board Advisor Emily Toase - Community Development Advisor Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

BETTER-OFF FUND PROJECT BRIEF

SECTION ONE: APPLICANT DETAILS

Name of Community Board	Staff member and position	Staff member contact details (email & phone)
Waitai Coastal-Burwood-Linwood	Emily Toase Community Development Advisor	Emily.Toase@ccc.govt.nz 021 192 1112

SECTION TWO: PROJECT DETAILS

Name of Project	Project Description
Replacement of heritage plaques in the Waitai area	Replacement and installation of memorial plaques in the Waitai area

Alignment to Funding Priorities

Better-Off Fund Priorities	Council Strategies	Community Board Plan Priorities
Safer Neighbourhoods	Te Haumako Te Whitingia Te Pou Tuatahi: Te Tāngata Actively promote a culture of equity by valuing diversity and fostering inclusion across communities and generations. Objective 1.5: Support groups involved in providing access to arts, culture, heritage, recreation, and those who care for the environment. Te Pou Tuarua: Te Whenua Pillar 2: Place Support and help build connections between communities to foster a sense of local identity, shared experience and stewardship. Objective 2.1: Encourage communities to create and sustain a sense of local identity and ownership. Objective 2.2: Work with new and changing communities in both rural and urban areas to build a sense of belonging.	Woolston Village Safety Initiatives: Build relationships with local residents and businesses. Support local residents and businesses to collaborate for the common good of Woolston Village and the wider suburb.

	Objective 2.3: Support the community activation and kaitiakitanga of public places and spaces. Our Heritage, Our Taonga – Heritage Strategy: Tohungatanga – Identifying, understanding and valuing Our Heritage, Our Taonga Our heritage is identified, researched, documented, understood, respected and valued in all its diversity.	
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SECTION THREE: PROJECT DELIVERY

1. Will the project be delivered in partnership with an external community organisation? No

If Yes

Name of Organisation	Contact person and position	Contact details (email & phone)

2. Will the project be delivered by the local Community Governance Team? No

3. Will the project be delivered by another Council Unit? Parks Asset Management

Has the Unit Head agreed to the project? Yes

SECTION FOUR: PROJECT BUDGET

Total Cost of Project \$3,028

Budget items requested:

Item (annually)	Amount
Radley Bridge Plaque – granite plaque with metal frame	\$1,514
Andrew Johnson Plaque – granite plaque with metal frame	\$1,514
TOTAL	\$3,028

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

Any other comments on budget? No

The funding is to cover the costs of creating the plaques. Installation costs will be covered by CIPA Asset Management .

SECTION FIVE: TIMEFRAMES AND REPORTING

Expected start date of project:	Jan 2026
Expected end date of project:	Mar 2026

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

Updates on significant benchmarks will be provided in the monthly Area Report to the Community Board.

SECTION SIX: STAFF ASSESSMENT

This project is seeking funding to restore two memorial plaques in Woolston.

The project was initiated by a request from Woolston residents, who brought to the attention of the Waitai Community Board the missing plaques from the intersection of Skylark Lane, Sheldon Street and Clarendon Terrace. This request sparked an inquiry into other missing plaques around the Waitai Community Board area which commemorates the area's rich heritage.

The plaque in focus commemorated Andrew Mensal Johnson who ran a fish hatchery and aquarium known as Johnson's Fishponds at Opawa. Johnson purchased the block of land, bounded by Clarendon Terrace and Sheldon, Radley and Marshall Streets, measuring approximately 1.7 hectares. By 1876 Johnson had established Troutdale Farm on five acres of swampy and sandy whenua on the banks of the Ōpāwaho. A fish hatching house, aquarium and engine house were then added by 1884. For nearly sixty years, until 1933, the grounds of Johnson's property were a popular meeting place to enjoy picnics and entertainment. The property became known as "Johnson's Fishponds", due to the extensive aquarium and ponds together with the large number and variety of fish. In the latter years, the property was noted for its outdoor skating rink and various other outdoor entertainments. By 1938 the property had been sold again and later subdivided for housing. Part of the land now forms the current Radley playground at Radley Park.

The plaque recognises the significance of Andrew Johnson's 'Troutdale' as part of the local heritage and was installed in 2004 on the riverbank at the intersection of Sheldon Street and Clandon Terrace set into the cobbles.

A second missing plaque is also put forward for replacement as part of this proposal. The plaque commemorated the opening of the second Radley Bridge built in 1930 by Mayor JK Archer connecting Radley Street to Hargood Street and Ferry Road. This bridge was one of many public works that JK Archer commissioned during the depression to improve the lives of working-class people. The bridge replaced the steel, single lane swing-bridge built in 1881 which spanned the Ōpāwaho for motor vehicles to cross and still allowing boats continued access Christchurch Quay. Mrs. Peel of Radley Farm (formerly Mrs. Kent and Laura Kent's mother) offered to pay most of the 675 pounds it cost to build the bridge to improve access for the community.

Both these plaque keys to unlocking the past, commemorating those who helped to shape the future and helping uphold a sense of belonging and connection to place. Replacing plaque which recognise the area's strong and proud heritage will support Woolston residents to connect with tipuna and whānau, fostering their sense of identity and belonging to the suburb and community.

SECTION SEVEN: STAFF RECOMMENDATION

Recommended for funding? Yes

Amount recommended: \$3,028

BETTER-OFF FUND PROJECT BRIEF

SECTION ONE: APPLICANT DETAILS

Name of Community Board	Staff member and position	Staff member contact details (email & phone)
Waitai Coastal-Burwood-Linwood	Emily Toase Community Development Advisor	Emily.Toase@ccc.govt.nz 021 192 1112

SECTION TWO: PROJECT DETAILS

Name of Project	Project Description
Smith Street Community Farm infrastructure enhancements	Smith Street Community Farm Trust are seeking funding towards upgrading and adding critical infrastructure components that will strengthen the farm's operational resilience and enhance capacity to grow and distribute food locally.

Alignment to Funding Priorities

Better-Off Fund Priorities	Council Strategies	Community Board Plan Priorities
Safer Neighbourhoods	Te Haumako Te Whitingia Te Pou Tuatahi: Te Tāngata Actively promote a culture of equity by valuing diversity and fostering inclusion across communities and generations. Objective 1.4: Harness the strengths of diverse communities and address issues of social exclusion. Objective 1.5: Support groups involved in providing access to arts, culture, heritage, recreation, and those who care for the environment. Objective 1.6: Facilitate and promote lifelong learning opportunities for all. Te Pou Tuarua: Te Whenua Pillar 2: Place Support and help build connections between communities to foster a sense of local identity, shared experience and stewardship.	

	Objective 2.1: Encourage communities to create and sustain a sense of local identity and ownership. Objective 2.2: Work with new and changing communities in both rural and urban areas to build a sense of belonging. Objective 2.3: Support the community activation and kaitiakitanga of public places and spaces. Te Pou Tuatoru: Te Mahi Pillar 3: Participation Residents and groups in the wider community are socially and actively engaged and able to initiate and influence decisions affecting their lives. Objective 3.4: Increase volunteering opportunities across the Council and the wider community and support the organisations providing such opportunities. Te Pou Tuawhā: Te Takatū Pillar 4: Preparedness People feel safe in their communities and neighbourhoods and work together to understand, adapt and thrive in the context of change and disruption. Objective 4.2: Support the capacity of the community and voluntary sector to plan, adapt and respond to risk, disruption and change. Objective 4.3: Support neighbourhood and city-wide initiatives aimed at increasing a sense of neighbourliness.	
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SECTION THREE: PROJECT DELIVERY

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

If Yes

Name of Organisation	Contact person and position	Contact details (email & phone)
Smith Street Community Farm Trust	Stephanie van Beynen Trust Secretary	board.smithstreet@gmail.com

2. Will the project be delivered by the local Community Governance Team? No

3. Will the project be delivered by another Council Unit? No

Has the Unit Head agreed to the project? N/A

SECTION FOUR: PROJECT BUDGET

Total Cost of Project \$41,644.93

Budget items requested:

Item (annually)	Amount
Shade House	\$3,000
Propagation Area	\$5,000
Tunnel Houses x 2	\$7,000
Irrigation	\$4,335.93
Cloches	\$3,000
Tools	\$3,000
Composting toilets	\$15,599
Tablet device	\$349
Rubbish bins	\$361
TOTAL	\$41,644.93

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

Any other comments on budget? No

SECTION FIVE: TIMEFRAMES AND REPORTING

Expected start date of project:	Jan 2026
Expected end date of project:	Aug 2026

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

Updates on significant benchmarks will be provided in the monthly Area Report to the Community Board.

SECTION SIX: STAFF ASSESSMENT

Smith Street Community Farm Trust (SSCFT) is the largest māra kai in Ōtautahi, operating on one hectare of Council land adjacent to the Linwood offices at 180 Smith Street. The Charitable Trust grows and provides low-cost produce as part of their *Vege Shares* programme, with support from Ara Poutama Aotearoa Department of Corrections and volunteers who harvest and maintain this part of the gardens. Another third of the gardens is dedicated to individual and group plot holding, providing groups like Christchurch City Mission with a portion of land where they can grow and harvest their own produce. There are also parts of the gardens that are dedicated to foraging areas designed to be assessable to the public to visit and harvest kai as and when required.

The Trust is working toward greater environmental and financial self-sufficiency. A key focus of this transition is developing the capacity to produce all of their own seedlings, establishing a reliable, cost-effective and sustainable foundation for food production activities. Previously, SSCFT relied upon purchasing bulk seedlings. This approach limited their ability to undertake effective succession planting or to select the most suitable plant varieties for the specific growing environment. In addition, the ongoing cost of purchasing plants is financially unsustainable and negates their core vision of self-reliance and local production. Developing in-house propagation capacity will provide greater flexibility, improve crop diversity, and enhance the overall productivity and resilience of the farm.

To achieve this, the group is proposing a series of critical infrastructure developments within their leased area. These include the installation of an efficient irrigation system, the construction of tunnel houses and a shade house, and the establishment of a covered propagation area. SSFC also aims to install composting toilets to support their expanding volunteer and community workforce and need to purchase rubbish bins, which have been a longstanding requirement for effective waste management on site. Collectively, these improvements will strengthen the farm's operational resilience, enhance the capacity to grow and distribute food locally, and further enable SSFC's commitment to sustainable, community-led urban agriculture.

Also included in the proposal is funding for a new tablet device. This will enable them to process electronic payments through Kiwibank's QuickPay+ system, improving management of sales and donations. Their current tablet is outdated and does not meet the necessary software requirements for this function.

Food poverty continues to be a significant challenge facing communities in the East. SSCFT is endeavouring to directly address this issue through their *Vege shares* programme by providing fresh seasonal produce at an affordable price to those who are already vulnerable and struggling to make ends meet. Funding to support the enhancement to key infrastructure and adding physical assets will

enable the Trust to up-scale production and in turn help them realize their vision of *growing kai, growing people* through growing fresh food, sharing skills, and fostering connection in the community.

SECTION SEVEN: STAFF RECOMMENDATION

Recommended for funding? Yes

Amount recommended: \$41,645

11. Waitai Youth Development Fund and Koru Fund Delegations

Reference Te Tohutoro: 25/2394859

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider four applications (**Attachment A**) received for funding from its 2025/26 Youth Development Fund and to confirm delegations to Community Board members to make decisions relation to the Youth Development Fund and the Koru Fund.
- 1.2 Previously three members of the Community Board (one from each Ward) had email delegation to decide applications of up to \$500. Any decisions made would be reported back to the entire Board in the next Area Report.
- 1.3 There is currently a balance of \$6,400 remaining in the Youth Development Fund and \$4,008 remaining in the Koru Fund.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board resolve to:

1. Receives the information in the Waitai Youth Development Fund and Koru Fund Delegations Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of \$100 from the 2025-26 Waitai Coastal-Burwood-Linwood Youth Development Fund to Noah Stewart to travel to Timaru to compete in the Canterbury junior cricket team..
4. Approves a grant of \$200 from the 2025-26 Waitai Coastal-Burwood-Linwood Youth Development Fund to Tiaki Wikatene to attend the Waka Ama Club Sprint Nationals in January next year.
5. Approves a grant of \$350 from the 2025-26 Waitai Coastal-Burwood-Linwood Youth Development Fund to Bailee Simpson to attend the Korfbal Championships in Taiwan.
6. Approves a grant of \$200 from the 2025-26 Waitai Coastal-Burwood-Linwood Youth Development Fund to Anaru Hibbs to attend the Football tournament in Auckland.
7. Approve that the following three members of the Community Board have the email delegation to approve applications of up to \$500 to the Waitai Coastal-Burwood-Linwood Youth Development Fund.
 - a. Kim Money (Coastal Member)
 - b. Mihi-Rose Tipene (Burwood Member)
 - c. Paul McMahon (Linwood Member)
8. Approve that the following three members of the Community Board have the email delegation to approve applications of up to \$500 to the Waitai Coastal-Burwood-Linwood Koru Fund.

- a. Alex Hewison (Coastal Member)
- b. Greg Mitchell (Burwood Member)
- c. Alex Hewison (Linwood Member)

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations in this report align to the Council's Community Outcome of A Cultural Powerhouse City - Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.

Decision Making Authority Te Mana Whakatau

- 3.2 Determine the allocation of the Discretionary Response Fund for each community (including any allocation towards a Youth Development Fund).
- 3.3 Allocations must be consistent with any policies, standards or criteria adopted by the Council.
- 3.4 The Fund does not cover:
- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions.
 - Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Mana Whakatau

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

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Waitai Coastal-Burwood-Linwood Community Board YDF Applications	25/2397353	101

Signatories Ngā Kaiwaitohu

Author	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood
Approved By	Matthew McLintock - Manager Community Governance Team

Funding Request Number	YDF25/26_00029_CBL
Applicant:	Noah Stewart
Age:	13
School:	
Ward:	Burwood
Purpose:	Noah has been selected for the Canterbury Junior Cricket teams January. Noah will travel to Timaru to play in a south island competition.
Dates:	05/01/26 - 08/01/26
Cost:	Project total cost: \$450 Requested amount: \$ 450
Staff Recommendation:	That the Waitai Coastal-Burwood-Linwood Community Board make a grant of \$100 from the 2025-26 Waitai Coastal-Burwood-Linwood Youth Development Fund to Noah Stewart to travel to Timaru to compete in the Canterbury junior cricket team.
Points to note:	- Noah has been playing cricket since he was four and has built a genuine passion for the sport. - He trains up to four times a week and also plays for both his club and the CJCA team. - At school he puts in strong effort and is focused on developing the skills he needs to play cricket at the highest level he can reach. - Competing in the January tournament was a major goal for him, and it's something he has worked hard to achieve.

Funding Request Number	YDF25/26_00030_CBL
Applicant:	Tiaki Wikatene
Age:	17
School:	Shirley Boys High School
Ward:	Coastal
Purpose:	Tiaki has been selected to attend the 2026 Waka Ama Club sprint nationals at Lake Karāpiro in January 2026.
Dates:	11/01/2026 - 17/01/2026
Cost:	Project total cost: \$1012.27 Requested amount: \$ 300
Staff Recommendation:	That the Waitai Coastal-Burwood-Linwood Community Board make a grant of \$200 from the 2025-26 Waitai Coastal-Burwood-Linwood Youth Development Fund to Tiaki Wikatene to attend the Waka Ama Club Sprint Nationals in January next year.
Points to note:	• This is Tiaki's second season in waka ama . He competed at secondary regionals and nationals where he placed 2nd in the J19 W1 finals at nationals earlier in March. • He also competed at the long distance nationals in Porirua in April where he came second in the J19 W1 ruddered. • Tiaki also plays for the Shirly Boys 1st XV rugby team where he plays open flanker. He is very active and loves to play a wide variety of sports to keep fit while training 7 days a week. • Tiaki is also planning to do a car wash later this month to raise funds alongside receiving a "Got your back" sponsorship.

Funding Request Number	YDF25/26_00028_CBL
Applicant:	Bailee Simpson
Age:	15
School:	
Ward:	Coastal
Purpose:	Bailee has been playing korfball for the Mixx East team since she was in primary school. She been selected for the U17 team travelling to Taiwan in 2026.
Dates:	25/04/26 - 05/05/26
Cost:	Project total cost: \$5550 Requested amount: \$ N/A
Staff Recommendation:	That the Waitai Coastal-Burwood-Linwood Community Board make a grant of \$350 from the 2025-26 Waitai Coastal-Burwood-Linwood Youth Development Fund to Bailee Simpson to attend the Korfball Championships in Taiwan.
Points to note:	- Bailee is only 15 and has already been selected for the grade above in the under 17's to travel to Taiwan to compete. - Bailee was also selected to play in the newly formed korfball mixx prems weekly competition and gets to play alongside NZ Senior, u21 and u19 Korfball NZ players. - There are six intensive training camps before travelling to Taiwan in 2026. When Bailee is not playing Korfball she enjoys swimming competitively for the QEII swim club, playing netball and water polo. - Bailee is also utilising other avenues of funding through sausage sizzles and quiz nights.

Funding Request Number	YDF25/26_00026_CBL
Applicant:	Anaru Hibbs
Age:	17
School:	Shirley Boys
Ward:	Coastal
Purpose:	Anaru has been selected to attend the under 17 Western Springs Premiere Tournament with Otakaro Football club. This tournament is where the very best players take on the top North Island clubs during December and is an opportunity for Anaru to play in front of New Zealand Football scouts and coaches.
Dates:	04/12/2025 - 07/12/2025
Cost:	Project total cost: \$1500 Requested amount: \$500
Staff Recommendation:	That the Waitai Coastal-Burwood-Linwood Community Board make a grant of \$200 from the 2025-26 Waitai Coastal-Burwood-Linwood Youth Development Fund to Anaru Hibbs to attend the Football tournament in Auckland.
Points to note:	- Anaru is an extremely hard working individual both on the field and academically. He has had a busy year with joining the Coastal Spirit Football Club Reserves team where shortly after he was promoted to the Premier Men's team where they won the Southern League for 2025, a first for the club. - Outside of club football he was also named Captain of the Shirley Boys' High School First XI. They had a phenomenal season, winning the Canterbury Schools competition. - Anaru is as committed to his studies as his sport. This was reflected with being selected to be the Head Boy of Shirley Boys's High School for 2026. - Anaru is also applying to other funding pools to help alleviate the cost of attending the tournament.

12. Waitai Coastal-Burwood-Linwood Community Board Recess Committee 2025/26

Reference Te Tohutoro: 25/2070286

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to approve delegation arrangements for the making of any required decisions (including any applications received for funding) that would otherwise be dealt with by the Board covering the period following its last meeting for the year on 8 December 2025 up until its next scheduled meeting on 9 February 2026.
- 1.2 The report is staff-generated to ensure the continuity of governance decision-making over the break period.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Recess Committee 2025/26 Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Appoints a Recess Committee comprising the Board Chairperson or Deputy Chairperson (or their nominees from amongst the remaining Board members) plus a minimum of any other four Board members and authorises the Committee to exercise the delegated powers of the Waitai Coastal-Burwood-Linwood Community Board for the period following its ordinary meeting on 8 December 2025 up until the Board resumes its normal business from 9 February 2026.
4. Notes that any such delegation exercised by the Board's Recess Committee will be reported to the Board for record purposes.
5. Notes that any meeting convened of the Recess Committee will be publicly notified and the details forwarded to all Board members.

3. Background/Context Te Horopaki

- 3.1 It has been the Board's annual practice to provide delegated authority to a Board Recess Committee comprising the Board Chairperson or Deputy Chairperson (or their nominees from amongst the remaining Board members) plus a minimum of any other four Board members available, to make any needed decision(s) on the Board's behalf over the Christmas/New Year period.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Cindy Sheppard - Community Board Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Matthew McLintock - Manager Community Governance Team

13. Waitai Coastal-Burwood-Linwood Community Board Community Board - Consideration of a Chairperson's Casting Vote

Reference Te Tohutoro: 25/2273651

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider giving the Community Board Chairperson a casting vote.

2. Officer Recommendations Ngā Tūtohu

That Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood Community Board Community Board - Consideration of a Chairperson's Casting Vote Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Consider whether the Chairperson of Waitai Coastal-Burwood-Linwood Community Board is to have a casting vote during the 2025–2028 term.

3. Chairperson Recommendations

That Waitai Coastal-Burwood-Linwood Community Board:

4. Receive the information in the Waitai Coastal-Burwood-Linwood Community Board Community Board - Consideration of a Chairperson's Casting Vote Report.
5. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
6. Does not provide the Chairperson of Waitai Coastal-Burwood-Linwood Community Board a casting vote during the 2025–2028 term.

4. Background/Context Te Horopaki

- 4.1 Each Community Board has the opportunity to decide whether or not a Chairperson is to have a casting vote (cl. 24(2), schedule 7, Local Government Act 2002).
- 4.2 Unless Standing Orders provide otherwise, matters are decided by majority vote and, in the case of a tie, there is no casting vote for the Chairperson.
- 4.3 The Christchurch City Council Standing Orders adopted by the Council on 6 April 2017 (clause 15.3) states:

The Mayor, or any other person presiding at a Council or committee meeting has a deliberative vote and, where the votes are equal, does not have a casting vote.



For meetings of Community Boards and their committees, each Community Board shall decide whether the Chairperson shall have a casting vote.

- 4.4 A casting vote allows the Chairperson to exercise a second vote in the event of an equality of votes. This can assist in ensuring that decisions are made at meetings rather than deferred owing to a tie.
- 4.5 Conversely, not having a casting vote can encourage further discussion and collaboration among Board members to reach a clear majority decision.
- 4.6 The decision on whether to provide the Chairperson with a casting vote applies for the duration of the 2025–2028 triennium and may be reviewed at the beginning of the next term.

Attachments Ngā Tāpirihanga

There are no attachments for this report.

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Cindy Sheppard - Community Board Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

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

Reference Te Tohutoro: 25/2071429

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider the appointment of Board representation on local outside organisations for the 2025-28 term.
- 1.2 This report is staff generated to provide continuity with the Board's existing liaison representation arrangements and links with local community groups and organisations.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Appoints a Board member(s) as its representative on each of the following organisations for the 2025-28 term
 - a. **Outside organisations/other:**
 - Aranui Community Trust (ACTIS)
 - Better for Brighton Group
 - Bridge South Brighton Trust
 - Bromley Traffic Plan Community Working Party
 - Burwood Pegasus Community Car Watch
 - Christchurch Streets and Garden Awards Committee (partnership between Christchurch City Council and Christchurch Beautifying Association)
 - Eastern Community Sport and Recreation
 - Keep Christchurch Beautiful Committee (2 members)
 - Linwood Resource Centre
 - Marshlands Hall Trust
 - New Brighton Community Gardens
 - New Brighton Historical Society
 - New Brighton Project

Orion Customer Advisory Panel

Pukeko Centre

Renew Brighton

Roy Stokes Hall Trust

Smith Street Community Garden

(Together, Innovation, Development, Enterprise) TIDE New Brighton Business Association

Wainoni Avonside Community Services Trust

Youth Alive Trust

b. **Residents' Associations:**

Burwood East Residents' Association

Dallington Residents' Association

New Brighton Residents' Association

North Beach Residents' Association

Southshore Residents' Association

Spencerville Residents' Association

Tumara Park Residents' Association

Waimairi Beach Residents' Association

3. Background/Context Te Horopaki

- 3.1 Each triennium, Community Boards have routinely appointed members to various local organisations to be a Board liaison and point of contact for those groups. This important liaison role enables two-way contact and information sharing between the Board member(s) appointed and community organisations on behalf of the Board.
- 3.2 At the commencement of its new term, the Board will appointed a member(s) as liaison to a group that represents and/or plays a key role in local projects and issues, is included in supporting community engagement of the same, and represents a geographic area or specific sector of the community. The projects and/or issues are generally of local significance and relate to the Council's Long Term and Annual Plans, and the Community Board Plan.

4. Context / Background / Te Horopaki

4.1 For its 2022-25 Term, the Waitai Coastal-Burwood-Linwood Community Board made the following appointments:

Organisation	Member(s) Appointed
All Saints Anglican Church	Kelly
Aranui Community Trust (ACTIS)	Paul
Better for Brighton Group	Celeste and Alex
Bridge South Brighton Trust	Alex
Burwood Pegasus Community Watch	Kelly
Christchurch Streets and Garden Awards Committee (partnership between Christchurch City Council and Christchurch Beautifying Association)	Jackie
Dallington Community Cottage Trust	Greg
Eastern Community Sport and Recreation	Alex
Keep Christchurch Beautiful Committee (2 members)	Jackie and Jo
Marshlands Hall Trust	Greg
Neighbourhood Support Canterbury	Alex
New Brighton Community Gardens	Jo
New Brighton Historical Society	Tim
New Brighton Project	Celeste
Orion Customer Advisory Panel	Paul
Project Employment Environmental Enhancement Programme (PEEEP) Trust	Jackie
Pukeko Centre	Tim
Renew Brighton	Jo
Roy Stokes Hall Trust	Tim
Sustain South Brighton Incorporated	Celeste
Wainoni Avonside Community Services Trust	Jackie
Youth Alive Trust	Greg
Residents' Association	Member(s) Appointed
Avondale Residents' Association	Kelly
Burwood East Residents' Association	Greg
Dallington Residents' Association	Kelly
New Brighton Residents' Association	Alex
North Beach Residents' Association	Jo
Parklands Residents' Association	Alex
Prestons Residents' Association	Greg
Southshore Residents' Association	Jo
Spencerville Residents' Association	Paul
Tumara Park Residents' Association	Celeste
Waimairi Beach Residents' Association	Jo
Waitikiri Residents' Association	Kelly

Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Cindy Sheppard - Community Board Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

15. Waitai Coastal-Burwood-Linwood Community Board - 2026 - 2028 Meeting Schedule and Submissions Committee

Reference Te Tohutoro: 25/2070884

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider approving its ordinary formal and informal meeting arrangements for the period February 2026 until September 2028.
- 1.2 This report is staff generated to enable the Board to consider the adoption of its governance structure involving a meetings calendar until September 2028, and to appoint a Submissions Committee for the term.
- 1.3 The Board can review these arrangements during its term should it wish to do so.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board - 2026 - 2028 Meeting Schedule and Submissions Committee Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Adopts the following schedule of Ordinary Meetings from February 2026 until September 2028:

Date	Time	Location
Monday 9 February 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 9 March 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Tuesday 7 April 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 11 May 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 8 June 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 6 July 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 10 August 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 7 September 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 5 October 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton

Monday 9 November 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 7 December 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Tuesday 9 February 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 8 March 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 12 April 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 10 May 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Tuesday 8 June 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 12 July 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 9 August 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 6 September 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 11 October 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 8 November 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 6 December 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Tuesday 8 February 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 6 March 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 10 April 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 8 May 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 12 June 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 10 July 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 7 August 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 11 September 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton

4. Delegate authority to the Community Board Chairperson and Community Governance Manager to amend the ordinary meeting schedule, as required.
5. Notes the holding of Board information sessions and workshops will take place prior to the Board meetings as listed above from 3pm until 3.55pm, and on week four of the Council calendar as follows:

Date	Time	Location
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Monday 23 February 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 23 March 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 20 April 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 25 May 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 22 June 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 20 July 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 24 August 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 21 September 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 19 October 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 23 November 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 22 February 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 22 March 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Tuesday 27 April 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 24 May 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 21 June 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 26 July 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 23 August 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 20 September 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Tuesday 26 October 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 22 November 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 21 February 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 20 March 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 24 April 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 22 May 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 26 June 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton

Monday 25 July 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monda 21 August 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton

6. Establishes a Waitai Coastal-Burwood-Linwood Community Board Submissions Committee for the 2025-2028 term as follows:
 - a. Term of Reference being to respond on behalf of the Waitai Coastal-Burwood-Linwood Community Board to submission opportunities as they arise.
 - b. Six non-Councillor members to be appointed as members of the Submissions Committee.
 - c. The Committee Chairperson and Deputy Chairperson to be appointed by the Submissions Committee.
 - d. The quorum of the Submissions Committee to be 3 members.
 - e. Where timeframes necessitate such action being required, the Submissions Committee be granted delegated authority to lodge submissions on behalf of the Waitai Coastal-Burwood-Linwood Community Board.
 - f. Any submissions made by the Submissions Committee to be reported to the Waitai Coastal-Burwood-Linwood Community Board for record keeping purposes.
 - g. Delegate to the Community Board Chairperson and the Community Governance Manager the ability to schedule meeting dates for the Submissions Committee to meet to consider future matters undergoing public consultation.

3. Background/Context Te Horopaki

- 3.1 This report proposes the establishment of a Submissions Committee for the primary purpose of providing the Board with the opportunity to make timely submissions during the current term. This Committee operated successfully during the previous triennium.
- 3.2 Clause 30, Schedule 7 of the Local Government Act 2002 inter alia, provides that community boards may appoint committees, subcommittees or other subordinate decision-making bodies and joint committees considered appropriate. Also, clause 32(3) of the same schedule provides for community boards to delegate powers to a committee.
- 3.3 A committee appointed by a community board is subject in all things to the control of the local authority [read community board] and must carry out all general and special directions of the community board given concerning the committee.
- 3.4 The relevant requirements for appointing a committee are:
 - The minimum number of members is three, with a quorum of two, one of whom must be an elected member, or the quorum can be a greater number, as determined by the community board.
 - At least one member of the committee must be an elected member of the community board.
 - The members of a committee may, but need not be, elected community board members.

- A community board or committee may appoint to a committee or subcommittee a person who is not a member of the community board if, in the opinion of the board, that person has the skills, attributes or knowledge that will assist the work of the committee.
- A community board may appoint a member of a committee to be the chairperson of the committee, or if a chairperson is not appointed then the power of appointment may be exercised by the committee.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Cindy Sheppard - Community Board Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

16. Waitai Coastal-Burwood-Linwood Community Board Area Report - December 2025

Reference Te Tohutoro: 25/1708179

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

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

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

3. Community Support, Governance and Partnership Activity

3.1 Community Funding Summary

- 3.1.1 For the Board's Information, a summary is provided (refer **Attachment A**) on the status of the Board's 2025-26 funding as at 18 November 2025.

3.1.2 Youth Development Fund

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

- A grant of \$100 to Paulini Rabitu to attend the Canterbury Rugby League Nationals in September at the Ngā Puna Wai Sports Hub.
- A grant of \$250 to Grace Chamberlain to attend the 2025 XP Gymnastic Nationals in Auckland.
- A grant of \$100 to Ava-Lea Maxwell-Ogilvy to attend the National Youth Tournament in Ōtautahi representing the Canterbury Bulls.

3.1.3 Whānau Connections Day

Woolston Development Project held their Whānau Connections Day on Saturday 6 September at Mary Dixon Park.

3.1.4 Predator Free Ōpāwaho Launch

The Ōpāwaho Heathcote River Network (OHRN) launched their Predator Free Ōpāwaho project in September, running traplines along both sides of the awa targeting mice and rats. Working with Council Parks teams, OHRN completed the first section between Tunnel Road Bridge to Opawa Road Bridge, placing wooden tunnels at regular intervals in the public spaces along the banks of the Ōpāwaho. The Trust are also working with residents who live near the river, equipping them and providing training to be able to look after a couple of traps each to help maintain the trapping lines. With the help of the community, OHRN hope to extend the project the length of the river to Ngā Puna Wai, keeping rodent numbers in check and allowing native birds to return and thrive along the river corridor.



3.1.5 Canterbury Tigray Community Event

Canterbury Tigray Incorporated hosted a vibrant community event at the Parklands Community Centre, bringing people together for an afternoon of connection and fun. The event featured volleyball and other sports activities, along with shared food and drinks. Funding from the Koru Fund made this gathering possible, covering the purchase of sports equipment such as a volleyball, net, and rope, as well as hall hire and refreshments like pizza. This support helped create a welcoming space for community members to spend time together, be active, and strengthen social connections through sport and shared experiences.



3.1.6 Climate Action Campus Spring Market

The Climate Action Campus held its annual Spring Market on Saturday 25 October 2025, bringing the community together for a day of sustainability, creativity, and fun. With over 100 stalls, delicious food trucks, live music from Monster Music students, and activities for tamariki, there was something for everyone to enjoy.

Visitors browsed heirloom seedlings, plants, crafts, student enterprises, local businesses, and a wide range of sustainable products. The event also featured inspiring talks from local experts, including representatives from Environment Canterbury, Climate Liberation Aotearoa, Terra Nova Foundation, Untouched World, and Christchurch Envirohub.



3.1.7 Project Kōtare

The Pūharakekenui Trust have just celebrated a huge milestone as part of Project Kōtare, planting its 200,000th tree. This has contributed to the extensive tree cover in the catchment, in which there is now more than there was in the whole of Christchurch when settlers arrived. For the last four years, staff and volunteers from all over Christchurch and have worked to improve the biodiversity and river health in the catchment.

Project Kōtare is a programme of native ecosystem restoration along waterways in the 7000-hectare Pūharakekenui catchment over five years, creating a native riparian corridor that will benefit native biodiversity and improve the health of the river for years to come, creating a legacy for future generations.

Since 2021 this project has led to the planting of over 200,000 eco-sourced native plants on 27 private properties and 19 Christchurch City Council reserve sites; installed 4 kilometres of stock-proof fencing, completed 38 hectares of willow and weed control, managed predator control over 130 hectares, and contacted 50% of businesses within the catchment.

For the last four years, staff and volunteers from all over Christchurch have worked to improve the biodiversity and river health in the catchment. There have been over 15,000 volunteer hours dedicated to the project since the start of the project.



3.1.8 Ōtākaro clean-up project

The Avon-Ōtākaro Network are celebrating a milestone having just installed their first portable rubbish boom in the Ōtākaro. After two years of collecting, sorting waste and producing comprehensive data on the types of rubbish collected, the network received \$20,000 from the 2024/25 Sustainability Fund to step-up phase two of the project.

With four organisations regularly collecting rubbish, Health Rivers NZ via a boat, River Conservation using magnets and dive gear, Red Zone Dogs and a resident with his bike trailer, the group have removed over 10 tonnes of rubbish, over 160 road cones, 10 trolleys, at least 5 lime scooters and many other random items from the awa. The group also had help from Without Waste NZ who assisted with the sorting data and Riverlution who provided the space for a sorting station.

Having addressed the issue of legacy rubbish, they turned their attention to dealing with the floating rubbish coming off the stormwater system. Installing the portable rubbish boom had instant success, catching two floating plastic bottles within minutes of its installation.

The project is leaving a legacy of improved awa health, demonstrating what practical action towards sustainability and climate adaptation with environmental innovation and locally based kaitiaki can achieve.



3.1.9 The Green Lab has relocated to Rawhiti Domain

The Green Lab has relocated from Kaputahi Rongoā Reserve on Marshlands Road to its temporary new home at Rawhiti Domain. It is now situated off Keyes Road, in front of the Substation.

The new location was selected in partnership with Green Lab and with careful consideration of the crime prevention through environmental design principles recently highlighted in the CPTED report for Rawhiti Domain and Thomson Park.

This move marks an exciting milestone for Green Lab and will create more opportunities for those living in the east.



3.1.10 The New Brighton Community Garden Open Day

The New Brighton Community Garden hosted its annual Open Day on 1 November 2025, drawing a large crowd on a beautiful sunny day. Visitors enjoyed a wide range of activities and local offerings, including seedlings and homemade products created by the garden, such as super greens pesto, jams, and pickles.

There were also artisan items like remix earrings, and live performances from local bands The Wildflowers and Koutts. Lots of food options available, with a sausage sizzle, whitebait patties, fairy bread, lentil patties, and Devonshire tea, providing something for everyone. The event was a wonderful celebration of local talent, community spirit, and the joy of gardening.



3.1.11 Youth Alive Family Fun Night

The Youth Alive Trust hosted a Family Fun Night at Grace Vineyard Church, providing a fun and non-scary alternative to Trick or Treating. Youth, children, and parents attended in large numbers, enjoying carnival-style games, inflatables, and entertainment. Food trucks, a sausage sizzle, and candy floss were available, and a magician performed at 6:40 pm. The event offered a memorable evening of fun and community connection for all local families.



3.1.12 Woolston Gala 2025

The Gala was held at Woolston Park on Ferry Road on 8 November 2025 from 12 noon to 3pm. The Gala is all about celebrating Woolston and focuses on the following objectives:

1. Celebrate the rich history and diversity of the Woolston community and generate positivity and energy to help combat the struggles the community are experiencing.
2. The free event is recognised and anticipated by Woolston residents, with event activities that focus on building community connections.
3. The event provides an opportunity for community groups to work collaboratively with opportunities for future collaboration.
4. The event provides leadership, development or fundraising opportunities for volunteers or participants i.e. stage acts, stalls, etc.

Our aim is to create a positive, welcoming space where neighbours connect, groups collaborate, and everyone feels proud to be part of this community. We had representation from 30 groups, 3 local schools Te Waka Unua, Ngutawa Kura, and Te Aratai College. It was also a chance for volunteers and participants to grow, fundraise, and share what they do. Events aren't possible without the help of many people, this year with the co-ordination of Sarah Killoh we had a great bunch of volunteers helping including two young men who live adjacent to the park and 18 rangatahi and adults from Christ City Church. Huge thanks to all the planning group members from Woolston Development Project, Youth Town, Canterbury Neighbourhood Support and Council. The planning groups next steps are to debrief the event and develop an event plan for 2026.



3.1.13 Marshland Community Day 2025

The Marshland Hall Trust held their annual Community Day event at the Marshland Domain on 2 November 2025. With over 35 stalls on offer ranging from food trucks, handcrafts, community fundraisers and bouncy castles it was an action-packed day celebrating the best of the local community and to help raise funds and awareness for the Marshland Hall Project. The community showed up in force with peak numbers of 700 on the park at one point enjoying the range of local live music performances from school groups, individual students and other performers.



3.1.14 Tamai Sports – Summer Programmes

Tamai Sports provides inclusive and engaging sport opportunities for tamariki in the Linwood, Woolston, and Bromley communities. They currently offer a Touch Rugby competition for local schools, and a Cricket programme across Term 4 and Term 1 for Year 4–8 students. In Term 1 next year, they are excited to launch a 4-week Volleyball programme for Year 7–8 students.

Additionally, Taimai will be working with schools to support the Morning Momentum programme and offering lunchtime activations to help tamariki stay active and connected during the school day.

3.1.15 Kawai Pahi Eastgate Activation

Kawai Rangatahi have been trialing Car Park Activations within the Eastgate Mall Carpark with their Mobile Youth Pahi. The trust have been working with Eastgate Mall Staff to trial various pop up activations/activities safely within the carpark space to reduce the amount of anti-social behaviour present within the mall and to complement their already successful Kawai Club that operates within the Library fortnightly on Wednesday afternoons.



3.2 Participation in and Contribution to Decision Making

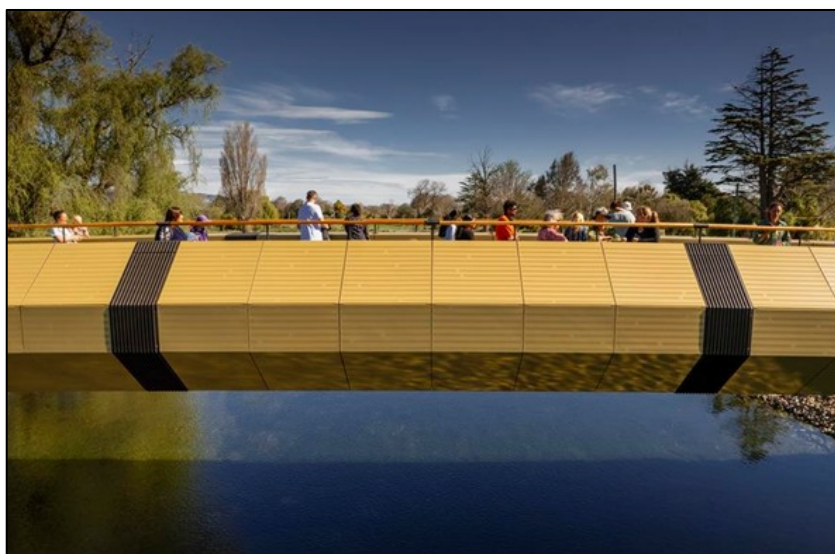
3.2.1 Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

- **Opening of Dallington Bridge**

The opening of the new Dallington Bridge was celebrated in the Ōtākaro Avon River Corridor (OARC) in September 2025.

A ceremony was held to mark the opening of the bridge, which is the fourth and final walking and cycling bridge to be constructed as part of the corridor's Regeneration Plan.

The opening was attended by mana whenua, elected members, community groups, and the Christchurch Earthquake Appeal Trust (CEAT), who provided the funding for the bridge.



- **Linwood Waterway/Drain Updates**

The third working bee event was held on Saturday 18 October 2025 with over a dozen residents volunteering to mostly weed and pick up rubbish along the pathway edges.

The final working bee for the year is scheduled for 20 December 2025. The bi-monthly working bee dates for 2026 will soon be confirmed.

The Play Preservation Trust have hosted a further pop-up play activation at 112 Tilford Street. The Linwood Drain Mural project is underway with students from Te Aratai College and Nick Lowry completing the project on the fences overlooking the drain at the rear of 19 and 20 Gow Place. The aim of the project is to engage with the local community, enhance the environment by cleaning up the walkway and improve the water quality to support the tuna living in the drain.

- **Wainoni Park**

The Waitai Coastal-Burwood-Linwood Community Board plan 2023-25 Aranui/Wainoni safety initiative priority to 'explore and investigate opportunities for wider use and activation of Wainoni Park by local community organisations and groups.

An advisory group was established to explore the option of a fitness trail for Wainoni Park. The following organisations had representatives join the advisory group including: Aranui Community Trust, Aranui Library, Sport Canterbury, A-Town Boxing Gym, Eastern Eagles Rugby League Club, St James and Haeata Schools as well as Park Planners. The advisory group meet several times including site visits to other parks with fitness trails/equipment to explore the options. A draft plan of the fitness trail equipment incorporated with an updated park landscape plan will go out for community feedback from early December through Kōrero mai | Let's talk, including engagement at AFFIRM on 6 December 2025. A report will be brought to the Community Board early in 2026 for approval.

Another smaller community project improving the amenities and community use of Wainoni Park has involved replacement of soft fall around the playground space in September and following this some play space community working bees to pick up rubbish and weed which has been led by Revive Church with support from Council Community Partnership Rangers. The first working bee was held during Play Week 21 October 2025 from 3.30pm to 4.30pm with 20 individuals and whānau involved. A further working bee took place on 18 November 2025 and one is scheduled for 2 December 2025.

- **New rangatahi drop-in clinic at Eastgate Mall**

Te Tahi Youth are partnering with Te Puawaitanga ki Ōtautahi Trust to offer a new weekly drop-in health clinic for 10 to 24 year olds. Launched on 6 November 2025 the nurse-led clinics are held each Thursdays upstairs in Eastgate Mall at Te Puawaitanga.



- **Renew Brighton Emergency Preparedness & Tsunami Evacuation Plans**

Renew Brighton organised a series of community meetings across Greater New Brighton to support residents in preparing for emergencies and to share information about tsunami evacuation planning.

The Greater New Brighton Community Emergency Response Team helped coordinate the sessions, while Christchurch City Council's Civil Defence Team delivered presentations on tsunami preparedness. This included updates on key changes to emergency response, such as the siren system.

Sessions were held in:

- **South New Brighton** on 21 August at The Bridge Hub
- **Waimairi** on 28 August at the Waimairi Beach Golf Club
- **Central New Brighton** on 11 September at the New Brighton Surf Lifesaving Club

3.2.2 Council Engagement and Consultation.

- **South New Brighton Domain Renewal**

The South New Brighton Domain Renewal project was approved at the Waitai Community Board meeting in September 2025. During the meeting, the Board noted that feedback from the local skate community had not been fully represented in earlier consultation.

In response, the project manager arranged a skate-specific community feedback session on Monday, 20 October, to ensure those voices were heard. Around 20 participants attended, including a mix of children, families, and long-time members of the skate community. The session provided valuable insights and helped strengthen engagement with a key user group of the park.



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

4.1 Customer Service Request/Hybris Report

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

4.2 Capital Endowment Fund - Cypress Garden/Bromley Old School Reserves - park improvements and renewals

At the Board's meeting on 8 September 2025 the Board resolved to ask that the Capital Endowment Fund be used to provide funding for a replacement advanced ramp in the Linwood Ward.

Advice has been sought from staff and they have advised that an application will need to be made to the Capital Endowment Fund, as per the appropriate process. This project may not be eligible as it is not a new project and projects already underway are not eligible. The Board are advised to feedback to any interested groups to contact their local community development advisor and they will assist with the process.

4.3 Graffiti Snapshot

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

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Waitai Coastal-Burwood-Linwood Community Board Funding Update November 2025	25/2369666	134
B  	Waitai Coastal-Burwood-Linwood Community Board Hybris Report September 2025	25/2265778	136
C  	Waitai Coastal-Burwood-Linwood Community Board Hybris Report October 2025	25/2266028	137
D  	Waitai Coastal-Burwood-Linwood Community Board Graffiti Snapshot September 2025	25/2266053	138

Signatories Ngā Kaiwaitohu

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

Waitai Coastal-Burwood-Linwood 2025-26 Community Board Funds - Updated as at: 18 November 2025		
Waitai Coastal-Burwood-Linwood Discretionary Response Fund	Allocation 2025-26	Board Approval
DRF Carry Forward	\$40,000.00	
Transfer from SCF (\$712,717 start balance less \$659,700 granted)	\$53,017.00	11.08.25
Establish the Waitai Coastal-Burwood-Linwood Youth Development Fund	(\$8,500.00)	11.08.25
Establish the Waitai Coastal-Burwood-Linwood Anzac Day Expenses Fund	(\$500.00)	11.08.25
Establish the Waitai Coastal-Burwood-Linwood Koru Fund	(\$5,000.00)	11.08.25
Establish the Waitai Coastal-Burwood-Linwood Summer with Your Neighbours Fund	(\$4,500.00)	11.08.25
Establish the Waitai Coastal-Burwood-Linwood Community Board Awards Fund	(\$8,000.00)	11.08.25
Grant to Youth and Cultural Development towards FRESH in the East	(\$7,500.00)	11.08.25
Grant to Kawai Rangatahi towards the Outdoor Movies and Youth Week Event	(\$3,500.00)	11.08.25
Granted to Date	(\$37,500.00)	
Available Balance	\$55,517.00	
Waitai Coastal-Burwood-Linwood Youth Development Fund	Allocation 2025-26	Approval
Establishment of the 2025-26 Youth Development Fund	\$8,500.00	11.08.25
A grant of \$200 to Johnathan Tamepo to travel to the New Zealand Māori Rugby league tournament in Rotorua	-\$200.00	21.08.25
A grant of \$350 to Dylan Lowe to attend the 2025 Hip Hop World Championships in Prague	-\$350.00	21.08.25
A grant of \$200 to Lewis Monk to represent the junior New Zealand Black Fins at the Internation Surf Lifesaving competition at Mount Maunganui	-\$200.00	21.08.25
A grant of \$400 to Mina and Pūmau Tana to travel with their team to Bali to perform at the Nusantara Folklore Festival	-\$400.00	21.08.25
A grant of \$250 to Amaleila to represent New Zealand at the upcoming TaUILa International Tag Series in Sāmoa	-\$250.00	21.08.25
A grant of \$250 to Amasio to represent New Zealand at the upcoming TaUILa International Tag Series in Sāmoa	-\$250.00	21.08.25
A grant of \$100 to Paulini Rabbitu to attend the Canterbury Rugby League Nationals in September at the Ngā Puna Wai Sports Hub	-\$100.00	31.08.25
A grant of \$250 to Grace Chamberlain to attend the 2025 XP Gymnastic Nationals in Auckland	-\$250.00	20.09.25
A grant of \$100 to Ava-lea Maxwell-Ogilvy to attend the National Youth Tournament in Ōtautahi representing the Canterbury Bulls	-\$100.00	20.09.25

Youth Development Fund Available Balance	\$6,400.00	
Waitai Coastal-Burwood-Linwood Koru Fund	Allocation 2025-26	Approval
Establishment of the 2025-26 Koru Fund	\$5,000.00	11.08.25
A grant of \$500 to St Paul's Evangelical Lutheran Church to deliver its Spring Fling Community Event held at St Paul's Church.	-\$500.00	25.08.25
A grant of \$492 to Emma Woods towards the costs purchasing materials to build go-karts with the Linwood Avenue Community Corner Trust Girls Group.	-\$492.00	25.08.25
Koru Fund Available Balance	\$4,008.00	
Better Off Funding		Approval
Allocated funds	\$500,000.00	
Waitai Coastal-Burwood-Linwood Community Governance Team towards the Waitai Youth Board Project	(\$30,000.00)	11.12.2023
The New Brighton and Districts Historical Society and Museum Incorporated towards employing a part time curator.	(\$26,000.00)	06.05.2024
Christchurch City Council Parks Unit towards the costs of two shade sails and two picnic benches at the New Brighton Play	(\$32,000.00)	06.05.2024
Anglican Diocese of Christchurch Parish of Shirley towards the All Saints Community Facility Outdoor Space	(\$20,000.00)	06.05.2024
Kāwai Rangatahi Trust towards the Kāwai Rangatahi Mobile Youth Centre.	(\$41,394.00)	06.05.2024
Woolston Development Project towards the Woolston Gala Event for 2024, 2025 and 2026 (\$7,000 per year).	(\$21,000.00)	06.05.2024
Dallington Residents Association towards the provision of Skip Days and Community Events for 2024, 2025 and 2026 (\$15,000 per year).	(\$15,000.00)	06.05.2024
Aranui Community Trust A.C.T.I.S towards the Parking Security	(\$32,470.00)	06.05.2024
New Brighton Project Incorporated towards the New Brighton Seaside Christmas Parade for 2024, 2025 and 2026 (\$10,000 per year).	(\$30,000.00)	06.05.2024
The Green Lab towards The Green Lab Mobile Workshop.	(\$35,000.00)	06.05.2024
A Town Boxing Incorporated towards the Roof Repairs.	(\$84,052.00)	06.05.2024
The Pūkeko Centre Incorporated towards the Pūkeko Centre Activation.	(\$30,000.00)	06.05.2024
Parklands United Sports Club - Parklands Community Centre Activation	(\$30,000.00)	10.06.2024
Return of the Waitai Coastal-Burwood-Linwood Community Governance Team towards the Waitai Youth Board Project	\$30,000.00	07.10.2024
Bromley Community Association Inc towards the Activate Bromley Project	(\$16,040.00)	07.10.2024
Bromley School - Outdoor Volleyball Space	(\$5,295.00)	10.03.2025
Christchurch City Council – Facilities and Property Unit - Woolston Memorial Board Restoration	(\$8,256.00)	07.04.2025
EnviroHub Trust - Stormwater Superhero Trailer	(\$14,000.00)	12.05.2025
New Brighton Community Garden Kitchen Upgrade	(\$14,000.00)	08.09.2025
Sustain South Brighton Common Ground Consent Project	(\$11,500.00)	08.09.2025
Better Off Fund Balance	\$33,993.00	

Ticket Report

01 09 2025 - 27 09 2025

Filter by Ward

Coastal-Burwood-Linwood

Filter by month

2025 (Year) + September (Month)

3122

Reported Tickets last month

90.94%

Resolved within SLA

Status as of Report Date

Closed/Resolved

70.44%

Open

28.06%

Programmed Work

1.51%

Channels

Website 725 (23%)

Snap, Send, Solve 777 (25%)

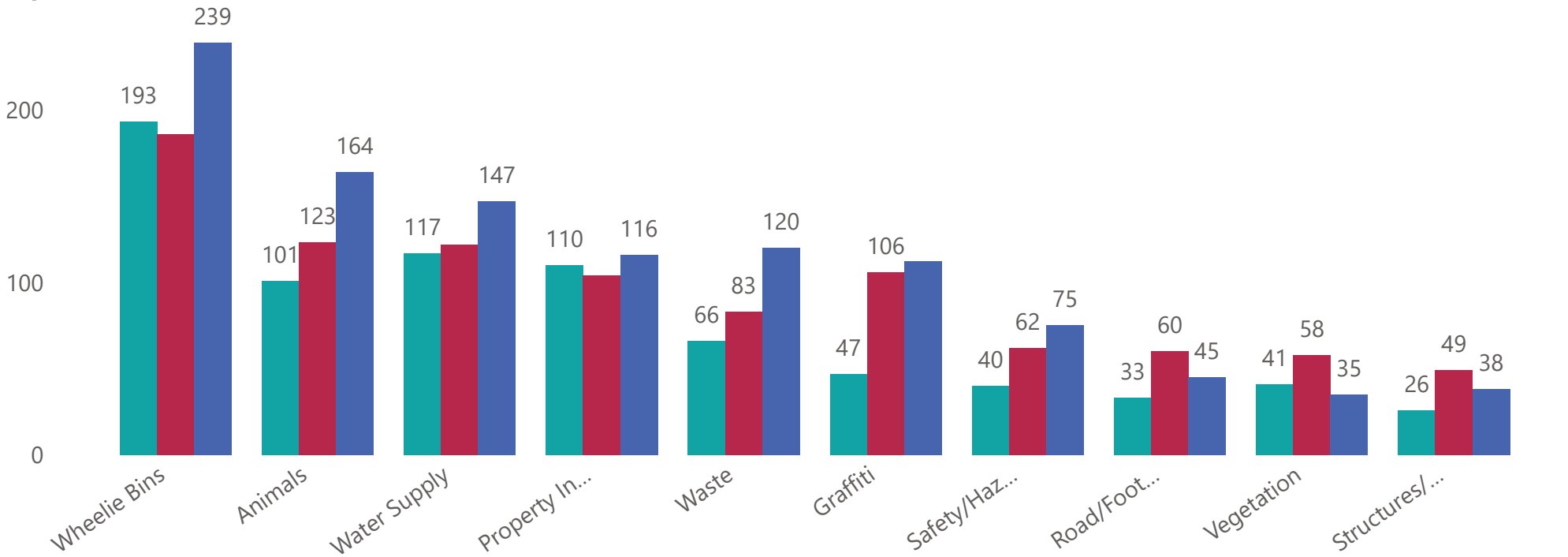
Phone/Email/Walk... 1620 (52%)

Top 10 Incident Categories

Burwood

Coastal

Linwood



Top 10 Object Categories		
# Tickets	ObjectCategory	+/- Previous Month
246	Litter	-47
235	Damaged Bin	36
216	Water Leak	87
192	Bin Not Collected	27
185	Graffiti - Fence, building or structure	12
141	Residential LIM	28
108	Residential Property Files	-2
93	Dog Registration	19
83	Missing Bin	11
76	Trees	33

Report date:
30 Sep 2025

Ticket Report

01 10 2025 - 31 10 2025

Filter by Ward

Coastal-Burwood-Linwood

Filter by month

2025 (Year) + October (Month)

3635

Reported Tickets last month

90.21%

Resolved within SLA

Status as of Report Date

Closed/Resolved

68.56%

Open

29.44%

Programmed Work

2.01%

Channels

Website 888 (24%)

Phone/Email/Wal... 1781 (49%)

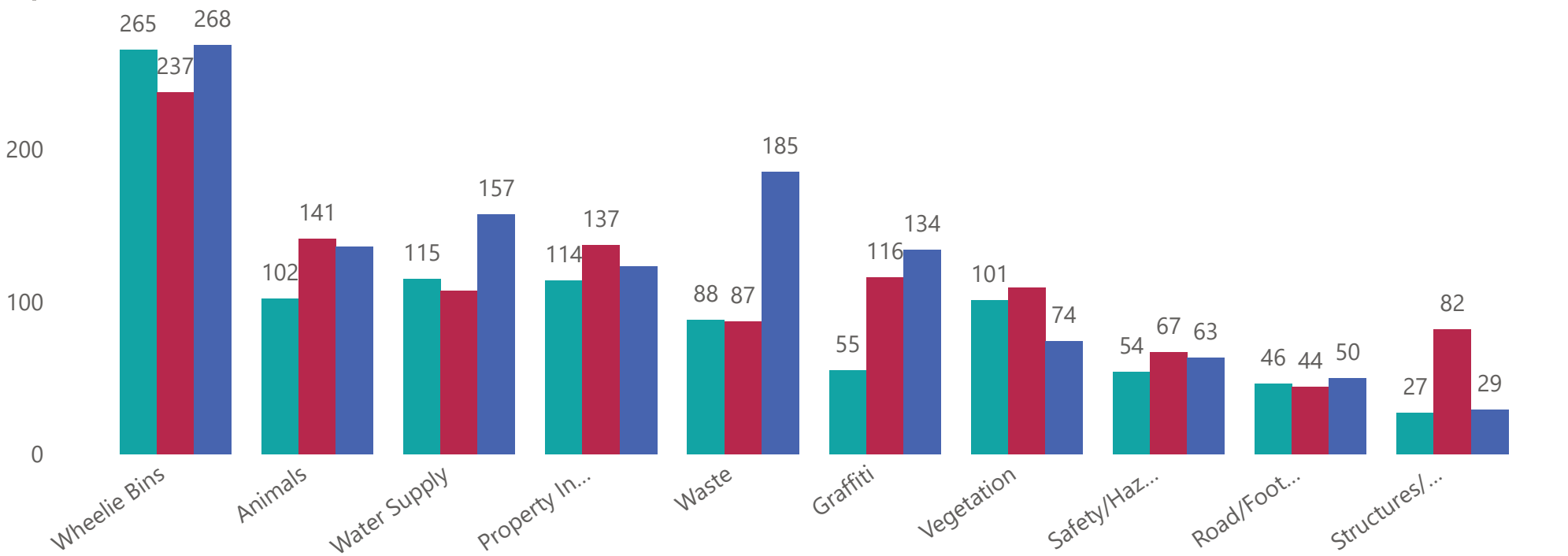
Snap, Send, Solve 966 (27%)

Top 10 Incident Categories

Burwood

Coastal

Linwood



Top 10 Object Categories		
# Tickets	ObjectCategory	+/- Previous Month
323	Litter	49
311	Damaged Bin	46
280	Bin Not Collected	67
219	Graffiti - Fence, building or structure	-1
210	Water Leak	-28
191	Trees	107
142	Residential LIM	-8
126	Residential Property Files	12
96	Dog Registration	-13
73	Wandering dog	-3

Report date:
02 Nov 2025

GRAFFITI SNAPSHOT September 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	Graffiti reported September 2025	Graffiti reported August 2025	% Monthly Change
Central	784	695	13%
Heathcote	251	129	95%
Spreydon	156	110	42%
Coastal	127	107	19%
Linwood	115	91	26%
Innes	107	58	84%
Hornby	63	55	15%
Burwood	56	50	12%
Riccarton	54	49	10%
Papanui	50	44	14%
Cashmere	47	66	-29%
Halswell	38	36	6%
Fendalton	27	21	29%
Banks Peninsula	24	20	20%
Harewood	13	30	-57%
Waimairi	10	4	150%
Unknown	3	5	-40%
Total	1,925	1,568	23%

Ward	Graffiti cleaned mtrs2 September 2025	Graffiti cleaned mtrs2 August 2025
Central	1539	2025
Heathcote	1151	386
Coastal	349	637
Halswell	290	
Linwood	275	356
Spreydon	189	569
Papanui	140	120
Hornby	134	155
Riccarton	129	62
Burwood	113	65
Innes	112.5	117
Harewood	87	134
Cashmere	36	52
Fendalton	26	21
Banks Peninsula	21	38
Waimairi	9	5
Unknown		4
Total	4599	4804

Reporting Hot Spots

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

Suburb	Reports made September 2025	Reports made August 2025
Central City	634	549
Sydenham	156	80
Addington	112	78
New Brighton	82	65
Linwood	78	73
St Albans	67	46
Waltham	52	44
Woolston	50	36
Hornby	45	35
Richmond	43	24
Shirley	40	8
Spreydon	32	13
Papanui	27	35
Lytelton	25	18
Riccarton	25	30
Phillipstown	24	25
Hoon Hay	21	19
Sockburn	21	20
Upper Riccarton	21	9
South New Brighton	19	19
Bromley	18	13

Removal Hot Spots

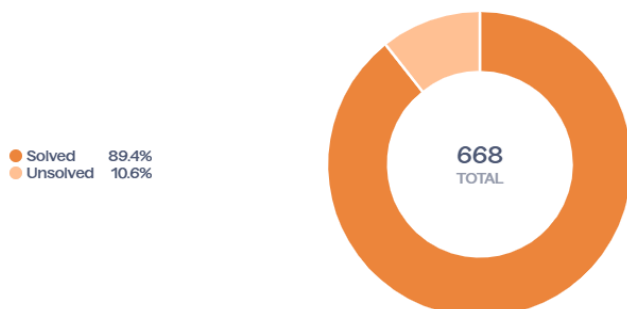
Locations with the most graffiti removed (m2)

Street	Cleaned graffiti m2
Washington Way Reserve	371
Tuam Street	148
Ferry Road \ Bridle Path Road, Ferry Road	125
Curlett Stream Branch, Curlett Stream to Hw 4488	110
Dickeys Road, Main North to Coutts Island	80
Brougham Street, Opawa to Ensors	75
Colombo Street	68
Waltham Road, Wordsworth to Mowbray	61
Durham Street South, Sandford to Moorhouse	58
Curletts Road, Parkhouse to Lunnis	55
Pilgrim Place	53
Thomson Park	51
Chelsea Street, Russell to Pamela	44
South New Brighton Beach	44
Cathedral Square	41
Allen Street \ Madras Street, Central City	40
Sylvan Street, Hillmorton to End	40
Cathedral Square, Worcester to Colombo	39
Curletts Road, Lunnis to Christchurch Southern	39
Parklands Reserve	38
South New Brighton Park	38
Barbadoes Street	37
Cass Street, Orbell to Colombo	36
Linwood Park	36
Avondale Playground	36
Rawhiti Domain	35

GRAFFITI SNAPSHOT September 2025

Further Insights

Snap Send Solve
Feedback from our customers last month



Monthly Draw Winner:



Duplicate Tickets - Deflections stop duplicate requests before they're created – saving time and contractor costs.

Potential Duplicates	Deflections
845	330

Volunteer Safety

Please report any Incidents or near misses within 24 hours to 027 211 4766/941 8485 or graffitiprogramme@ccc.govt.nz

Latest artwork – Artist Frankie Bakker

'Navigate' Questions the tools we use to navigate through life, do they serve us holistically or are we being served! The playful imagery of the seagulls 'mag-pie-ing' devices and stimulants (cell phones, step-tracking watches, time, laptops) sends a message to retune, retune back to the rhythms of the ocean and the joys of nature - like an old sailor man who can feel the weather turning and understands the currents of the waters. Inspired by travel through Greece and Bali where she and her friend would leave the tourists to dance on the stone castle in the ocean (Paros) or the secret bay out by Devil's Tears in Bali.



Located at
80 Owles
Terrace,
New
Brighton

17. 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
Public Forum - Winter Fireworks - Danette Wereta	11 August 2025	10 November 2025	Recreation, Sports & Events	Events & Arts
Correspondence	8 September 2025	8 December 2025	Three Waters	Asset Planning Water & Wastewater
Cypress Garden/Bromley Old School Reserves - park improvements and renewals	8 September 2025	8 December 2025	Parks	Community Parks
Grant an Easement over Birkdale Reserve	6 November 2023	16 December 2025	Facilities & Property Unit	Property Consultancy
North Beach Surf Life Saving Club- approval for new build and lease	11 August 2025	10 January 2026	Facilities & Property Unit	Property Consultancy
Public Forum - James Ridpath - Rawhiti Domain Play Equipment	10 June 2024	31 January 2026	Parks	Parks & Recreation Planning
Proposed Time Restrictions: Broadpark Road	11 August 2025	16 February 2026	Transport & Waste	Traffic Operations
Chelsea Street Renewal - Linwood Woolston CRAF	11 August 2025	28 February 2026	Transport & Waste	Project Management
Public Forum - Spokes Canterbury	8 September 2025	9 March 2026	Transport & Waste	Traffic Operations
South New Brighton Park development- design approval	8 September 2025	27 March 2026	Parks	Community Parks
67989 Improving Bromley's Roads - Scheme Design for Approval and Approval to Proceed with Detail Design and Construction	9 December 2024	31 March 2026	Transport & Waste	Project Management
Grant of Electricity Easement over Linwood Park	11 August 2025	31 March 2026	Facilities & Property Unit	Property Consultancy
New Brighton Community Gardens - proposed new lease	10 March 2025	12 December 2026	Facilities & Property Unit	Property Consultancy

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

REPORT TITLE/AGENDA SECTION	MEETING DATE	DUE DATE	ACTION CLOSURE DATE	UNIT	TEAM
Bus layover for bus routes 5 and 135 - New Brighton	11 August 2025	10 November 2025	30 September 2025	Transport & Waste	Traffic Operations
Bus stop upgrades on Estuary Road near Bridge Street	11 August 2025	10 November 2025	30 September 2025	Transport & Waste	Traffic Operations
Commercial Recreation Opportunity - QEII Park - Five Under Par - Lease Update	8 September 2025	8 December 2025	25 November 2025	Facilities & Property Unit	Property Consultancy
Ferry Road/Hargood Road/Radley Street Pedestrian Improvements	8 September 2025	8 December 2025	15 September 2025	Transport & Waste	Traffic Operations
North Beach - Proposed Carpark Improvements	8 September 2025	8 December 2025	25 November 2025	Transport & Waste	Traffic Operations
OARC: Lake Kate Sheppard Sector and Bower Park Landscape Plan	8 September 2025	8 December 2025	2 December 2025	Parks	Residential Red Zone
QEII Master Plan updates - play space, basketball court and toilet development	8 September 2025	8 December 2025	15 September 2025	Parks	Community Parks
Tree Removals - CRAF Marine Parade Street Renewal	8 September 2025	8 December 2025	15 September 2025	Technical Services & Design	Technical Services & Design
Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - New Brighton Community Garden and Sustain South New Brighton	8 September 2025	8 December 2025	29 September 2025	Community Support & Partnerships	Governance (Coa-Bur-Lin)



Waitai Coastal-Burwood-Linwood Summer with your Neighbours 2025/26	8 September 2025	8 December 2025	29 September 2025	Community Support & Partnerships	Governance (Coa-Bur-Lin)
Date of First Ordinary Meeting	10 November 2025	9 February 2026	11 November 2025	Community Support & Partnerships	Governance (Coa-Bur-Lin)