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## Waipapa Papanui-Innes-Central Community Board Information Session/Workshop AGENDA

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

A Waipapa Papanui-Innes-Central Community Board Information Session/Workshop will be held on:

**Date:** Monday 2 February 2026  
**Time:** 3.30 pm  
**Venue:** Board Room, Papanui Service Centre,  
Corner Langdons Road and Restell Street, Papanui

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#### Membership Ngā Mema

Chairperson	Sunita Gautam
Deputy Chairperson	Simon Britten
Members	Pauline Cotter
	Mike Davidson
	Ashleigh Feary
	Victoria Henstock
	Jake McLellan
	John Miller
	Emma Twaddell

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#### Principal Advisor

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27 January 2026

#### Meeting Advisor

Mark Saunders  
Community Board Advisor  
Tel: 941 6436

[mark.saunders@ccc.govt.nz](mailto:mark.saunders@ccc.govt.nz)

**Website:** [www.ccc.govt.nz](http://www.ccc.govt.nz)

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

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

<https://www.youtube.com/@waipapapapanui-innes-centr7673/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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## INFORMATION SESSION/WORKSHOP ITEMS

2. Northcote Transport Area Study .....	5
The time allocated for this Information Session/Workshop is 15 minutes.	
The Board meeting scheduled for 4 pm on this date will be held after the above item and before the below item.	
3. Local Play Space Renewals - project update.....	15
The time allocated for this Information Session/Workshop is 30 minutes at the conclusion of the Board meeting to be held this date.	

## Karakia Whakamutunga

## Karakia Tīmatanga

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

### 1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

## 2. Northcote Transport Area Study

Reference Te Tohutoro: 26/31755



Presenter(s) Te Kaipāhō: Andy Milne Transport Asset Planning Team Leader

### 1. Detail Te Whakamahuki

<b>Timing</b>	This information session is expected to last for 15 minutes.
<b>Purpose / Origin of the Information Session</b>	<p>This is a staff-initiated briefing to inform the Board of the approach to be taken to initiate an area wide transport study focused on Northcote Road corridor. This area wide transport study responds to the Boards' request for such following the Transport Team 2025 road-shows of the programmes and the projects.</p> <p>The briefing also includes the outcome of initial investigations of options to improve cycle and pedestrian facilities along Northcote Road as requested by the Board that will be included in the area wide transport study and can be used to inform the Boards' Transport priorities for inclusion in the transport programme.</p>
<b>Background</b>	<p>The Waipapa Papanui-Innes-Central Community Board received community feedback raising concerns about road safety along Northcote Road and the surrounding area.</p> <p>The feedback was received from residents along Fenchurch Street and pupils from both St Bede's and Marian College and highlighted a need for an investigation of ways to address the problems believed to have been exacerbated by new developments in the area.</p> <p>The purpose of the area study is threefold:</p> <ol style="list-style-type: none"> <li>determine the extent of traffic and transport issues under current and potential future area wide growth scenarios.</li> <li>identify the scope for investigations into mitigation measures to address issues raised.</li> <li>determine whether the existing Northcote Road designation (scheduled to expire in August 2026) is required to accommodate any identified mitigation measures.</li> </ol>
<b>Key Issues</b>	<ul style="list-style-type: none"> <li>A need to create a contemporary evidence base to address transport issues in the corridor and adjoining road network</li> <li>A need to apply a business case approach to defining the problem and identification of mitigation options that maximise the potential for funding assistance</li> <li>To navigate the scheduling of any corridor improvements with programmed area-wide works associated with sewer and water supply renewal projects scheduled to occur in 2026-2027</li> </ul>
<b>Next Steps</b>	<ul style="list-style-type: none"> <li>Proceed to pre-Initiate a point of entry that defines the scope of the study.</li> <li>Undertake the study to provide a complete picture of the current and future transport needs along the corridor.</li> <li>Engage with NZTA to align with their co-funding expectations</li> </ul>

	<ul style="list-style-type: none"> <li>Report back to the Board on the Study findings and initial NZTA response.</li> <li>Report to Council, if as determined from the study, to retain the designation in part or in whole.</li> </ul>
<b>Useful Links</b>	<ul style="list-style-type: none"> <li>See attached 23 January Memo to the Board .</li> </ul>

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Northcote Memo 23 Jan 2026	26/149890	7

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Andy Milne - Team Leader Asset Planning
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport

## Transport Asset Planning

# Memo

**Date:** 23 January 2026

**From:** Andy Milne, Asset Planning, Transport

**To:** Waipapa Papanui-Innes-Central Community Board

**Cc:** Jacob Bradbury, Rachael Chapman

## Introduction

The purpose of this memo is to inform the board of the approach that Transport Asset Planning will be adopting in consideration of investigations and improvements focused on the Northcote Road corridor. A decision led approach (DLA) consistent with the NZ Transport Agency (NZTA) funding principles will be applied to the project to clarify the scope, implementation and funding path of the project.

The first step using DLA and consistent with Councils Project Management processes is to undertake a Pre-Initiate Phase of the project. The pre-initiate phase identifies the gaps in evidence, knowledge, and the likely issues. This phase will propose the future scope and next steps required for the activity, including a funding pathway (e.g. NZTA co-investment) as well recommending where the activity enters the Business Case Approach.

## Background

Northcote Road and the surrounding area has hosted noticeable land use changes that have heightened the community's sensitivity to traffic conditions in the area. In response to the Board's concerns regarding local traffic conditions the Asset Planning team are proposing to undertake a Pre-Initiate phase that will:

- a) Identify previous work, studies, and proposals material to the corridor, including complaints, safety records, traffic counts and corridor management recommendations that take into account the future area wide growth scenarios,
- b) identify the outstanding gaps in evidence to support development of a future business case including a proposed scope to support mitigation measures addressing current and potential future issues including network deficiencies.

[Type here] | 1

- c) determine whether the existing Northcote Road designation (scheduled to lapse in August 2026) is likely to be required to accommodate any identified mitigation measures.

An overarching consideration will be the affordability of any such improvement measures and in this regard, their priority against the wider LTP capital programme and funding objectives of our funding partners at NZTA.

## Area of Concern

The area of focus is shown on the following map.



**Figure 1: Northcote Focus Area**

This extent of the Northcote Road area includes local areas of influence on the corridor including the road approaches to Northcote Road. Langdons Road is excluded from the focus as it will be subject to significant sewer and water supply projects that are scheduled to occur between 2026-2027. As part of these 3-waters projects transport will align its road renewal programme so that improvements to the Langdons Road corridor will be programmed as part of these 3-waters upgrades.

## Previous Studies

There have been four previous studies done in the area which will be used as inputs to the Pre-Initiate phase. The four studies have been completed at different times across the last decade and are:

1. Sawyers Arms Road Corridor Study 2011

2. Northcote Road / Sawyers Arms Road / Greers Road Intersection 2019
3. Northcote Road Corridor Capacity Improvements 2020
4. Northcote Road Pedestrian and Cycle Improvements<sup>1</sup> 2025 – see **Appendix A**

### Known Issues Effecting the Existing Network

There have been several new developments that have occurred in the Papanui area that have influenced traffic and active mode travel. These new developments include:

- Pak’nSave Supermarket on the corner of Main North Road and Northcote Road.
- Marian College located next to Pak’nSave with a main access from Lydia Street.
- Northlink retail park expansion<sup>2</sup>.

In addition to these developments, several changes to the road network have occurred that include:

- Christchurch Northern Motorway Extension.
- Changes at the Main North Road/Queen Elizabeth II Drive/Northcote Road signalised intersection.
- New pedestrian traffic signals on Northcote Road near Lydia Street.
- Changes at the Lydia Street/Northcote Road Intersection with no right turn from Lydia Street.
- Greers Road/Langdons Road priority intersection changes to traffic signals.

Historically, four-laning of Northcote Road was considered as a potential future project. To support this the existing road corridor along Northcote Road between the railway crossing and Main North Road has a designation in place to widen the existing road corridor by up to 5.5m on both the north and south sides.

This designation lapses in August 2026 and therefore a decision informed by suitable evidence needs to be made, to inform whether there remains a requirement for the designation. It could be the case that only part of the designation is required but this will only be determined through further investigations and identification of a potential corridor upgrade if recommended as necessary.

Areas further to the west of this area boundary have been identified for potential development growth. The effects of such future development upon the Northcote Road area will be assessed as part of our current evidence gathering exercise.

The potential growth in the area combined with network and land use changes as well as the timing of the current corridor designation lapse, necessitate additional assessment, hence the need to progress at pace.

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<sup>1</sup> A summary of the investigation findings are appended to the end of this memo and are a relevant input to this wider study

<sup>2</sup> Langdons Road is scheduled to be resurfaced following behind major 3-waters project work scheduled for 2027/28



## Suggested Methodology for the Way Forward

The first step is to commence a Pre-Initiate Phase on the identified boundary area encompassing the Northcote Corridor. The Transport Asset Planning team will undertake this and key outcomes include:

- a) Gap analysis – What do we know, what don't we know,
  - i. What are the likely costs & benefits?
  - ii. Assessment against Council priorities and strategic objectives
  - iii. Assessment using the NZTA Investment Priority Method for recommendation of NZTA co-investment
  - iv. Review existing work and documents including previous engagement with the Community Board
- b) Identify logical step into the business case approach (e.g. do we have enough information to support maintaining the existing designation, can we move straight to design and implementation, or do we need to undertake a single stage business case/SSBC lite).
  - i. Determine the scope if a business case is required to progress and this could include gathering additional information to support the problems, benefits and investment objectives such as:
    - a. Using Addinsight to collect current network performance data sourced from our Traffic Operations centre
    - b. Using suitable modelling suite to determine future traffic and transport demands impacting within the study area.
    - c. Collect data on pedestrian and cyclist movements in the area
    - d. Collate crash data from CAS database
    - e. Quantify vehicle delays.
- c) Funding pathway – current status in the Long Term Plan, Regional Land Transport Plan, and are there opportunities for NZTA co-investment or will Council have to self fund.

This recommended way forward follows a decision led approach to initially complete the pre-initiate phase which can be used as a point of entry (PoE) for NZTA co-investment. Once the Pre-Initiate phase is completed and we engage with NZTA, we'll have a clearer picture of the evidence base required and follow on next steps, as well as a likely funding pathway.

We expect engagement with the Community Board, gaining insight and views as we undertake the Pre-Initiate phase.

We believe that we can undertake most of this work internally and report back to the Community Board by end of April.

Once we have collated the Community Board feedback and received advice from NZTA, we can then move to a decision phase based on Council's capital programming and Community priorities.

#### Risks

1. A key risk is the presence of the railway crossing on Northcote Road. The implications of this needs to be considered and what this means for any upgrade of the Northcote corridor.
2. Funding and priority, including NZTA co-investment, and inclusion of future work in Council Long Term Plan,
3. Existing designation lapses before a decision is made on whether the designation is required to support future corridor improvements.

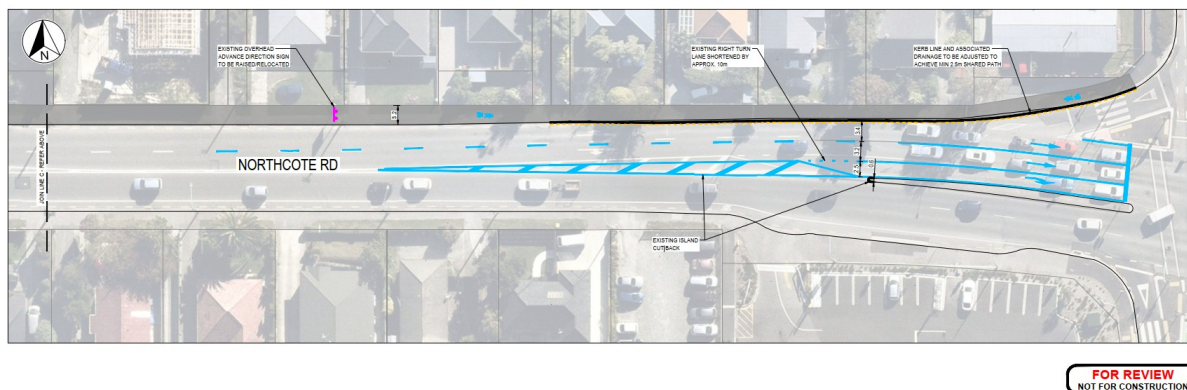
## Appendix A : Summary of Northcote Road Pedestrian and Cycle Improvements

- 1.1 These investigations considered the current conditions of Northcote Road between Main North Road and Northern Line Major Cycle Route on Vagues Road. It found that for cyclists the risk is greatest on the northern side of Northcote Road between Fenchurch Street and Main North Road where there are no cycle lanes and a high volume of traffic approaching the main North Road intersection.
- 1.2 The following options have been considered, assessed and rough order costed.

Options	Description	Scope	Cost
1a	Shared Path Both Sides (Main Nth Rd to Lydia St.)	<ul style="list-style-type: none"> <li>Widen footpaths on both sides.</li> <li>Realign kerbs and adjust traffic lanes.</li> </ul>	\$927,000
1b	Shared Path Northern Side Only	<ul style="list-style-type: none"> <li>Widen footpaths on northern side.</li> <li>Realign kerbs and adjust traffic lanes.</li> </ul>	\$717,000
1c	Shared Path Both Sides (Main Nth Rd to Vagues Rd.)	<ul style="list-style-type: none"> <li>Includes Option 1a plus extension to railway crossing.</li> <li>Adds pedestrian island and crossing upgrades.</li> </ul>	\$1,737,000
2	Shared Path Southern Side Only (Main Nth Rd to Lydia St.)	<ul style="list-style-type: none"> <li>Two-way shared path on southern side.</li> <li>Minimal kerb changes.</li> <li>Requires changes to Lydia St. traffic signals</li> </ul>	\$394,000

**Table 1: Option Summaries**

- 1.3 This work has concluded that Option 1b – Shared Path on Northern Side only – offers a good initial response to the highest risk section of the route on the northern side of Northcote Road.



**Figure 1 : Option 1b - Shared Path on Northern Side**

- 1.4 Option 1b illustrated above offered the following advantages:
- Addresses the highest risk<sup>3</sup> section of the current route between St Bedes and Marian College where no dedicated cycle space currently exists

<sup>3</sup> Identified risks included: high drop off between path and carriageway, restricted path width, no safe on-road facility available

- Offers the most direct route between the St Bedes and Marian College- avoiding the need to cross two arms of the Main North Road/Northcote Road intersection
  - Offers the most economical option if it is delivered as part of the rehabilitation of Northcote Road – as it does not require taking any part of the designation
  - Has a flatter horizontal profile than the southern side thus avoiding potential additional drive-way tie-in reconstruction
- 1.5 During the investigations it was identified that Northcote Road pavement is in poor condition. There is an opportunity for shared path improvements to be done concurrently with pavement renewal to save on traffic management and construction overhead costs. This can also negate the risk of ghost marking which would otherwise occur.
- 1.6 Northcote pavement rehabilitation and renewal is anticipated to occur within the next 3-5 year period. This would follow behind a planned comprehensive sewer and water supply upgrade programme scheduled for the Papanui/Northlands area over 2026 -2027. Alternatively, the delivery of Option 1b, subject to funding, could be integrated in terms of timing and contractor selection as part of the overall 3-waters programme.
- 1.7 Further investigation will be required during the scheme design phase to confirm whether kerb realignment can proceed without requiring modifications to the existing stormwater network and to confirm that there would be no changes to existing utilities or services within the road corridor associated with this option.
- 1.8 A Safe System Assessment (SSA) will also be required for the project. It is assumed that the assessment will be completed as part of the Safe System Audit once the scheme design plans are further developed as part of the wider area study.

### 3. Local Play Space Renewals - project update



Reference Te Tohutoro: 26/113225

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

#### 1. Detail Te Whakamahuki

<b>Timing</b>	This workshop is expected to last for 30 minutes.																						
<b>Purpose / Origin of the Workshop</b>	<p>The purpose of this workshop is to:</p> <ul style="list-style-type: none"> <li>provide an update on the “Waipapa Papanui-Innes-Central Local Play Space Renewals” project</li> <li>seek the Community Board’s views on the identified play spaces for delivery in FY26 and FY27</li> <li>discuss renewal options for sites with limited renewal budgets, and</li> <li>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.</li> </ul> <p>Play space renewals to be delivered as part of this project in FY26/FY27 are:</p> <table border="1"> <thead> <tr> <th>FY26</th><th>FY27</th></tr> </thead> <tbody> <tr> <td colspan="2"><b>Papanui</b></td></tr> <tr> <td>Ramore Reserve (planning)</td><td>Ramore Reserve (construction)</td></tr> <tr> <td>Sarabande Reserve (planning)</td><td>Sarabande Reserve (construction)</td></tr> <tr> <td></td><td>Dunedin Reserve (planning)</td></tr> <tr> <td></td><td>Pitcairn Playground (planning)</td></tr> <tr> <td colspan="2"><b>Innes</b></td></tr> <tr> <td></td><td>Fortune Reserve (planning)</td></tr> <tr> <td></td><td>Walter Park (planning)</td></tr> <tr> <td colspan="2"><b>Central-Metropolitan</b></td></tr> <tr> <td>-</td><td>Hereford Playground-renew 1/2 bball (planning)</td></tr> </tbody> </table>	FY26	FY27	<b>Papanui</b>		Ramore Reserve (planning)	Ramore Reserve (construction)	Sarabande Reserve (planning)	Sarabande Reserve (construction)		Dunedin Reserve (planning)		Pitcairn Playground (planning)	<b>Innes</b>			Fortune Reserve (planning)		Walter Park (planning)	<b>Central-Metropolitan</b>		-	Hereford Playground-renew 1/2 bball (planning)
FY26	FY27																						
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	Walter Park (planning)																						
<b>Central-Metropolitan</b>																							
-	Hereford Playground-renew 1/2 bball (planning)																						
<b>Background</b>	<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>																						
<b>Key Issues</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>																						
<b>Next Steps</b>	<ul style="list-style-type: none"> <li>Next steps for each play space are: <ul style="list-style-type: none"> <li>Develop concept plans</li> <li>Public consultation to seek feedback on concept plan</li> <li>Updating the concept plans, if required</li> </ul> </li> </ul> <p>Present decision report to the Community Board to seek approval of concept plans</p>																						
<b>Useful Links</b>	N/A																						

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Local Play Space renewals - Papanui Central Innes	26/153859	17

Signatories Ngā Kaiwaitohu

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

# Local Play Space Renewals – Project Update

## Local Play Space Renewals FY26/FY27

FY26	FY27
<b>Papanui</b>	
Ramore Reserve (planning)	Ramore Reserve (construction)
Sarabande Reserve (planning)	Sarabande Reserve (construction)
	Dunedin Reserve (planning)
	Pitcairn Playground (planning)
<b>Innes</b>	
	Fortune Reserve (planning)
	Walter Park (planning)
<b>Central-Metropolitan</b>	
-	Hereford Playground-renew 1/2 bball (planning)

Local play spaces are delivered across two projects:

**#73985** Waipapa Papanui-Innes-Central Local Play Space Renewals

FY26	FY27
<b>Papanui</b>	
Norrie Park (planning)	Norrie Park (construction)
Regency Reserve (planning)	Regency Reserve (construction)

**#51775** Regency Reserve, Norrie Park and Momorangi Reserve Play Space Renewal



## Scope of works

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- 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:

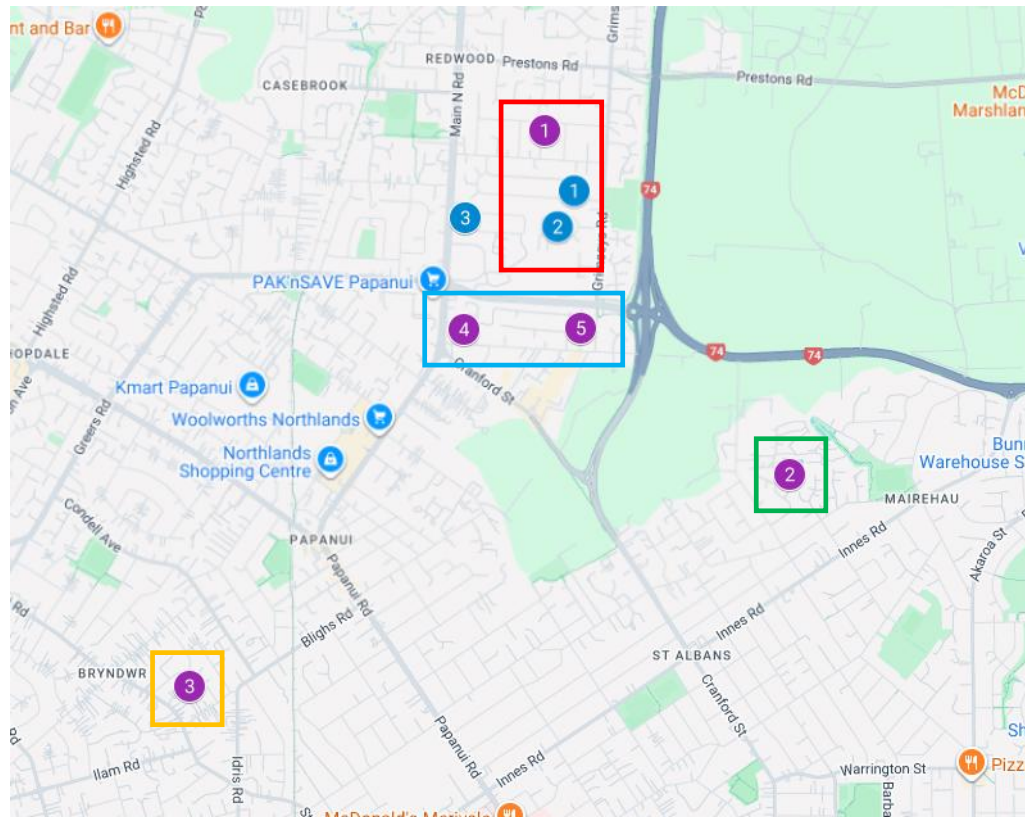
### **Regency Reserve & Norrie Park / Ramore Reserve & Sarabande Reserve**

- 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.

### **Dunedin Reserve / Pitcairn Reserve / Fortune Reserve**

- Full renewal of the play space

## Overview map



- 1 Dunedin Reserve
- 2 Fortune Playground
- 3 Pitcairn Reserve
- 4 Ramore Reserve
- 5 Sarabande Reserve
- 1 Norrie Park
- 2 Regency Reserve
- 3 (Momorangi Reserve)

## Early feedback request



- Signs installed at each play space from late December 2025 to 30 January 2026.
- Positive response to sign with (60 responses as of 26 January 2026)
- Early feedback will inform initial concept plans and options

## Regency Reserve – current playground



Creating a PowerPoint presentation

26 January 2026



## Norrie Park – current playground



Creating a PowerPoint presentation

26 January 2026



## Dunedin Reserve – current playground





## Pitcairn Reserve – current playground



Creating a PowerPoint presentation

26 January 2026

Christchurch  
City Council



## Ramore Reserve – current playground



Creating a PowerPoint presentation

26 January 2026



## Sarabande Reserve – current playground



Creating a PowerPoint presentation

26 January 2026

Christchurch  
City Council

## Fortune Reserve – current playground



Creating a PowerPoint presentation

26 January 2026

## 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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