
Waitai Coastal-Burwood-Linwood Community Board Information Session/Workshop AGENDA

Notice of Information Session/Workshop Te Pānui o te Hui:

A Waitai Coastal-Burwood-Linwood Community Board Information Session/Workshop will be held on:

Date: Monday 23 February 2026
Time: 3.15 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

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Chris Turner-Bullock
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18 February 2026

Meeting Advisor

Cindy Sheppard
Community Board Advisor
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Website: www.ccc.govt.nz

Note: This forum has no decision-making powers and is purely for information sharing.

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 Notes, go to:

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



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The time allocated for this Information Session/Workshop is 40 minutes.	

Karakia Whakamutunga

Karakia Tīmatanga

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

Apologies will be recorded at the meeting.

2. Local Play Space Renewals - project update

Reference Te Tohutoro: 26/113438

Presenter(s) Te Kaipāhō: Barbara Heise, Community Parks Project Manager

1. Detail Te Whakamahuki

Timing	This workshop is expected to last for 30 minutes.
Purpose / Origin of the Workshop	<p>The purpose of this workshop is to:</p> <ul style="list-style-type: none"> • Provide an update on the “Waitai Coastal-Burwood-Linwood Local Play Space Renewals” project • Seek the Community Board’s views on the identified play spaces for delivery in FY26 and FY27. • Discuss renewal options for sites with limited renewal budgets, and; • Gather any local knowledge or background information the Board may have regarding the use of the play spaces and the wider reserves in which they are located. <p>Play space renewals to be delivered as part of this project in FY26/FY27 are:</p>
Background	<p>The playgrounds are being included in the local play space renewal project due to their age and overall condition.</p> <p>The objective for all renewals is that the renewed play spaces must be fit for purpose and meets the needs of the community.</p>
Key Issues	<ul style="list-style-type: none"> • The budgets for play space renewals in this programme are set within the overall funding available through the Long-Term Plan (LTP). This creates a constraint to the project that limits the selection of play equipment.
Next Steps	<ul style="list-style-type: none"> • Next steps for each play space are: <ul style="list-style-type: none"> ○ Develop concept plans. ○ Public consultation to seek feedback on concept plan. ○ Updating the concept plans, if required. ○ Present decision report to the Community Board to seek approval of concept plans.
Useful Links	N/A

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Local Play Space Renewals - play spaces in scope	26/154401	7

Signatories Ngā Kaiwaitohu

Author	Barbara Heise - Project Manager - Community Parks
Approved By	Matthew Arat - Manager Operations - Park Maintenance

Item 2

Local Play Space Renewals – Project Update

Local Play Space Renewals FY26/FY27

FY26	FY27
Coastal	
Rawhiti Domain	Rawhiti Domain
Arden Reserve	
Bolero Reserve	
Curzon Reserve	
Burwood	
	Yellowstone Reserve*
Linwood	
Aranui Playground	St Lukes Reserve*

* Delivery priorities are currently under review by the Parks Planner. The Cairnsbrooke Playground renewal may be accelerated, with potential impacts on the timing of these two play space renewals.

Scope of works

- **Play spaces in scope have reached the end of their lives and are no longer compliant.**
- **The play spaces are to be renewing in line with community needs**

Rawhiti Domain

- Rawhiti Domain (equipment beside New Brighton Catholic School) - to renew the play tower as it has reached the end of its life span and is no longer compliant to the playground standards.
- The New Brighton Catholic School is advocating for development of a larger children's play area in this location.

Arden Reserve

- Full renewal of the play space

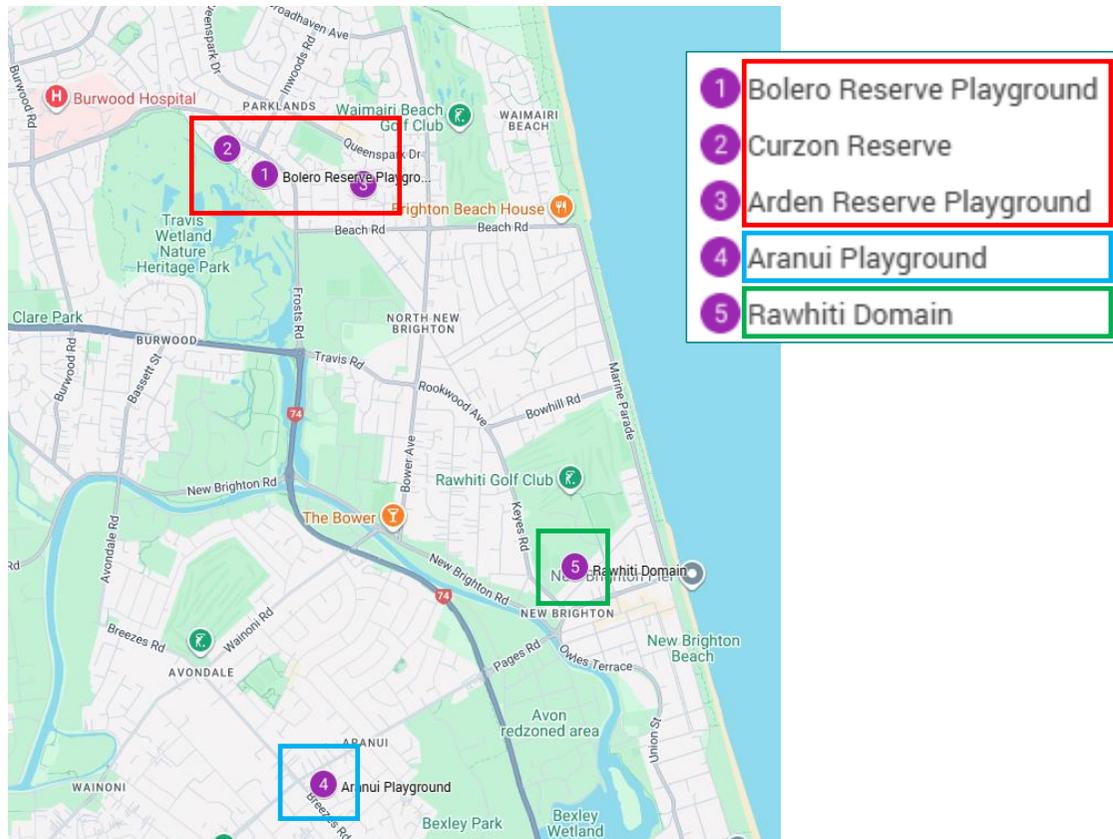
Bolero Reserve & Curzon Reserve

- Determine whether both play spaces are required; if not, direct the available budget toward a full renewal of the preferred site.
- If both sites are to be renewed, plan for smaller-scale upgrades and ensure each play space offers a distinct play experience.

Aranui Playground

- Renewal play modular structure and half basketball court

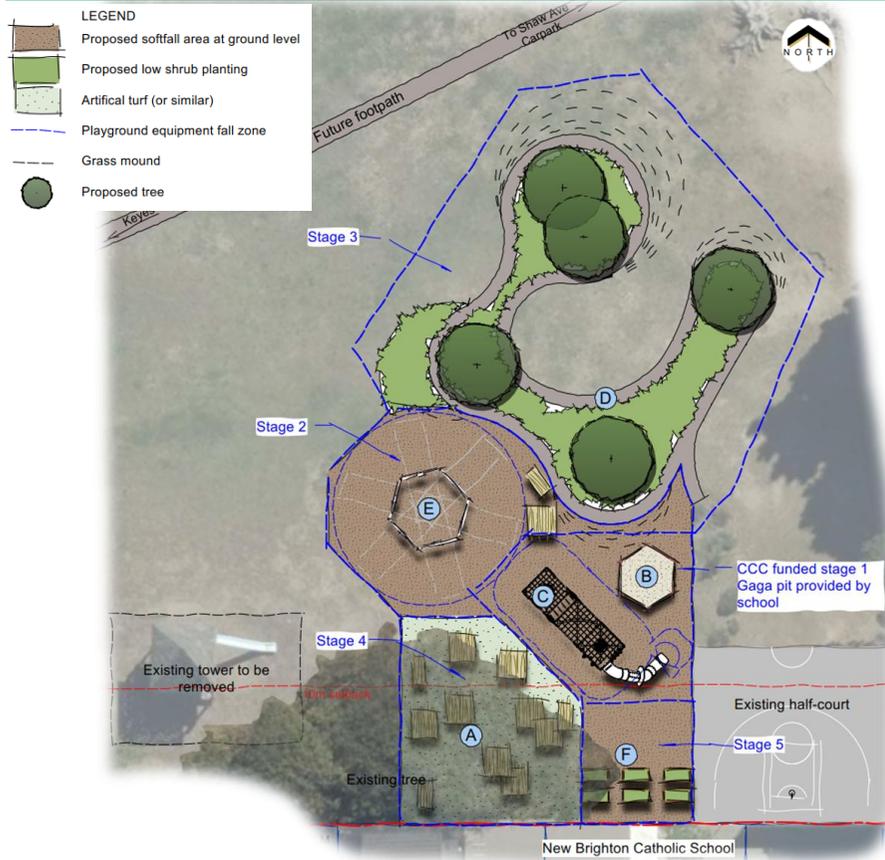
Overview map



Rawhiti Domain- current module



Rawhiti Domain – tower renewal



Parks staff and school PTFA are collaborating on a staged development approach.

- Stage 1 will consist of the tower renewal and optional gagapit



- Stages 2 – xx will be design ONLY and remain unfunded, subject to funding allocation or fundraising

The proposed concept will be subject to public consultation prior to seeking Community Board approval.

Early feedback (Curzon, Bolero, Arden Reserves)



- Signs installed at each play space from late December 2025 to 30 January 2026.
- Early feedback will inform initial concept plans and options

Play space proximity – beeline distance

Beeline distance (approximate)	Metres
Curzon Reserve to Bolero Reserve	275m
Bolero Reserve to Cottonwood Reserve	253m
Cottonwood Reserve to Parklands Reserve	215m
Curzon Reserve to Cottonwood Reserve	460m
Ardern Reserve to Cottonwood Reserve	433m
Arden Reserve to Parklands Reserve	333m
Ardern Reserve to Bolero Reserve	627m

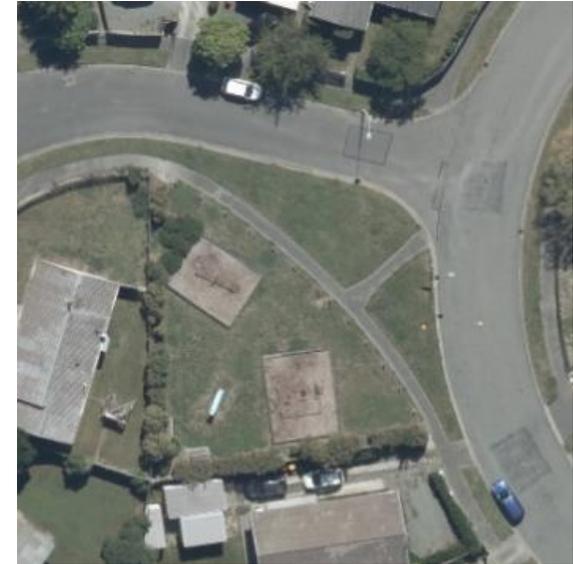


Play space proximity – walking distance

Walking times (approximate)	Minutes
Curzon Reserve to Bolero Reserve	450m / 6min
Bolero Reserve to Cottonwood Reserve	700m / 10min
Cottonwood Reserve to Parklands Reserve	350m / 4min
Curzon Reserve to Cottonwood Reserve	1000m / 14min
Ardern Reserve to Cottonwood Reserve	600m / 8min
Arden Reserve to Parklands Reserve	500m / 7min
Ardern Reserve to Bolero Reserve	1100m / 15min



Bolero Reserve – current playground



Creating a PowerPoint presentation

26 January 2026

Curzon Reserve – current playground



Creating a PowerPoint presentation

26 January 2026

Arden Reserve – current playground



Creating a PowerPoint presentation

26 January 2026

Aranui Playground



3. Rawhiti Avenue Street Renewal progress discussion

Reference Te Tohutoro: 26/148325

Clarrie Pearce - Senior Project Manager

Presenter(s) Te Kaipāhō: Wendy Wee - Senior Traffic Engineer

Kiran Skelton - Engagement Advisor

1. Detail Te Whakamahuki

Timing	This information session is expected to last for 30 minutes.
Purpose / Origin of the Information Session	<p>A street renewal project has been initiated to renew and enhance transport assets within the Rawhiti Avenue corridor, addressing the poor condition associated with the carriageway, kerb and channel, deep dish channel, and footpath.</p> <p>The project has progressed through early engagement as part of the project’s scheme design phase. This session is an opportunity for staff to present the feedback received from the public, as well as the high-level scheme options developed using the feedback from the early engagement.</p> <p>Staff are requesting direction from the Waitai Coastal-Burwood-Linwood Community Board in terms of priorities as the scheme design option is developed further.</p>
Background	<p>Rawhiti Avenue street renewal aims to renew and upgrade the transport infrastructure along Rawhiti Avenue.</p> <p>The project objectives include:</p> <ul style="list-style-type: none"> • Achieving asset condition-based renewals to improve safety and usability. • Ensuring the new design accommodates current and future traffic needs. • Enhancing pedestrian access and safety through upgraded footpaths and possible road crossings. • Facilitate cycle connectivity between Marine Parade and Rawhiti Domain. <p>The scope of the Rawhiti Avenue renewal includes:</p> <ul style="list-style-type: none"> • Replacement of the existing kerb and deep-dish channel. • Renewal of the carriageway and footpaths where required. • Utility upgrades, which could include replacing existing electrical poles and lighting as required, extending private property stormwater discharge pipes to the kerb line, and lifting manhole service covers. • Implementing the Christchurch City Council tree policy. <p>Other design considerations include:</p> <ul style="list-style-type: none"> • Improvements to access and safety for pedestrians and cyclists. • A reduction in carriageway width. • Cycle access from Marine Parade to Rawhiti Domain. • Facility for a turning circle at the Rawhiti end. <p>The project team has received feedback from the public through early engagement and used this to develop three high-level scheme options which will be presented for discussion:</p>

	<ul style="list-style-type: none"> • Option 1 – 10m wide <ul style="list-style-type: none"> ○ Parallel parking on both sides • Option 2 – 10m wide with shared path <ul style="list-style-type: none"> ○ Option 1 plus a shared path on the south side • Option 3 – Angled parking on north side and shared path on south side • Option 4 – Angled parking on south side <ul style="list-style-type: none"> ○ Similar to the scheme design done in 2009 and only here for historical reference.
Key Issues	<ul style="list-style-type: none"> • Early engagement feedback. • Provision of a dedicated cycling facility on Rawhiti Avenue to connect Marine Parade and Rawhiti Domain. • Spatial constraints – More on-street parking or angled parking, dedicated cycling facility and more street planting.
Next Steps	<ul style="list-style-type: none"> • Further develop scheme options in line with the Waitai Coastal-Burwood-Linwood Community Board advice. • Develop and present consultation information to the Waitai Coastal-Burwood-Linwood Community Board prior to consultation. • Consult with previous submitters and affected residents on developed options. • Deliver a decision report to the Waitai Coastal-Burwood-Linwood Community Board to approve a scheme design.
Useful Links	<ul style="list-style-type: none"> • https://letstalk.ccc.govt.nz/rawhitirenewal

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Rawhiti Avenue Street Renewal	26/323449	23

Signatories Ngā Kaiwaitohu

Authors	Clarrie Pearce - Senior Project Manager Wendy Wee - Senior Traffic Engineer Kiran Skelton - Engagement Advisor
Approved By	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport

Rawhiti Avenue Street Renewal

Scheme Design Development
Information Session

23/02/2026

What's On Today

- Project Overview
- Early Engagement Results
- Scheme Possibilities
- Next Steps



Creating a PowerPoint presentation

18 February 2026

Project Objectives

- Achieving asset condition-based renewals to improve safety and usability.
- Ensuring the new design accommodates current and future traffic needs.
- Enhancing pedestrian access and safety through upgraded footpaths and possible road crossings.

Plus determined ex broadcast email :

- Facilitate cycle connectivity between Marine Parade Shared Path and Rawhiti Domain Shared Path.

Project Scope

- Replacement of the existing kerb and deep-dish channel
- Renewal of the carriageway and footpaths where required
- Utility upgrades, which could include replacing existing electrical poles and lighting as required, extending private property stormwater discharge pipes to the kerb line, and lifting manhole service covers
- Implement CCC tree policy
- Improve access and safety for pedestrians and cyclists including cycle access from Marine Parade to Rawhiti Domain
- Review carriageway width
- Turning facility at the end of Rawhiti Avenue

Engagement stats

Overall stats

Page views: 200

Survey responses: 17

Organisations

- Eastern Community Sport and Recreation
- Disabled Persons Assembly (DPA)
- Spokes Canterbury

	#	%
Live on Rawhiti Avenue	8	47%
Work or have a business/organisation on Rawhiti Avenue	2	12%
Commute via Rawhiti Avenue	7	41%

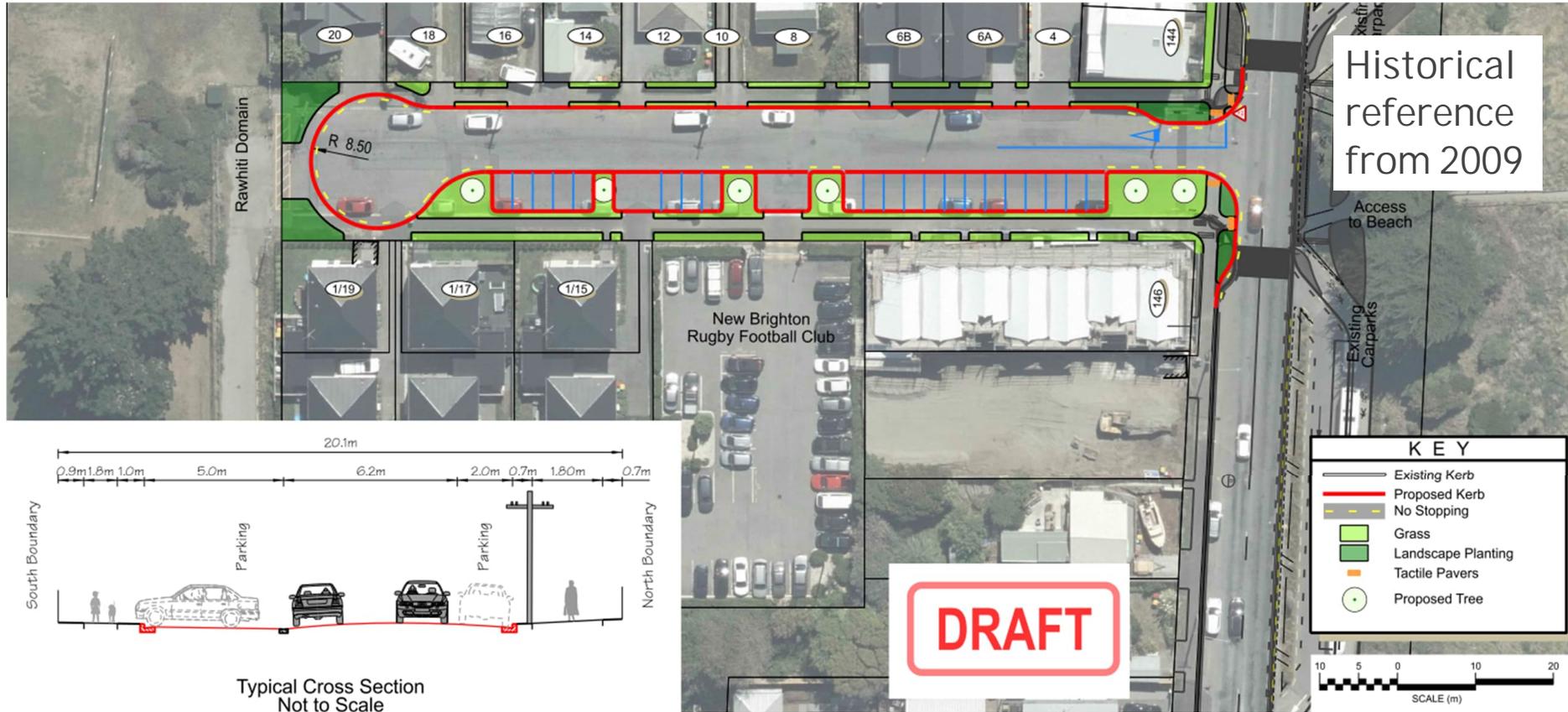
Early feedback / requests

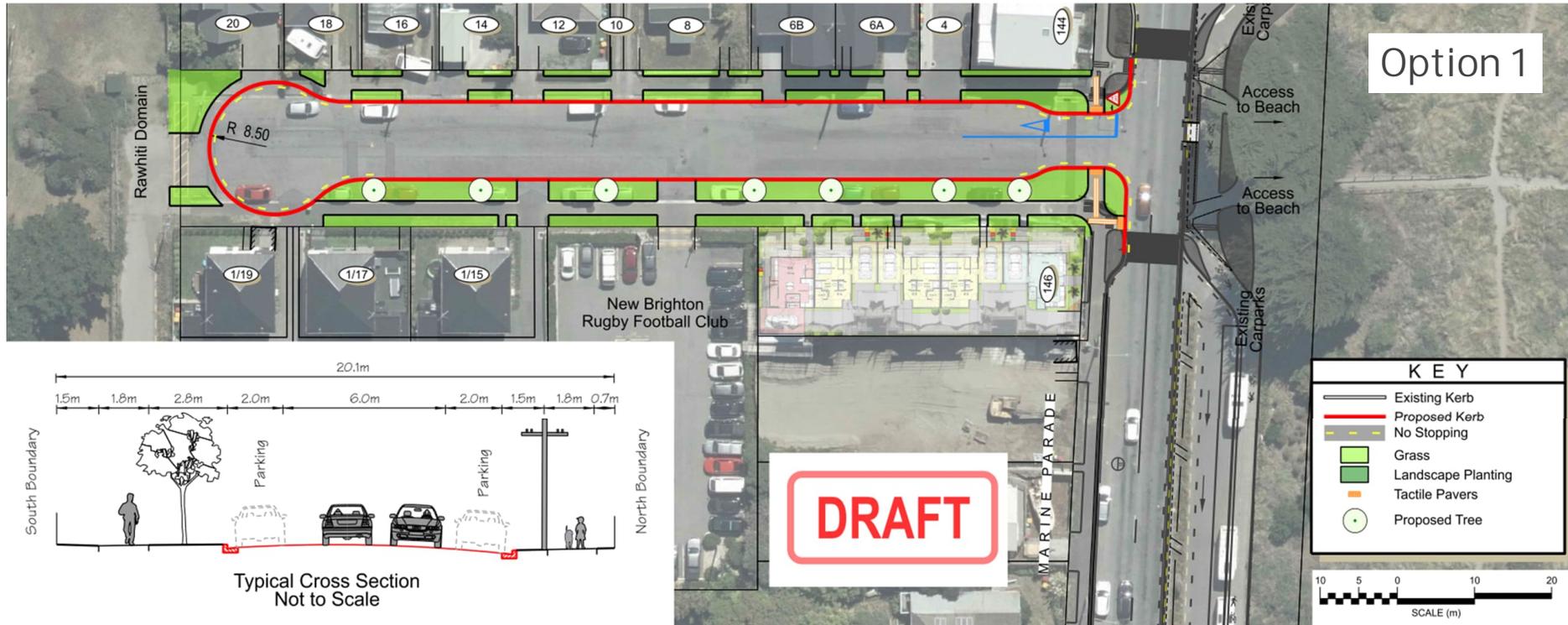
Organisations

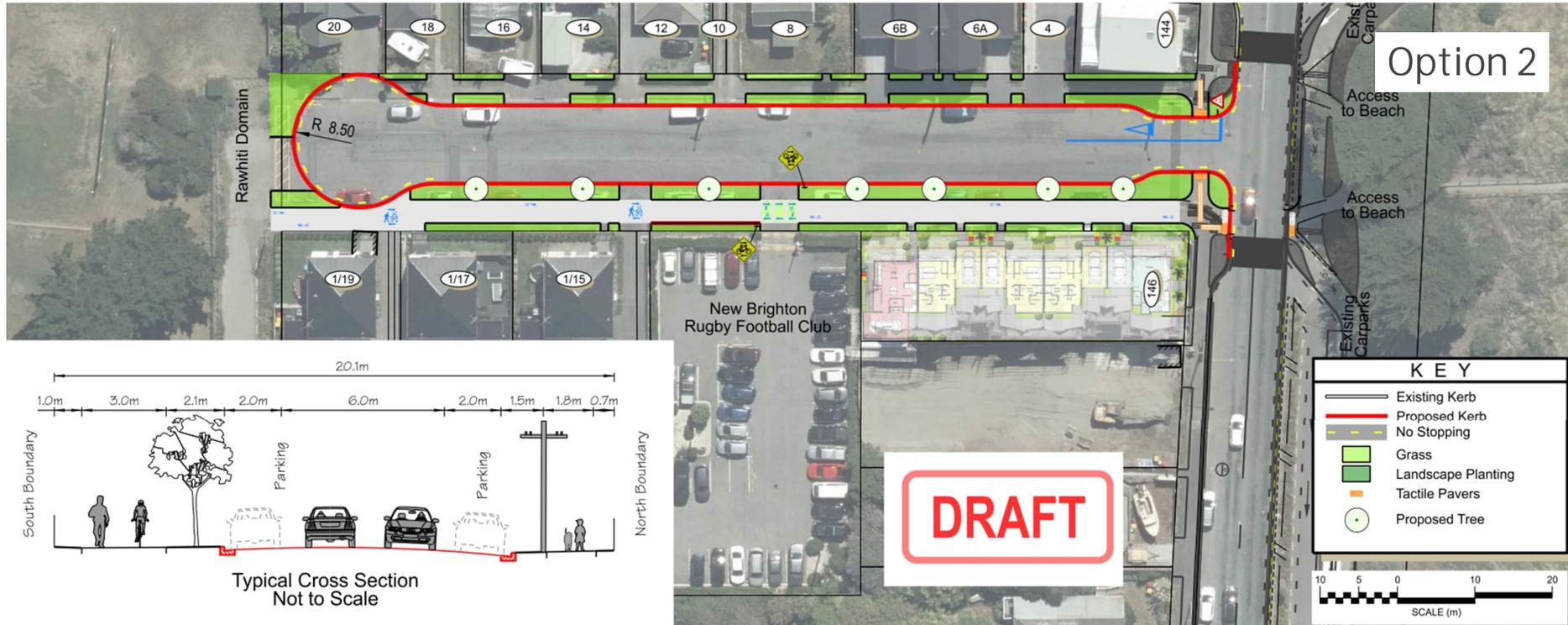
- Indented car parking (*Eastern Community Sport and Recreation*)
- Improve visibility at Rawhiti Avenue / Marine Parade intersection (*Eastern Community Sport and Recreation*)
- Install a shared path (*Eastern Community Sport and Recreation*)
- Make the road more level (*Eastern Community Sport and Recreation & DPA*)
- Widen footpaths for people with mobility issues (*DPA*)
- (If installed) Raised pedestrian crossings (*DPA*)
- Turn the street into a shared space, with sharrows (*Spokes*)
- Slow speeds along the street (*Spokes*)
- Narrow the Rawhiti Avenue / Marine Parade intersection (*Spokes*)
- Install yellow lines near the rugby club to keep entranceways clear (*Spokes*)

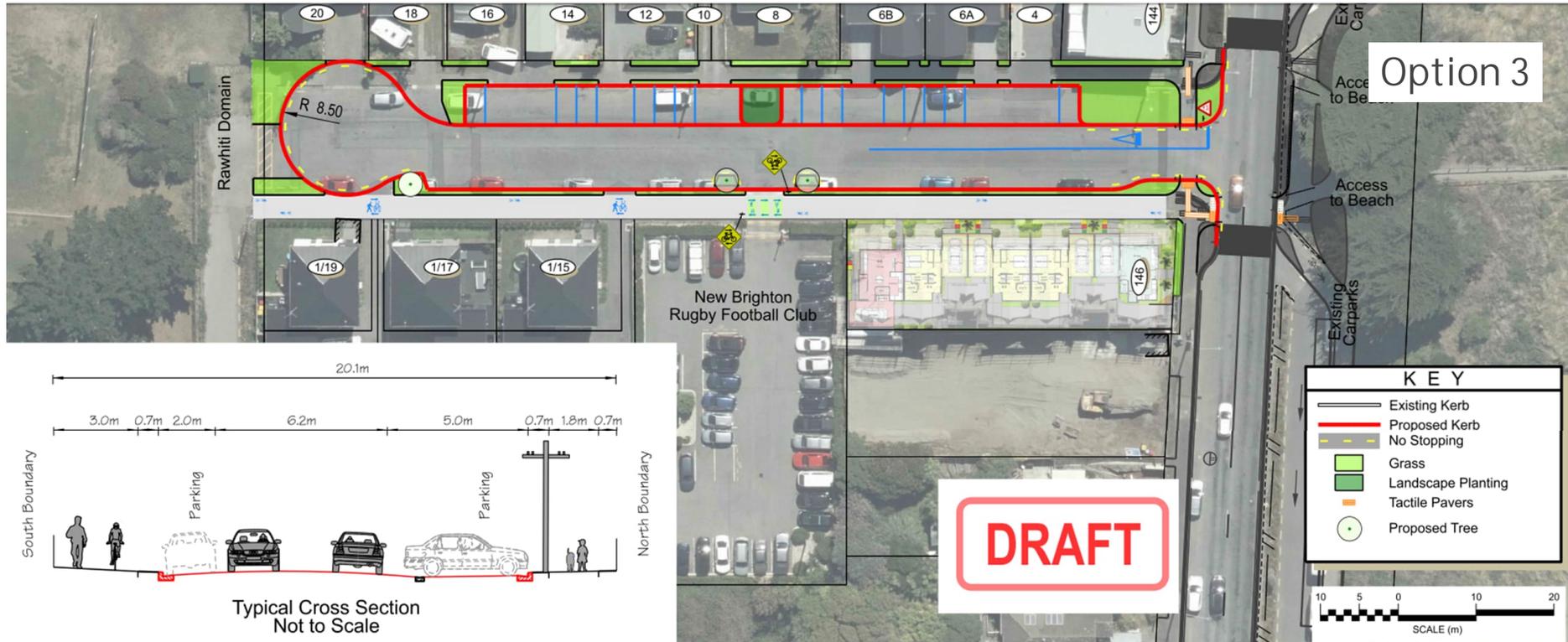
Individuals

- Indented car parking
 - Maintain current parking levels
- More street planting
- Improved visibility at Rawhiti Avenue / Marine Parade intersection
- Wider footpaths
- Improve the path into the domain
- Maintain street width
- Install crossing at Rawhiti Avenue / Marine Parade intersection







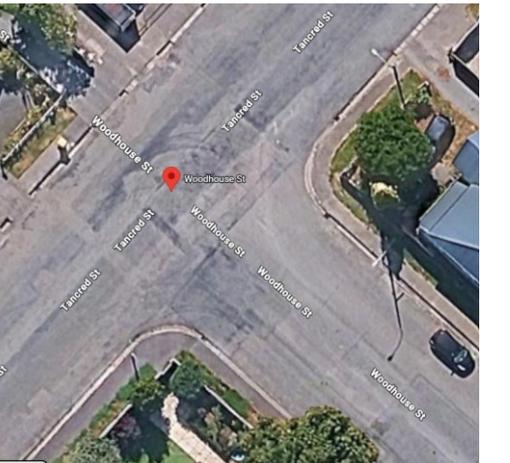


4. Woodhouse Street Traffic Calming Information Session

Reference Te Tohutoro: 26/100016

Presenter(s) Te Kaipāhō: Corrine Early, Senior Project Coordinator

1. Detail Te Whakamahuki

<p>Timing</p>	<p>This information session is expected to last for 20 minutes.</p>
<p>Purpose / Origin of the Information Session</p>	<p>The purpose of this information session is to update the Board on options for traffic calming along Woodhouse Street, Linwood. The project was initiated as an outcome of a resident submission in the Draft Annual Plan 2025/2026 that requested funding to make changes to Woodhouse Street that could prevent dangerous driving behaviour and speeding.</p> <p>From this submission, Council Agreed CAPL/2025/00073 a budget provision of \$50,000 would be provided to green Woodhouse Street with street trees and to calm traffic.</p>
<p>Background</p>	<p>North Linwood is currently undergoing a major transformation, with traditional streets rapidly evolving into modern, high-density residential townhouse developments. While Woodhouse Street still retains some of its older character housing, residents have reported a significant surge in traffic.</p> <p>Due to its considerable width (14m existing kerb to kerb)—originally a hallmark of the area; the street has unfortunately become a focal point for speed and dangerous driving, raising concerns for the safety of the many families and children living in the area.</p> <p>Unlike the Gloucester Street entrance, which uses a pinch point to slow incoming traffic (Image 1), the excessive width of the Tancred Street entrance encourages high speeds and dangerous driving.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="395 1335 932 1816">  </div> <div data-bbox="948 1335 1474 1816">  </div> </div> <p>Image 1</p> <p>Image 2</p> <p>Staff have considered a number of options and provide four drafted options and two other options with associated costs for a preference decision based on their respective pros and cons. Note that project commencement is contingent on the Community Board securing additional LTP budget via a formal submission to cover project costs.</p>

Option 1 (Attachment A) – Staff Recommended Option

This option allows for road narrowing at the Tancred Street end of the street AND two sets of buildouts with road humps at mid-block along Woodhouse Street. One set at No. 13 and 14 Woodhouse Street and the other set at No. 22 and 23 Woodhouse Street. Refer Attachment A. Approximate cost for this is **\$260,150**

This is the Staff recommended option as it helps to support the key issues of speeding and dangerous driving along Woodhouse Street.

Advantages

- This option is likely to reduce traffic speed by both creating a sense of constraint from the narrowing of the street at the Tancred Street end and through forcing drivers to slow down over the road humps.
- Reduces the crossing distance at Tancred Street end for pedestrians thereby decreasing their exposure to traffic.
- Increases driver alertness by forcing drivers to pay close attention to the road environment, discouraging aggressive driving.
- Creates an option for small scale landscaping subject to underground services in the carriageway and clearance from streetlighting.
- Larger vehicles unlikely to use the street as a cut through to the main streets either side.
- Traffic volume likely to decrease as the road humps reduce speed therefore increased driving time.

Disadvantages

- Large vehicles will likely be diverted onto alternative roads.
- Only reduces the road width at the intersection treatment and road humps.
- Increased noise through increased braking hard before and accelerating quickly after the road humps.
- Loss of on street parking at the road narrowing and road humps. Approximately six spaces through the extension of the kerb around the narrowing.

Option 2 (Attachment B)

This option allows for road narrowing at the Tancred Street end of the street, similar to that at Gloucester Street. Refer to Attachment B. Approximate cost for this is **\$81,000**.

Advantages

- Reduce traffic speeds at the entrance from Tancred Street by creating a sense of constraint, forcing drivers to slow down.
- Reduces the crossing distance for pedestrians thereby decreasing their exposure to traffic.
- Creates an option for small scale landscaping subject to underground services in the carriageway and clearance from streetlighting.

	<ul style="list-style-type: none"> • Larger vehicles unlikely to use the street as a cut through to the main streets either side. <p>Disadvantages</p> <ul style="list-style-type: none"> • Large vehicles will likely be diverted onto alternative roads. • Only reduces the width of the road at the one end of Woodhouse Street. • Traffic speed reduction is limited to the intersection with Tancred Street. • Loss of on street parking at the road narrowing. Approximately two parking spaces. <p>Option 2a (Attachment C)</p> <p>With option 1 and 2, there is the option to install just the road humps without the road narrowing at the Tancred Street end of the street. This would be at a cost of approximately \$197,000. There is a small saving from the lighting and safety audit cost if the two options are delivered as one project hence the differences in project total between option 1 and 2 vs option 2a.</p> <p>Option 3 (Attachment D)</p> <p>This option allows for grass berm strips either side of the road. Refer Attachment D. Approximate cost for this is \$180,500.</p> <p>Advantages</p> <ul style="list-style-type: none"> • Improves the visual impact of the street with additional options of planting trees/shrubs. Noting this is subject to underground services in the carriageway and clearance from streetlighting. • Could improve air quality and cooling through vegetation. • Maintain on street parking on the carriageway side of the berm. <p>Disadvantages</p> <ul style="list-style-type: none"> • Potential drainage issues associated with changed water flow paths. • Not particularly suitable with the existing kerb and dish channel as the berm would need to come out a distance from the edge of the kerb. • Restricts kerb alignment options for any future street renewal projects therefore additional costs down the track. • Cars could park on the berms, making the grass become dirt and look unsightly. • Will require additional maintenance through mowing and watering. • There will likely be some speed reduction with this option but not as effective as Option 1. <p>Other options staff considered were:</p> <p>Option 4 (Attachment E)</p>
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The addition of tree pits built into the road similar to that on Hereford Street (image 3); however, the street is so wide that the key issue of slowing traffic and preventing dangerous driving would unlikely be met. In addition, the deep-dish guttering in the street is not ideal for the type of design required and might eventually need replacing, thus further costs incurred.

The cost for approximately 10 trees is **\$255,135**



Image 3 – tree pit along Hereford Street

Option 5 (Attachment F)

The addition of 2 sets of traffic islands with road humps at mid-block, similar to that at Southey Street, Sydenham (Image 4). The cost of this is approximately **\$225,000**



Image 4 – Southey Street

Option 6

Do nothing / status quo.

	<p>Staff costs spent to date as of 12 February 2026 is \$8733.75.</p> <p>Refer to the pricing table (Attachment G) for the consolidated costs options.</p>
Key Issues	<ul style="list-style-type: none"> • There is insufficient money allocated to this project at present so further funding is required for this project to proceed. • The preferred option would require Community Board approval following a period of consultation.
Next Steps	<ul style="list-style-type: none"> • Request the Community Board to put forward a submission for further funding in the next Long Term Plan. <p>Specify which is the Community Board’s preferred option, noting that staff can only initiate public consultation on the preferred option when the project becomes viable with full funding available.</p>
Useful Links	

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Option 1 - Buildout at Intersection and 2 Sets of Speed Humps	26/270753	40
B  	Option 2 - Buildout at Intersection	26/270747	41
C  	Option 1/2a - Two speedhumps only	26/277997	42
D  	Option 3 - Berm Strip	26/270730	43
E  	Option 4 - Tree Pits	26/281361	44
F  	Option 5 - Traffic Island with Road Humps	26/281377	45
G  	Cost Summary	26/270701	46

Signatories Ngā Kaiwaitohu

Author	Corrine Early - Senior Project Coordinator
Approved By	Darren Moses - Manager Project Management Jacob Bradbury - Manager Planning & Delivery Transport



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Woodhouse Street
 Traffic Calming
 For Information

Attachment A - Option 1

Original Plan Size: A4
 Drawn: MJR Issue 1 10/02/2026
 ... Drawing: LP4219S6
 - Project: CP504522



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Woodhouse Street
 Traffic Calming
 For Information

Attachment B - Option 2

Original Plan Size: A4
 Drawn: MJR Issue 1 09/02/2026
 ... Drawing: LP4219S2
 - Project: CP504522



Woodhouse Street
 Traffic Calming
 For Information

Attachment C - Option 2a

Original Plan Size: A4
 Drawn: MJR Issue 1 10/02/2026
 ... Drawing: LP4219S6
 - Project: CP504522



Woodhouse Street
 Traffic Calming
 For Information

Attachment D - Option 3

Original Plan Size: A4
 Drawn: MJR Issue 1 09/02/2026
 ... Drawing: LP4219S5
 - Project: CP504522



Woodhouse Street
 Traffic Calming
 For Information

Attachment E - Option 4

Original Plan Size: A4
 Drawn: MJR Issue 1 09/02/2026
 ... Drawing: LP4219S3
 - Project: CP504522



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Woodhouse Street
 Traffic Calming
 For Information

Option 5

Original Plan Size: A4
 Drawn: MJR Issue 1 09/02/2026
 ... Drawing: LP4219S1
 - Project: CP504522

Woodhouse Street Traffic Calming - Attachment G

Opiton Summary	Option 1	Option 2	Option 2a	Option 3	Option 4	Option 5
	Road narrowing and 2 x road humps	Road narrowing	2 x Road humps	Berm strip	Tree pits	Traffic Island treatment with 2 x road humps
1 Establishment	\$10,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
2 Kerb and Channel	\$25,700	\$14,400	\$11,300	\$0	\$41,625	\$27,870
3 Landscape	\$32,400	\$14,900	\$17,500	\$76,890	\$53,070	\$18,780
4 Road humps (2)	\$21,200	\$0	\$21,200	\$0	\$0	\$21,200
5 Road marking/ signage	\$7,100	\$1,300	\$5,800	\$5,300	\$10,920	\$7,700
6 Dayworks	\$11,800	\$0	\$11,800	\$9,625	\$11,438	\$12,450
7 Traffic Management	\$41,000	\$10,500	\$30,500	\$23,500	\$23,500	\$30,500
8 Contingency	\$14,920	\$4,610	\$10,310	\$12,032	\$14,555	\$12,350
Sub Total	\$164,120	\$50,710	\$113,410	\$132,347	\$160,108	\$135,850
Profession fees	\$41,030	\$12,678	\$28,353	\$33,087	\$40,027	\$33,963
Lighting (Provisional Sum)	\$40,000	\$2,500	\$40,000	\$0	\$40,000	\$40,000
Safety audit (Provisional Sum)	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Project Total	\$260,150	\$80,888	\$196,763	\$180,433	\$255,135	\$224,813

5. Chelsea Street Renewal Linwood-Woolston CRAF project workshop.

Reference Te Tohutoro: 25/1637008

Presenter(s) Te Kaipāhō: Katie Smith, Project Manager
 Jacob Bradbury, Manager Planning and Delivery Transport

1. Detail Te Whakamahuki

Timing	This workshop is expected to last for 30 minutes.
Purpose / Origin of the Workshop	<p>A report presenting design options for the Chelsea Street Renewal was presented to the Waitai Community Board on 11 August 2025. The Community Board decision (CCBCC/2025/00071) was as follows:</p> <p><i>That the Waitai Coastal-Burwood-Linwood Community Board let the Chelsea Street Renewal – Linwood-Woolston CRAF Report lay on the table until a workshop is held with the Community Board and Transport Staff to discuss changes to the plan based on submitters feedback and deputations received on 11 August 2025, specifically in regards to the narrowing of the intersections, speed humps, cycling infrastructure and the widening of paths.</i></p>
Background	<p>On 11 November 2024 the Waitai Coastal-Burwood-Linwood Community Board approved the Chelsea Street renewal project to proceed as part of Linwood and Woolston CRAF programme.</p> <p>Chelsea Street was identified as a street that was partly in poor condition and was approved to be included as a street renewal project as part of the CRAF programme.</p> <p>The recommended option is to install improvements to include:</p> <ul style="list-style-type: none"> • Replacing the existing kerb and dish channel and where necessary make repairs to the existing flat channel. • Narrowing the road to a nine-metre carriageway between Russell and Pamela streets with 2.1 metre footpaths plus grass berm/landscaping along the property boundary plus an additional 5.1 metre wide landscape area with trees on the north side of Chelsea Street. • Four speed humps between Russell Street and Linwood Avenue, three with landscaped build outs, two build outs to include new street trees. • Loss of approximately 20 parking spaces on Chelsea Street where the buildouts are and no stopping lines are to be placed. There will still be approximately 70 spaces remaining between Linwood Avenue and Pamela Street. Five residential properties will not have kerbside parking directly outside their frontage however all properties appear to benefit from off street parking. • Improved pedestrian crossing points with tactile pavers at the intersections of Russell and Pamela Streets with Chelsea Street. • Install buildouts on the south side of Chelsea Street and at the intersection of Pamela Street with Chelsea Street to narrow the

	<p>carriageway to assist in traffic calming and improve pedestrian crossing points.</p> <ul style="list-style-type: none"> • Upgrade the street lighting where required. • Replacement of the watermain between Russell Street and Pamela Street. • Renewal of the wastewater pipe between Pamela Street and Linwood Avenue. This work will be coordinated with Three Waters Unit but is outside the Chelsea Street Renewal project budget. Other upgrades to the sewage network in the surrounding streets will be investigated by the Three Waters Unit and actioned accordingly. <p>The improvements would help achieve the stated community outcome of a well-connected and accessible city through improved road safety.</p> <p>At the meeting on the 11 August 2025 the Waitai Coastal-Burwood-Linwood Community Board heard three deputations. The Community Board would like the opportunity to consider the consultation feedback and deputations and discuss possible changes to the scheme design.</p>
<p>Key Issues</p>	<ul style="list-style-type: none"> • The community engagement resulted in mixed feedback, half of respondents did not support the plan or the use of speed humps and half did support the plan and the use of speed humps. • Some submissions called for more traffic calming and pedestrian improvements. • Two deputations called for no speed humps or traffic calming. One deputation was concerned with speed and driver behaviour. • The Community Board were concerned regarding the movement of buses at the Russell Street/Chelsea Street intersection, and pedestrian safety at the Chelsea Street Linwood Avenue intersection.
<p>Next Steps</p>	<ul style="list-style-type: none"> • Workshop with Transport Staff to discuss discuss changes to the plan based on submitters feedback and deputations received on 11 August 2025, specifically in regards to the narrowing of the intersections, speed humps, cycling infrastructure and the widening of paths. • Once this has taken place, staff will supply further information around options as required.
<p>Useful Links</p>	<ul style="list-style-type: none"> • Minutes of Waitai Coastal-Burwood-Linwood Community Board - Monday, 11 August 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Chelsea Street Renewal	25/1421748	50

Signatories Ngā Kaiwaitohu

Author	Katie Smith - Project Manager
Approved By	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport



6. Bylaws

Reference Te Tohutoro: 25/2601020

Teena Crocker, Senior Policy Analyst

Presenter(s) Te Kaipāhō: Adam Eggleton, Senior Policy Analyst

Philip Henderson, Senior Policy Analyst

Jenna Marsden, Senior Policy Analyst

1. Detail Te Whakamahuki

Timing	This information session is expected to last for 40 minutes.
Purpose / Origin of the Information Session	<p>Staff-initiated information session to brief Community Board members on:</p> <ul style="list-style-type: none"> • Bylaws generally and how Community Boards contribute to bylaw processes. • The Council’s bylaw review schedule for the current local government term. • The review of the Alcohol Restrictions in Public Places Bylaw 2018
Background	<ul style="list-style-type: none"> • The Local Government Act 2002 (Act) and other legislation give councils the power to make bylaws governing specific activities in their districts. • Councils must review bylaws at least once every 10 years (or within five years for new bylaws). The Council has a ten-year timetable that coordinates the reviews to ensure statutory review requirements can be met. • Our Council has 16 bylaws. The following 11 must be reviewed this term: <ul style="list-style-type: none"> ○ Alcohol Restrictions in Public Places Bylaw 2018 ○ Stormwater and Land Drainage Bylaw 2022 ○ Water Supply and Wastewater Bylaw 2022 ○ Trade Waste Bylaw 2025 ○ Marine, River and Lake Facilities Bylaw 2017 ○ Traffic and Parking Bylaw 2017 ○ Stock on Roads Bylaw 2017 ○ General Bylaw 2008 ○ Brothels (Location and Commercial Sexual Services Signage) Bylaw 2013 ○ Public Places Bylaw 2018 ○ Cemeteries Bylaw 2013 and handbook • Bylaws can be amended at any time outside of the review process. However, additional bylaws work such as amendments or the development of new bylaws may be unlikely this term due to the significant workload prompted by statutory review requirements and legislative changes. • New legislation for the Local Water Done Well reforms requires that all water services bylaws are reviewed by August 2027 to ensure they are consistent with the new Act (significantly adding to the review timetable for this term). • Community Boards contribute to the making and reviewing of bylaws by providing local views to the Council through engagement and consultation.
Key Issues	<ul style="list-style-type: none"> • Bylaw reviews must follow a statutory process. • Additional criteria also apply to bylaws for alcohol control purposes.

	<ul style="list-style-type: none"> The review of our alcohol control bylaw – the Alcohol Restrictions in Public Places Bylaw 2018 – is underway. The Board will be briefed on the review of this bylaw and will have an opportunity to provide feedback for staff.
Next Steps	<ul style="list-style-type: none"> Staff will progress these bylaw reviews and take recommendations to the Policy and Planning Committee. If the Committee is satisfied with the review and proposed changes, a public consultation process will follow. Community Boards will have an opportunity to make submissions when consultation on these bylaws is undertaken. A hearings panel will consider all submissions and make recommendations to the Council on the final form of the bylaw.
Useful Links	https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/bylaws

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Bylaws - Waitai Coastal-Burwood-Linwood Community Board 2026-02-11	26/271778	53

Signatories Ngā Kaiwaitohu

Authors	Philip Henderson - Senior Policy Analyst Teena Crocker - Senior Policy Analyst Adam Eggleton - Senior Policy Analyst Jenna Marsden - Senior Policy Analyst
Approved By	Thomas Lee - Principal Policy Advisor David Griffiths - Head of Strategic Policy & Resilience

Bylaws

Information Session / Workshop
23 February 2026

Today's presentation

Part one

Introduction to bylaws

Part two

Bylaws to be reviewed this term

Part three

Focus on the review of the Alcohol Restrictions in Public Places Bylaw 2018

Introduction to bylaws

What are bylaws?

- Local laws made by a council, apply only in the district
 - generally things that impact on Council land or infrastructure
- Need legislation to make a bylaw (bylaw-making power)
- We have 16 bylaws, made under 8 statutes
 - ccc.govt.nz/bylaws
- Bylaws are a regulatory tool
 - enable enforcement, options and roles vary

Our bylaws

- Alcohol Restrictions in Public Places Bylaw 2018
- Brothels (Location and Commercial Sexual Services Signage) Bylaw 2013
- Cemeteries Bylaw 2013 and handbook
- Cruising and Prohibited Times on Roads Bylaw 2023
- Dog Control Bylaw 2025
- Freedom Camping Bylaw 2021
- General Bylaw 2008
- Marine, River and Lake Facilities Bylaw 2017
- Parks and Reserves Bylaw 2025
- Public Places Bylaw 2018
- Stock on Roads Bylaw 2017
- Stormwater and Land Drainage Bylaw 2022
- Trade Waste Bylaw 2025
- Traffic and Parking Bylaw 2017
- Waste Management and Minimisation Bylaw 2023
- Water Supply and Wastewater Bylaw 2022

How do we make and review bylaws?

- Legislation sets the scope
- Local Government Act sets bylaw processes and review timeframes
- General principles of bylaws
 - cannot be *ultra vires*, repugnant, uncertain, unreasonable
- LGA bylaw tests (s.155)
- Potential legal challenge

For bylaws made under the

Local Government Act 2002

- statutory tests (s155)
 - most appropriate way to address the perceived problem?
 - is the bylaw in the most appropriate form?
 - New Zealand Bill of Rights Act 1990 implications?

Bylaw review process

- Legislative review cycle
- 10-year review timetable
- Review process is the same as making a new bylaw
- 12-18 month process



- Review bylaw clauses
- Identify issues
- Analysis and advice – recommend changes
- Prepare reports

- Committee decision to consult
- **Consultation**
- Hearings

- Final decision by Council
- Bylaw comes into force

Bylaws for review this term

Bylaws to be reviewed this term

- Alcohol Restrictions in Public Places Bylaw 2018
- General Bylaw 2008
- Trade Waste Bylaw 2025
- Stormwater and Land Drainage Bylaw 2022
- Water Supply and Wastewater Bylaw 2022
- Marine, River and Lake Facilities Bylaw 2017
- Traffic and Parking Bylaw 2017
- Stock on Roads Bylaw 2017
- Brothels Bylaw 2013
- Public Places Bylaw 2018
- Cemeteries Bylaw 2013 and handbook

Review of the **Alcohol Restrictions in Public Places Bylaw 2018**

Alcohol control bylaws



- Made by councils ‘for the purpose of prohibiting or otherwise regulating or controlling’ consumption and possession of alcohol in public places (Local Government Act 2002, s147).
- Cannot be used to directly address other potentially related behaviours such as:
 - being intoxicated in a public place having consumed alcohol or drugs elsewhere
 - begging and aggressive begging
 - loitering.
- Cannot be put in place without meeting statutory criteria:
 - Evidence of a high level of crime or disorder connected with drinking in the area
 - Appropriateness and proportionality
 - Justification as a reasonable limitation on rights and freedoms
- Enforced by the Police.

Our alcohol control bylaw



Christchurch City Council Alcohol Restrictions in Public Places Bylaw 2018

- Enables our Council to specify public places where people cannot consume or possess alcohol (**alcohol ban areas**).
- Adopted by the Council on 22 November 2018 (replacing 2009 bylaw).
- Must be reviewed by 22 November 2028 (statutory requirement).

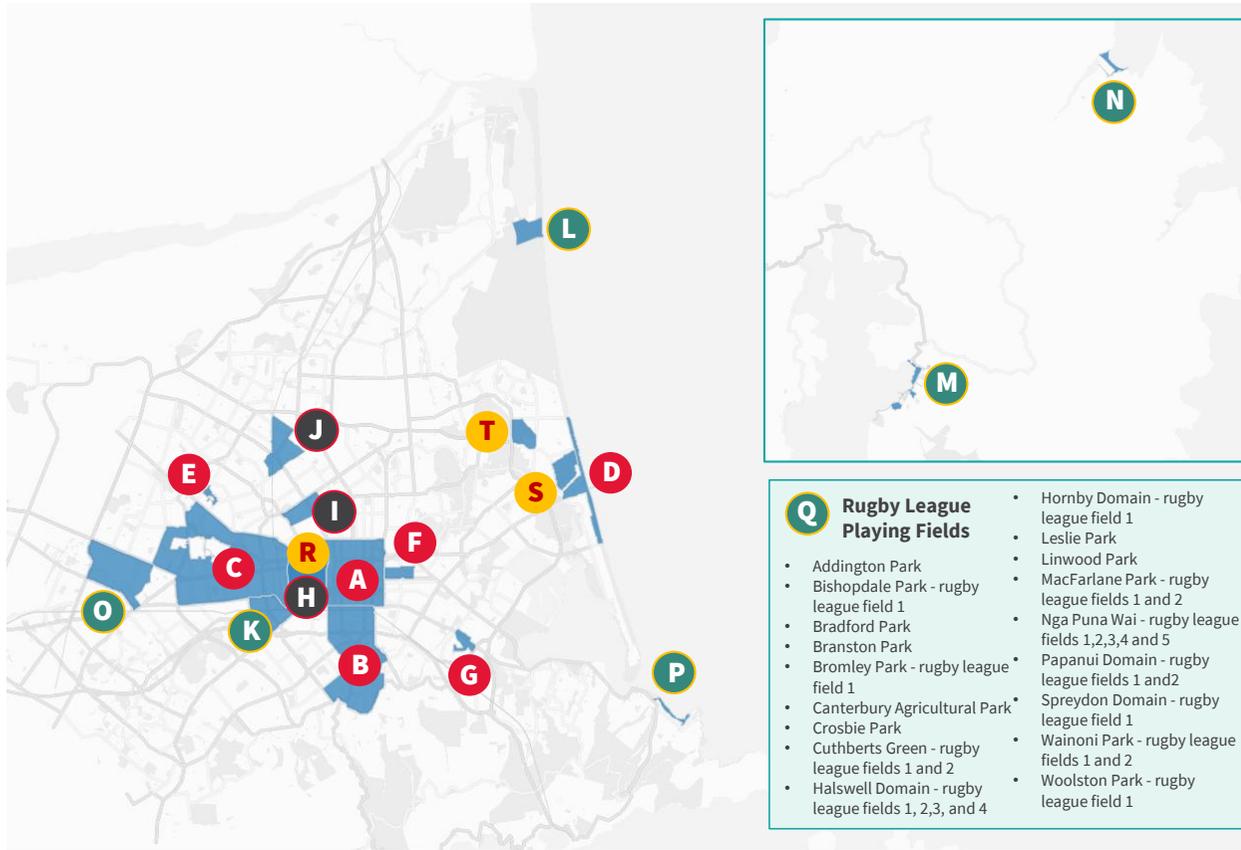
Public places

‘Public place’ means a place that is **open to or is being used by the public**, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but... does not include licensed premises.

Local Government Act 2002, s147(1)

May include (but not limited to)		May not include	
	Council sports fields		Private land open to the public (eg non-Council owned car parks)
	Roads and footpaths		Parks, reserves, beaches
			Licensed premises
			Private residences

Our current alcohol ban areas



Key

- # Apply at all times (24 hours, seven days a week)**
 - A. Central City
 - B. South Colombo
 - C. Riccarton/Ilam
 - D. New Brighton Mall, Marine Parade and Environs
 - E. Jellie Park
 - F. Linwood Village
 - G. Woolston Village
- # Apply at night, each night (seven days a week)**
 - H. Hagley Park and its environs
 - I. Merivale
 - J. Papanui
- # Apply on specific times / days / dates**
 - K. Addington (Trotting Cup Day)
 - L. Spencer Park (New Year's Eve)
 - M. Akaroa (New Year's Eve)
 - N. Okains Bay (New Year's Eve)
 - O. Riccarton/Racecourse (New Zealand Cup Day)
 - P. Sumner Esplanade (Thursday - Sunday nights; and on New Year's Eve)
 - Q. Council sports fields allocated for rugby league
- # Apply for 24 hours when nominated large-scale events are held:**
 - R. Hagley Park and environs
 - S. Rawhiti Domain / Thompson Park
 - T. QEII Park

Alcohol ban areas locally

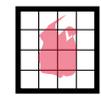
Waitai Coastal-Burwood-Linwood
Community Board Area

Woolston Village Permanent Alcohol Ban Area

Restrictions apply



Applies at all times, 24 hours,
seven days a week



To **public places** in the red area
on the map

Including:



Glenroy Reserve



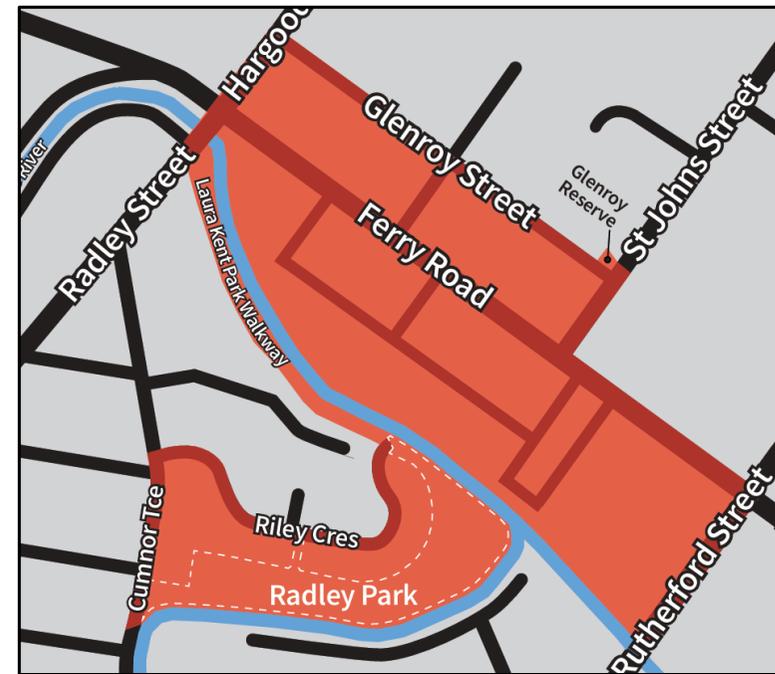
Radley Park



Heathcote/Opawaho
riverbank



Footpaths and roads
in red area



Alcohol ban areas locally

Waitai Coastal-Burwood-Linwood
Community Board Area

New Brighton Mall, Marine Parade and Environs Permanent Alcohol Ban Area

Restrictions apply



Applies at all times, 24 hours,
seven days a week



To **public places** in the red area
on the map

Including:



New Brighton Beach
foreshore including pier



Shopping centre
car parks



New Brighton Beach
developed local park



Footpaths and roads
in red area



Alcohol ban areas locally

Waitai Coastal-Burwood-Linwood
Community Board Area

Spencer Park Permanent Alcohol Ban Area

Restrictions apply



Applies from 8.30pm on
31 December to 6am on 1 January
each year – **New Year's Eve**



To **public places** in the red area
on the map

Including:



Spencer Park
regional park



Spencer Park
sports parks



Spencer Park Beach



Footpaths and roads
in red area



Alcohol ban areas locally

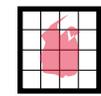
Waitai Coastal-Burwood-Linwood
Community Board Area

QEII Park Large-Scale Event Alcohol Ban Area

Restrictions apply



For 24 hours on the day of
nominated large-scale events
from 12:00am to 11:59pm



To **public places** in the red area
on the map

Including:



QEII Park
sports park



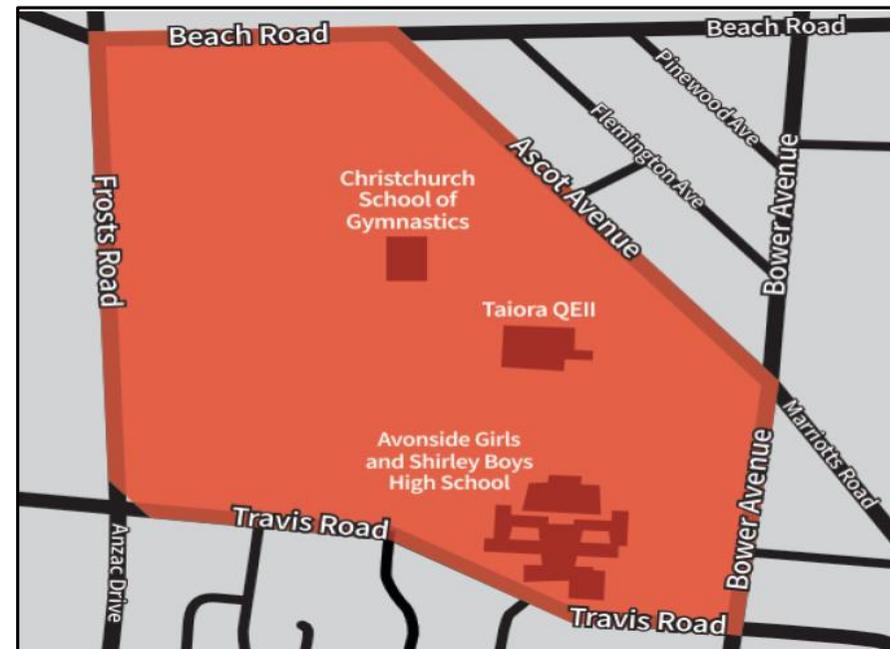
Car parking open to
public



Natural areas eg scrub
and revegetation



Footpaths and roads
in red area



Alcohol ban areas locally

Waitai Coastal-Burwood-Linwood
Community Board Area

Rawhiti Domain / Thompson Park Large-Scale Event Alcohol Ban Area

Restrictions apply



For 24 hours on the day of
nominated large-scale events
from 12:00am to 11:59pm



To **public places** in the red area
on the map

*Note: Ban does not apply
within event area where
alcohol licence applies*

Including:



Rawhiti Domain
sports park



Thompson Park
sports park



Footpaths and roads
in red area



Alcohol ban areas locally

Waitai Coastal-Burwood-Linwood
Community Board Area

Rugby League Playing Fields

Restrictions apply



While the fields are in use for rugby league between 3pm to 8.30pm on Monday to Friday, and between 9am to 6pm on Saturday and Sunday each week, from 1 April to 31 August each year.

Rugby League Playing Fields in Community Board Area (2026)

- *Bromley Park*
- *Cuthberts Green*
- *Linwood Park*
- *Wainoni Park*
- *Woolston Park*

Bylaw review



Local Government Act 2002

- Procedures and criteria for:
 - making and reviewing bylaws generally **and**
 - alcohol control bylaws specifically
- Requirements for councils include:
 - if making a **new** alcohol control bylaw:
 - to be satisfied there is evidence of a ‘high level of crime or disorder that can be shown to have been caused or made worse by alcohol consumption in the area’.
 - if **continuing** or **replacing** an existing alcohol control bylaw:
 - to be satisfied such crime and disorder is likely to return without, to or arise in the absence of, a bylaw.

Further criteria relating to:

- appropriateness and proportionality
- justification as a reasonable limitation on people’s rights and freedoms.

High-level timeline

Timeframe	Milestones
2026	<ul style="list-style-type: none">• Review of current bylaw provisions• Identification of new issues• Analysis and advice• Preparation of reports
2027	<ul style="list-style-type: none">• Council decision to propose and consult on any bylaw amendments• Consultation (<i>opportunity for Community Boards to make submissions</i>)• Hearings
Late 2027/early 2028	<ul style="list-style-type: none">• Final decision by Council• Bylaw comes into force

For further information

policy@ccc.govt.nz

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!	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!
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