

Waitai
Coastal-Burwood-Linwood Community Board
MINUTES ATTACHMENTS

Date: Monday 8 December 2025
Time: 4.31 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

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Proposed Benefits of Increased Parking Spaces at Burwood Park

I. Enhanced Safety for Sports Club Workers

Insufficient parking, especially during evening sports and events, forces attendees and staff to park further away in dimly lit, undesignated, or street-side locations, creating significant safety hazards.

Benefit Area	Description
Increased Personal Security	Provides staff (coaches, administrators, volunteers, and facility managers) a safer, shorter, and well-lit path from their workplace to their vehicle after late-night shifts or meetings. This mitigates the risk of accidents, assaults, or property crime in remote, dark areas (a known risk for night workers).
Improved Visibility and Surveillance	A consolidated, well-planned car park allows for better lighting coverage and the potential installation of security cameras, enhancing passive surveillance and acting as a deterrent to criminal activity.
Reduced Congestion on Public Roads	Less overflow parking onto nearby residential streets and main thoroughfares reduces the chance of pedestrian-vehicle accidents in low-visibility night conditions, benefiting the entire local community.
Clear Access for Emergency Services	Ensures that illegally parked vehicles do not block fire lanes or access points, guaranteeing rapid entry for police or fire services if an incident occurs at night.

II. Improved Accessibility and Inclusivity (Disabled Parking)

A core principle of public park management is ensuring equal access for all community members, including those with mobility challenges. Increasing parking capacity allows for the provision of adequate, compliant, and convenient disabled parking.

- **Compliance with Standards:** Allows for the allocation of the legally required number of mobility parks that meet size specifications (wider spaces for safe transfer with mobility aids like wheelchairs or power scooters).
- **Close Proximity Access:** Ensures dedicated mobility parks are located as close as possible to key facilities (clubrooms, fields, public toilets, playgrounds), significantly reducing the travel distance for permit holders.
- **Promoting Inclusivity:** Encourages greater participation in park activities and spectating by elderly individuals, people with temporary or permanent disabilities, and families transporting bulky mobility equipment.
- **Reduced Misuse:** Clearly marked and well-maintained accessible spaces, supported by overall increased parking availability, helps to reduce the temptation for non-permit holders to park in these essential bays.

III. Critical Emergency Response Provisions (Ambulance Turning Space)

The ability for emergency vehicles to access, manoeuvre, and exit the park area rapidly is a matter of life and death, particularly for sports grounds where injuries are common.

- **Dedicated Turning and Manoeuvring Space:** The design of the new parking area can incorporate a dedicated turning circle or clear open space to accommodate the large turning radius of an ambulance or fire engine. This is crucial for quick departure after an emergency pickup.
- **Unobstructed Access Routes:** Clearly defined driveways and emergency access points, supported by sufficient general parking, prevent the area from being choked by illegally parked or double-parked vehicles during peak times.
- **Safety for Paramedics and Patients:** Ensures that an ambulance can pull up safely and immediately next to the patient pick-up point, allowing paramedics to work efficiently and transfer the patient without navigating through parked cars or narrow gaps.

IV. General Community and Operational Benefits

Benefit Area	Description
Reduced Parking Frustration	A decrease in the time spent searching for a park translates to a better, less stressful experience for all park users and visitors to sporting events.
Better Traffic Flow	Planned parking layouts, including clear entrance/exit points, help to manage vehicle flow during busy periods, preventing bottlenecks on surrounding streets.
Support for Community Events	Provides the necessary capacity to comfortably and safely host larger community events, tournaments, and festivals, increasing the park's utility as a community hub.
Positive Local Relations	Reduces conflict and inconvenience for residents by stopping event attendees from using residential street parking, driveways, and nature strips.

Summary Conclusion

The investment in increasing and appropriately designing parking spaces at Burwood Park is not merely a convenience; it is a **critical infrastructure upgrade** directly contributing to the **safety of night workers**, upholding the principle of **community-wide accessibility**, and ensuring **effective emergency response** for all park users.

Thankyou!!!





Current Problem





Burwood Park

Solutions???

Driveway

Westside

Eastside

Solutions??

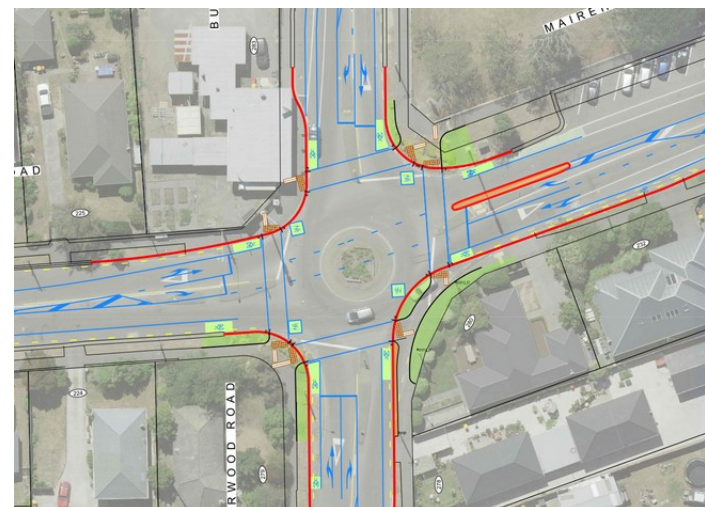
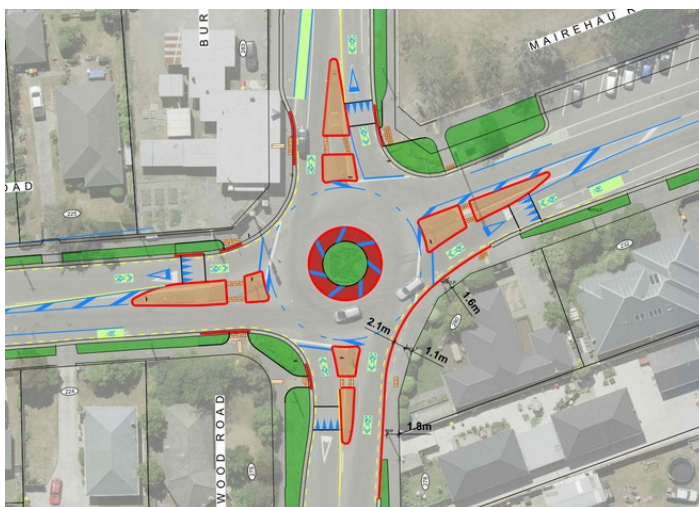


Benefits (see handout)

Thank you

Thoughts on the Mairehau/Burwood intersection

Presentation to the Waitai Coastal-Burwood-Linwood Community Board
Stephen Wood, Dec 2025



CAS database: 48 crashes in 15 years (32 non-injury, 12 minor, 4 serious)



A decision be based on what?

- Safety?
- Traffic flow?
- MV drivers Heavy/light?
- Road users on foot/bike?
- Disabled road users?
- Cost?
- Popularity/politics?



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Future Cycle Transport Plan

Figure 6. Completed and planned major and local cycleway network



Cashmere/Dyers/Colombo

City roundabout 'downgrade' an 'abomination'

Road safety
Phoebe Uttridge

22/10/24

A notoriously dangerous Christchurch roundabout has been upgraded, but now some road users are suggesting "downgrade" may be a better word for the work done.

The roundabout, at the foot of the Port Hills, connects Dyers Pass Rd, Cashmere Rd, Colombo St and Centaurus Rd. It received \$700,000 worth of traffic safety improvements earlier this year after it was deemed a "high-risk area", with 10 people seriously injured there in the last 10 years.

It is a busy thoroughfare, with many people travelling through by car, bike and walking to various schools in the area.

When the city council asked for feedback on a design to make the roundabout safer, more than 400 submissions were made, with most saying traffic signals were the only way to improve the safety and operation of the intersection. Despite that, the plan to revamp the roundabout was approved in April last year and was undertaken this year.

Diane Hayes drives through the new roundabout four times a day as she drops her kids at school Governors Bay. She said the design "just doesn't make sense." "They've just added all of these extra hazards," Hayes said the installation of a speed bump



The positioning of pedestrian crossings at the entrance and exits to the roundabout have raised concerns. PHOTO: PHOEBE UTTRIDGE/STUFF

going uphill on the Dyers Pass Rd exit was particularly confusing. "Why would you do that? The trucks are going to have to gun it to get up the hill," she said.

She said the pedestrian crossings were too close to the roundabout and put people walking across the road at risk. "We're not used to looking for people ready to cross on a crossing when going around a roundabout. I've seen at least three very close calls of cars having to stop for pedestrians, and then all the cars start backing up through the roundabout."

Hayes said she had submitted feedback when it went to public consultation, but felt the community's opinion was ignored. "The council did not listen and now it's just turned into this horrific abomination," she said.



Some road users were stumped as to why a speed bump had been installed on an uphill exit to the roundabout.

Kevin Hornbrook said he "did not have enough eyes in my head to feel safe" when using the roundabout.

Arron Eades said he did not feel more safe when he was on his bike. "I feel I have less space and more angered motorists."

When driving, he was nervous about checking pedestrian crossings as well as traffic. "I feel someone is going to get rear ended and pushed into a pedestrian eventually," he said. "A bus driver, who did not want to be named, said manoeuvring through the roundabout was an 'obstacle course'."

Michelle Fletcher said it was just the same, but "with more hazards." Traffic lights would be better. She thought "sharrows", arrows

encouraging cyclists to take the lane in front of cars, were a "waste of green paint". A cyclist herself, she said people had to be very confident to use sharrows, because they require the person on a bike to "claim the road".

Amira Aman, of Cashmere, she said "downgrade would perhaps be a better description, rather than upgrade." "It's just dangerous."

Christchurch City Council transport operations manager Stephen Wright said the roundabout was classed as "high risk" due to being well used by people walking, biking, motorcycling and driving, and being in close proximity to schools. "That means that using [it] carries a higher than usual risk, when taking into account the likelihood and consequence of fatal or serious injury crashes."

The design used was new to Christchurch, Wright said. The "safe speed platforms" and narrow circulatory carriageway were to slow vehicles down as they approached and travelled through the roundabout. "Having people enter the intersection more slowly means that everyone has more time to react, reducing the likelihood and severity of any crashes," he said.

Wright said the large concrete area at the bottom of Dyers Pass Road and around the circulatory carriageway had been designed to be driven over by larger vehicles if required. "Feedback received from the community has been mixed," he said.

Unpopular changes 'actually worked'

ROAD SAFETY
Tina Law

21/7/25

Unpopular changes to a Christchurch roundabout once described as an "abomination" have improved safety, according to a new report.

Christchurch City Council spent \$700,000 in April last year installing raised platforms, speed humps, zebra crossings and cycle crossings at the roundabout on Colombo St, at the junction with Cashmere, Centaurus and Dyers Pass roads.

While a number of local residents applauded the work, some were not so happy and told *Stuff* in October that the roundabout had become a "horrific abomination".

About a year after the work was completed, the council engaged engineering consultancy Urban Connection to conduct an independent safety review of the roundabout, comparing before and after data.

The review, sent to community board members and councillors earlier this month, found a significant improvement in the safety of the roundabout.

A reduction in speed was one of the biggest impacts, the assessment found.

Before the work was done, most motorists were travelling between 35kph and 45kph, with some speeds in excess of 70kph.

Since the work was completed, most vehicles travelled between 20kph and 35kph. Few vehicles exceeded 40kph and almost none went higher than 50kph.



Cars now have to give way to pedestrians and cyclists crossing at the roundabout. IAIN MCGREGOR/THE PRESS

Evidence shows that if people are hit by a vehicle travelling at 50kph there will only be a 20% chance they will survive. At 30kph the survival rate increases to 90%.

"Lower speeds not only reduce crash severity but also improve driver awareness and reaction time, reducing the likelihood of a crash," the assessment said.

Thousands of vehicles use the roundabout each day, including more than 2250 vehicles during the morning peak and more than 2400 in evening rush hour.

The assessment also measured "conflicts" that happened when road users were on a collision course and were forced to take evasive action. The overall trend again showed substantial safety improvements.

However, the report did say there was a small increase in conflict rates between

7.30am and 9.30am, but that was potentially due to increased congestion.

The report also recommended the council look at redesigning the intersection in the long-term to further increase safety, which could involve installing traffic lights.

Beckenham Neighbourhood Association chairman Dave Kelly said he used the roundabout as a motorist, pedestrian and cyclist and he had noticed cars had definitely slowed down.

"It used to be that you couldn't cross anywhere near the roundabout. It was quite scary because cars came up to it so fast."

Now they had to slow down due to the speed bumps and raised crossings.

Kelly said some people got grumpy about the work but the association surveyed its residents and 90% were in favour.

Some people just wanted to get from one side of town to the other and did not want anything getting in their way, he said.

"It seems to me to be working quite well. I think they've done a pretty good job."

Cashmere ward councillor Tim Scandrett said the roundabout is much safer now and the report confirmed that.

"It's safer for all road users and I think it is something we can be really proud of."

However, he believed the speed hump going up Dyers Pass Rd needs to go because it serves no purpose, but he did not think it is causing too much grief.

"Nothing is perfect, but it's a hell of a lot safer than it was."

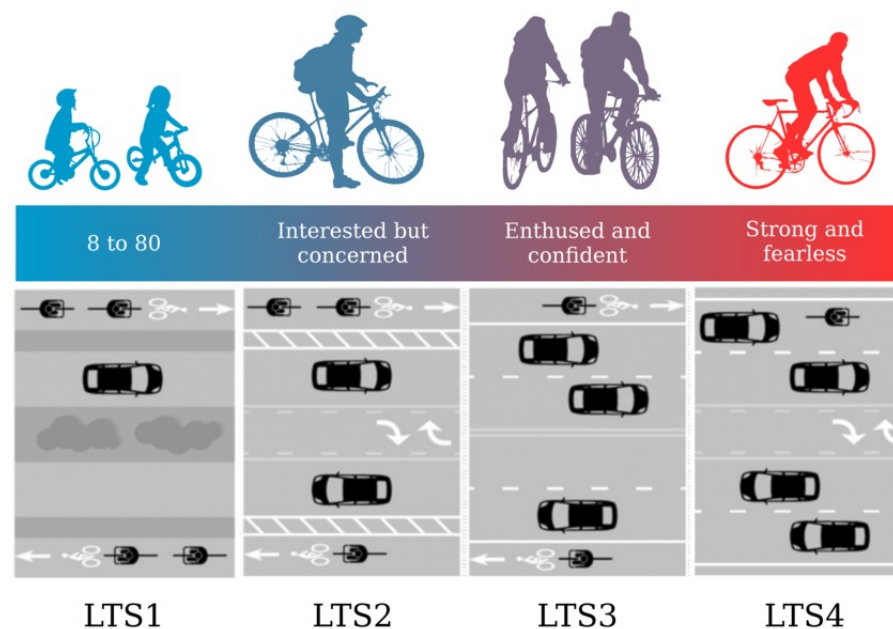
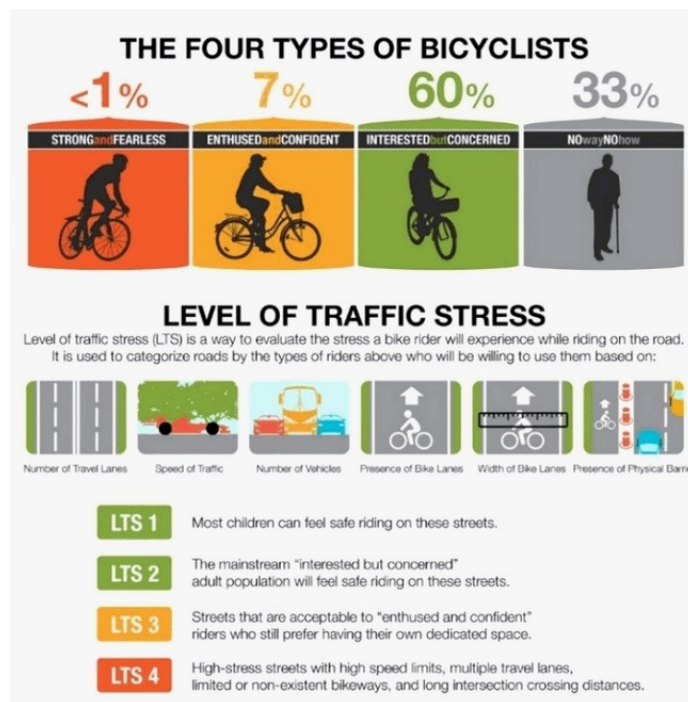
- Waihoru board opted for roundabout
- Polarised opinions
- Seems to be working
- An ongoing story?

Summary

- I'm for either option
- A fact-based decision
- Vulnerable road users
- Choices for cycles
- I know how to avoid it

- On the additional crossing for B. Rd
- YES, please
- Not just hospital?
- No.7 bus stop!

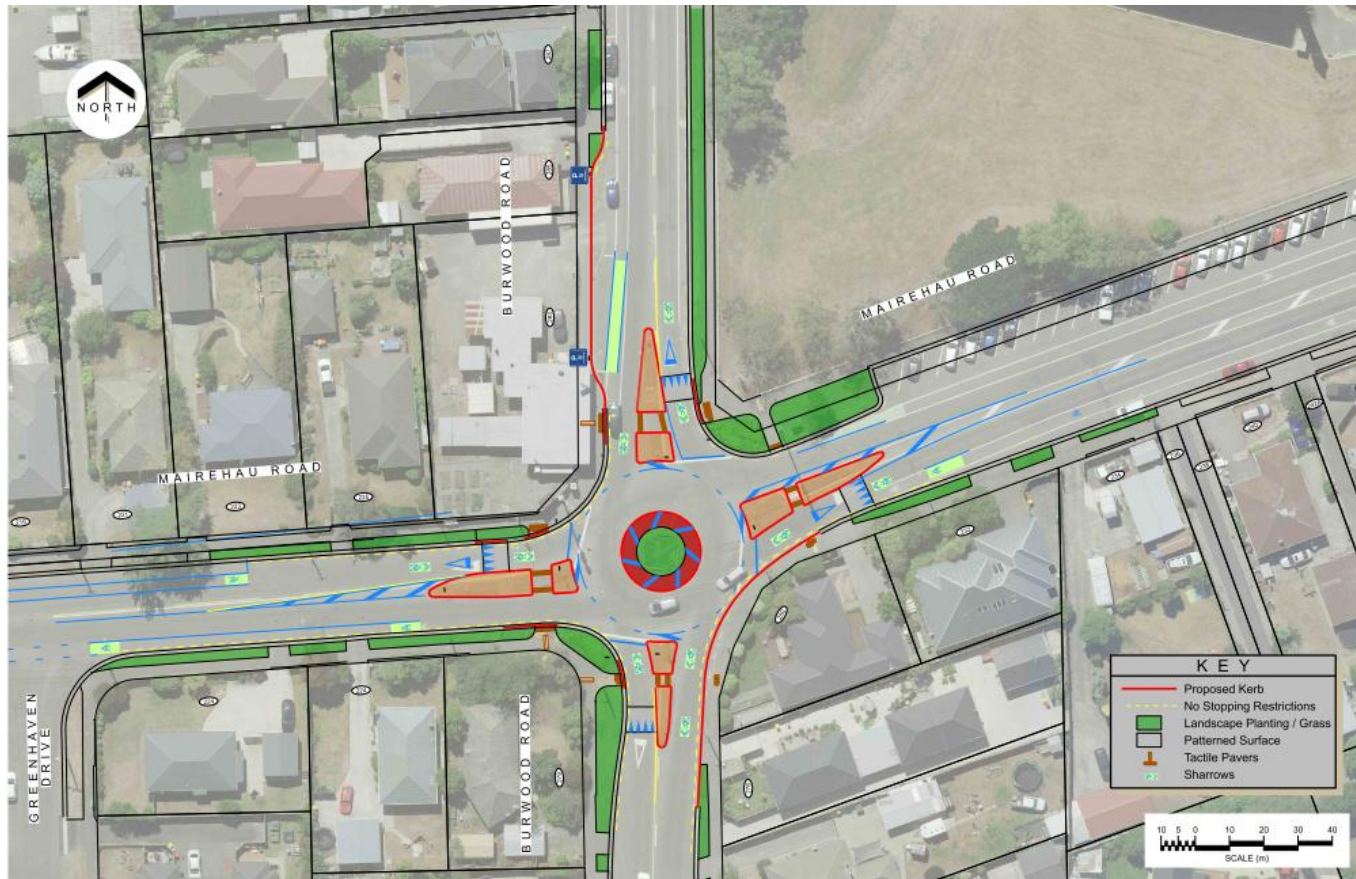
Not all cyclists the same



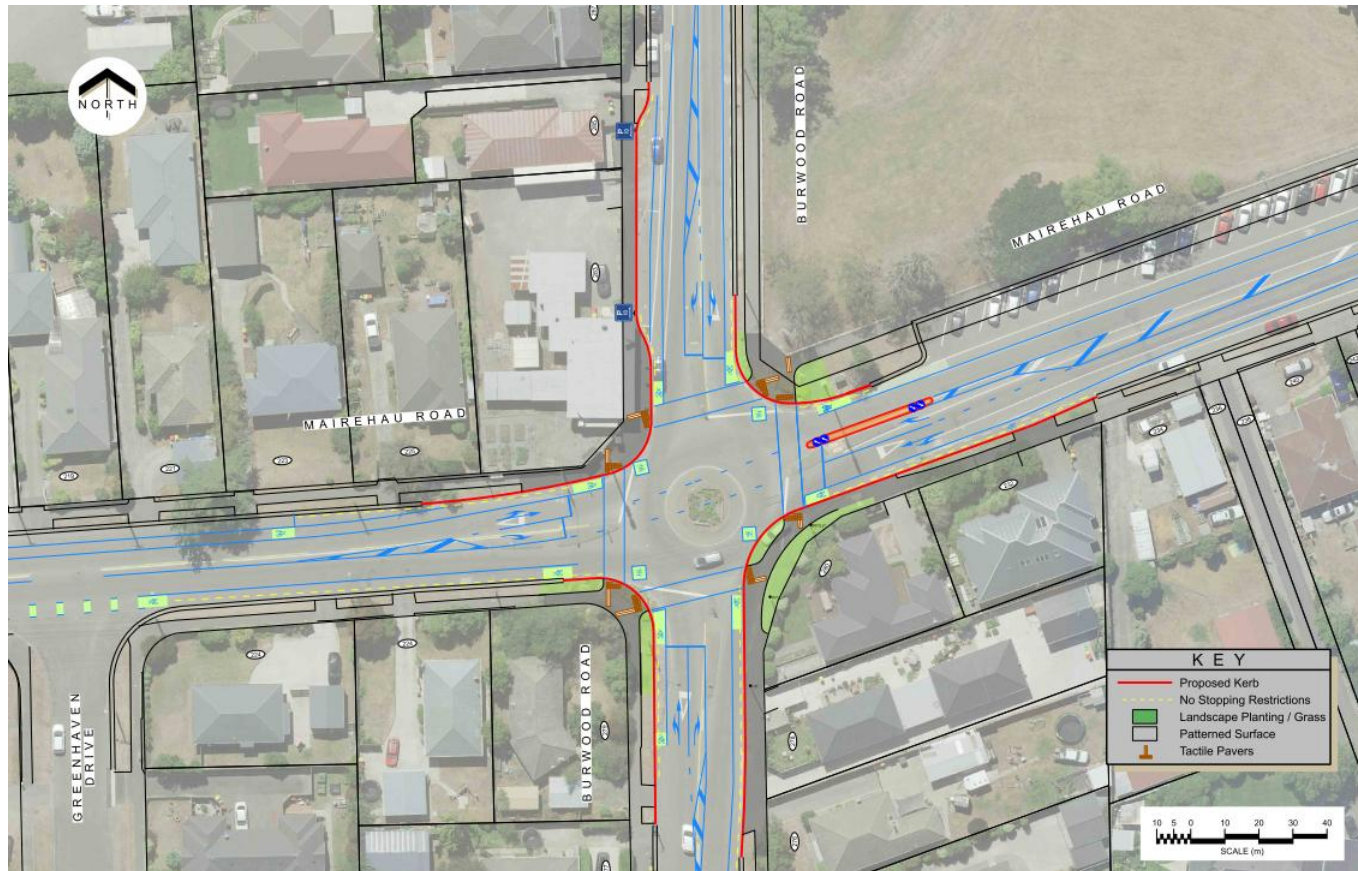
Burwood Road/Mairehau Road intersection improvements

**Waitai Coastal-Burwood-Linwood Community
Board 08/12/2025**

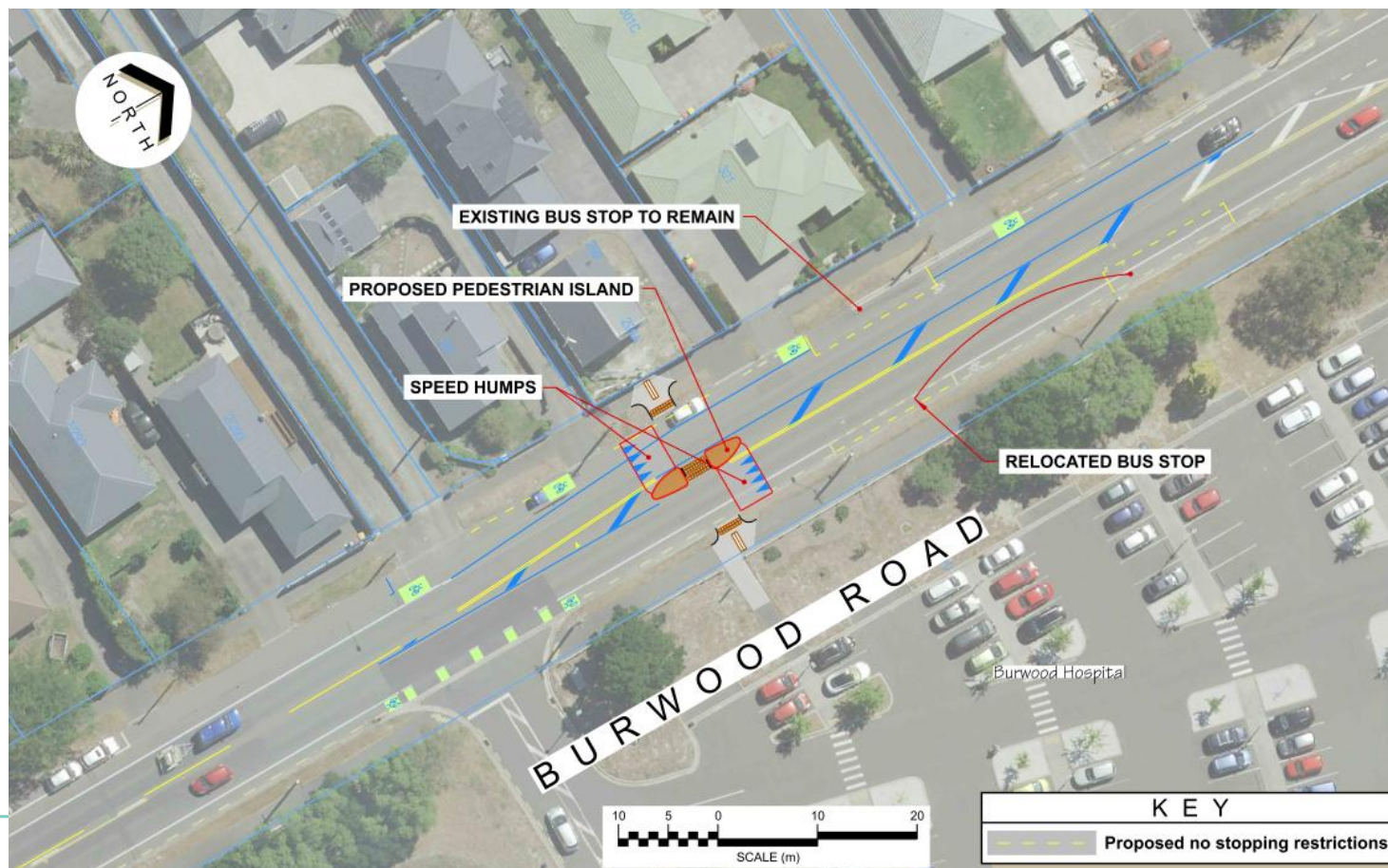
Roundabout



Signalisation



Pedestrian refuge island



	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 <ul style="list-style-type: none"> - Intersection improvements (10) - Cycle lanes (3) - Refuge island (4) 	18 carparks <ul style="list-style-type: none"> - 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.

Next steps

- Community Board decision and recommendation to Council on Part A matters
- Council Decision on Part A matters: Date TBC
- Investigations (being undertaken as part of wastewater renewals): Jan/Feb
- Detailed Design: Feb – May
- Construction: Aug/September (includes Orion works)

Thank you