
Waipapa Papanui-Innes-Central Community Board AGENDA

Notice of Meeting Te Pānui o te Hui:

An ordinary meeting of the Waipapa Papanui-Innes-Central Community Board will be held on:

Date: Monday 13 April 2026
Time: 4 pm
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

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

7 April 2026

Principal Advisor

Emma Pavey
Manager Community Governance
Tel: 941 5107
emma.pavey@ccc.govt.nz

Meeting Advisor

Mark Saunders
Community Board Advisor
Tel: 941 6436
mark.saunders@ccc.govt.nz
Website: www.ccc.govt.nz

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

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

<https://www.youtube.com/@waipapapapanui-innes-centr7673/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

Actions Register Ngā Mahinga Tuwhera

Karakia Timatanga

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 hū 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 Waipapa Papanui-Innes-Central Community Board meeting held on [Monday, 9 March 2026](#) be confirmed (refer page 5).

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 hearing process.

4.1 Malachi Mackie-Walker

Malachi Mackie-Walker will report back on competing in the AIMZ Games in Tauranga, which the Board supported through its Youth Development Fund.

4.2 Libby Greaves

Libby Greaves will report back on competing in the NZ Rowing & Beach Spring Championships in Auckland, which the Board supported through its Youth Development Fund.

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.

Deputations will be recorded in the meeting minutes.

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.

**Waipapa
Papanui-Innes-Central Community Board
OPEN MINUTES**

Date: Monday 9 March 2026
Time: 4 pm
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Present

Chairperson	Sunita Gautam
Deputy Chairperson	Simon Britten
Members	Pauline Cotter
	Mike Davidson
	Victoria Henstock (via audio/visual link)
	John Miller
	Emma Twaddell

Principal Advisor

Emma Pavey
Manager Community Governance
Tel: 941 5107
emma.pavey@ccc.govt.nz

Meeting Advisor

Mark Saunders
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-
- Part A** Matters Requiring a Council Decision
Part B Reports for Information
Part C Decisions Under Delegation
-

Karakia Tīmatanga

The agenda was dealt with in the following order. Where no voting record is shown, the item was carried unanimously by those present.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved PCBCC/2026/00008

That the apologies from Jake McLellan for leave of absence, Ashleigh Feary for absence, and Victoria Henstock for early departure, be accepted.

Pauline Cotter/Simon Britten

Carried

Secretarial note: Victoria Henstock was in attendance for the entirety of the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

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

Part C

Community Board Resolved PCBCC/2026/00009

That the minutes of the Waipapa Papanui-Innes-Central Community Board meeting held on Monday, 2 February 2026, be confirmed, subject to correcting the seconder of Item 7 to John Miller.

Emma Twaddell/Mike Davidson

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Neighbourhood Trust

Ruth Davies spoke on behalf of Neighbourhood Trust regarding the work they do.

The Chairperson thanked Ms Davies for her presentation.

4.2 Dave Gardner

Dave Gardner spoke regarding various issues relating to Cranford Basin and local improvements for cyclists and pedestrians, as set out in his attached presentation.

The Board heard Mr Gardner elaborate on the various issues regarding:

- Request for no parking lines on Lady Isaac Way near the cycleway.
- Issue with the depth of Main North Road/Cranford Street zebra crossing gutter dip.
- Enforcement for vehicles parking on the Papanui Parallel cycleway.
- Query relating to the removal of boxed planters on Colombo Street.
- Unauthorised vehicle entry, gorse and fly-tipping in Cranford Basin.
- Suggestion for Council to purchase land at 35b Winters Road or ask a developer to put in a pathway there, accessing Papanui Primary School.

Attachments

A Presentation - Dave Gardner Public Forum

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Polish Community

Dr Krzysztof Pawlikowski, President of the South Island Branch of the Polish RSA in NZ, spoke regarding Item 7, Little Poland Park - Landscape Plan Approval.

The Chairperson thanked Dr Pawlikowski for his presentation.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Little Poland Park - Landscape Plan Approval

The Board considered the deputation on this item (refer Item 5.1 above).

Community Board Resolved PCBCC/2026/00010

Officer recommendations accepted without change

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Little Poland Park - Landscape Plan Approval 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 landscape plan for Little Poland Park (refer **Attachment A** to the report on the meeting agenda).

Pauline Cotter/Mike Davidson

Carried

8. Tuam Street / Mathesons Road Intersection - Proposed No Stopping Restrictions

Community Board Resolved PCBCC/2026/00011

Officer recommendations accepted without change

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Tuam Street / Mathesons Road Intersection - Proposed No Stopping Restrictions 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. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4-6 below.
4. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at any time on the southern side of Tuam Street, commencing at its intersection with Mathesons Road, and extending in a westerly direction for a distance of nine metres, as detailed on **Attachment A** (TG-MAT0001, dated 08/12/2025) to the report on the meeting agenda.
5. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at any time on the southern side of Tuam Street, commencing at its intersection with Mathesons Road, and extending in an easterly direction for a distance of 46 metres, as detailed on **Attachment A** (TG-MAT0001, dated 08/12/2025) to the report on the meeting agenda.
6. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Sunita Gautam/John Miller

Carried

9. 186 Rutland Street - Proposed P30 Parking Restrictions

Community Board Resolved PCBCC/2026/00012

Officer recommendations accepted without change

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the 186 Rutland Street - Proposed P30 Parking Restrictions 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. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in this resolution.
4. Approves that, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the parking of motor vehicles be restricted to a maximum period of thirty minutes on the eastern side of Rutland Street, commencing at a point 56 metres north of its intersection with Mays Road and extending in a north-westerly direction for a distance of 25 metres. This restriction is to apply between 8am and 5pm, Monday to Friday, as detailed on **Attachment A** (TG153005, dated 26/11/2025) to the report on the meeting agenda.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Emma Twaddell/Pauline Cotter

Carried

10. Durham Street North / Caledonian Road - Proposed No Stopping Restrictions

Community Board Resolved PCBCC/2026/00013

Officer recommendations accepted without change

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Durham Street North / Caledonian Road - Proposed No Stopping Restrictions 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. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 to 8 below.
4. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at any time on the southern side of Durham Street North, commencing at its intersection with Caledonian Road and extending in a westerly direction for a distance of 14 metres, as detailed on **Attachment A** (Plan 1440001, Issue 2, dated 20/1/2026) to the report on the meeting agenda.
5. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at any time on the southern side of Durham Street North, commencing at a point 24 metres west of its intersection with Caledonian Road and extending in a westerly direction for a distance of ten metres, as detailed on **Attachment A** (Plan 1440001, Issue 2, dated 20/1/2026) to the report on the meeting agenda.
6. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at any time on the northern

side of Durham Street North, commencing at its intersection with Caledonian Road and extending in a westerly direction for a distance of 13 metres, as detailed on **Attachment A** (Plan 1440001, Issue 2, dated 20/1/2026) to the report on the meeting agenda.

7. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at any time on the western side of Caledonian Road, commencing at its intersection with Durham Street North and extending in a northerly direction for a distance of six metres, as detailed on **Attachment A** (Plan 1440001, Issue 2, dated 20/1/2026) to the report on the meeting agenda.
8. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at any time on the western side of Caledonian Road, commencing at its intersection with Durham Street North and extending in a southerly direction for a distance of six metres, as detailed on **Attachment A** (Plan 1440001, Issue 2, dated 20/1/2026) to the report on the meeting agenda.
9. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 4 to 8 are in place (or removed in the case of revocations).

Pauline Cotter/Mike Davidson

Carried

11. Waipapa Papanui-Innes-Central Community Board Area Report - March 2026

Community Board Resolved PCBCC/2026/00014

Officer recommendations accepted without change

Part B

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central Community Board Area Report - March 2026.

John Miller/Emma Twaddell

Carried

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

Part B

Board members updated each other on recent events and issues of relevance to the Board, including:

- 'Party for the People' event at Phillipstown Hub on 13 March.
- Shirley Shine neighbourhood event at MacFarlane Park on 15 March.
- Community Board Plan consultation.

Karakia Whakamutunga

Meeting concluded at 4.43 pm.

CONFIRMED THIS 13th DAY OF APRIL 2026

SUNITA GAUTAM
CHAIRPERSON

Unconfirmed

7. Briefings

Reference Te Tohutoro: 26/560537

Responsible Officer(s) Te Pou Matua: Mark Saunders, Kaitohutohu Hāpori – Community Board Advisor

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

1. Purpose of Report Te Pūtake Pūrongo

The Board will be briefed on the following:

Subject	Presenter(s)	Unit/Organisation
Public Transport Network Review	Stephanie Symns	Environment Canterbury

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Notes the information supplied during the Briefing.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

8. Proposed Road Names - 147 Prestons Road, Redwood

Reference Te Tohutoro: 26/516505

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to approve the proposed road name at 147 Prestons Road, Redwood.
- 1.2 The report is staff-generated resulting from a naming request received from the developer.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Proposed Road Names - 147 Prestons Road, Redwood Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the following new road name for 147 Prestons Road (RMA/2025/310)
 - a. Road 1 - Tuarima Crescent

3. Detail Te Whakamahuki

Introduction Te Whakatkinga

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

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

Assessment of Significance and Engagement Te Aromatawai Whakahirahira


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

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

Proposed Names

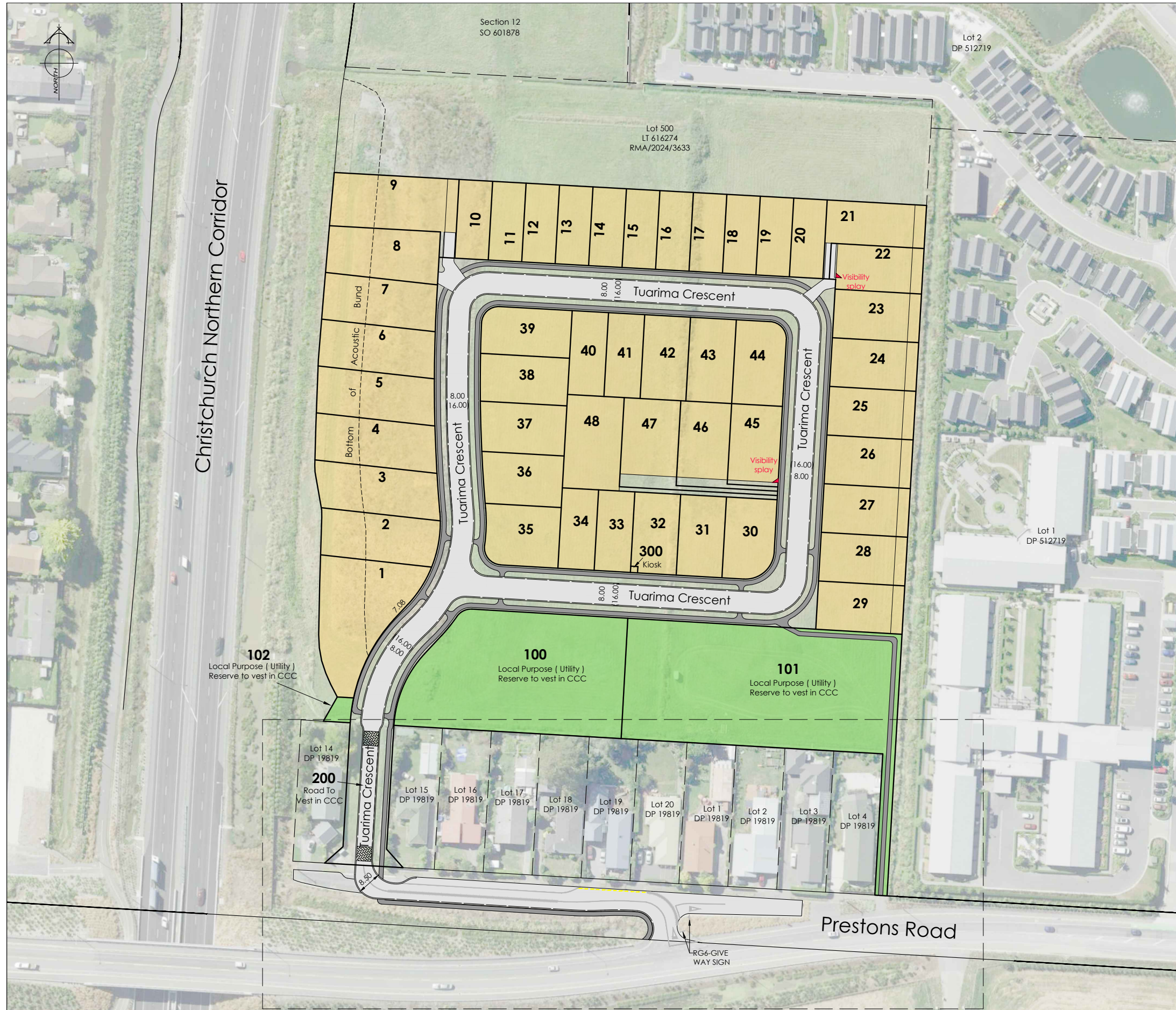
- 3.14 The proposed road is shown in **Attachment A**.
- 3.15 Road 1 - Tuarima Crescent
- 3.16 A Te Reo Māori word meaning new beginnings.
- 3.17 The proposed name has been gifted by mana whenua and is considered to be consistent with the policy.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	RMA/2025/310 - Proposed Road Name Plan - 147 Prestons Road	26/483790	18

Signatories Ngā Kaiwaitohu

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



AMENDMENT	DATE	DESCRIPTION
R4	11.04.2025	LOTS 1, 10 - 18 & 19 - 28, 102 UPDATED, RESERVES 102 & 101 UPDATED, 103 REMOVED, 101A, LOTS 48 FROM 47
R5	29.04.2025	LOTS 9 & 10 AMENDED
R6	08.05.2025	LOTS 10 - 20 AMENDED
R7	06.06.2025	EASEMENTS H - P WIDTH REDUCED
R8	26.06.2025	EASEMENTS H - P WIDTH AMENDED
R9	20.10.2025	KIOSK LOT 300 ADDED ON LOT 32

- NOTES:
- 1) Areas and dimensions are subject to final survey and deposit of plans.
 - 2) Service easements to be created as required.
 - 3) This plan has been prepared for Road Naming purposes only. No liability is accepted if the plan is used for any other purpose.
 - 4) This plan has been prepared for the use of our client and no liability is accepted in relation to any other parties.
 - 5) Any measurements taken from information which is not dimensioned on the electronic copy are at the risk of the recipient.
 - 6) This plan is subject to the granting of subdivision and/or resource consents and should be treated as a proposal until such time as the necessary consents have been granted by the relevant authorities.
 - 7) This plan is not to be used for marketing, sales or design purposes. Areas and dimensions are subject to change.

Total Area : 4.0401 ha
Comprised in: RT 1236254

DAVIE LOVELL-SMITH
PLANNING SURVEYING ENGINEERING

116 Wrights Road P O Box 679 Christchurch 8140. New Zealand
Telephone: 03 379-0793 Website: www.dls.co.nz E-mail: office@dls.co.nz

JOB TITLE:
**Ngai Tahu Property
Te Whata Tuarima**

SHEET TITLE:
**Proposed Subdivision of
Lot 501 DP 616274**

DRAWING STATUS:
For Road Naming

SCALE : 1:625@A1 DATE : March 2026
1:1250@A3

CAD FILE : z:\2024\11\Street Naming\2024-11-Lot 501 Road Naming.dwg	DRAWN : GC
DRAWING No : E.20141	SHEET No : 1 of 1
	REVISION : RO

9. Proposed Road Names - 7 Selkirk Place, Marshland

Reference Te Tohutoro: 26/582968

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to approve the proposed road names at 7 Selkirk Place, Marshland.
- 1.2 The report is staff-generated resulting from a naming request received from the developer.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Proposed Road Names - 7 Selkirk Place, Marshland Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the following new road names for 7 Selkirk Place (RMA/2023/1314)
 - a. Road 1 - Roda Crescent
 - b. Road 2 - Kurek Place
 - c. Lane 1 - Wattenbury Lane

3. Detail Te Whakamahuki

Introduction Te Whakatkinga

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

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

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

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



Proposed Names

- 3.14 The proposed roads are shown in **Attachment A**.
- 3.15 The proposed name and alternative names are themed for local history and the Polish settlers of Marshland.
- 3.16 Road 1 - Roda Crescent
- 3.17 The Roda family were one of the early Polish families to settle Marshland in 1874. They arrived in Lyttelton on the ‘Cartvale’ in 1874.
- 3.18 Road 2 - Kurek Place
- 3.19 The Kurek family were one of the early Polish families that arrived on the ‘Friedeburg’ in 1872.
- 3.20 Lane 1 - Wattenbury Lane
- 3.21 The Watembach family were one of the early Polish families to settle Marshland in 1872. They arrived in Lyttelton on the ‘Friedeburg’ in 1872. Their family name was also recorded as Wattenbury. Daughter Mariane Watemburg was recorded as Mary Wattenbury when she married John Joseph Le Vavasoure in 1888.

Alternative Names

- 3.22 Dunick Cres/Pl/Ln - The Dunick family were one of the early Polish families to settle in Canterbury. They arrived in Lyttelton on the ‘Friedeburg’ in 1872.
- 3.23 Rogatski Cres/Pl/Ln - The Rogatski family were one of the early Polish families to settle Marshland. They arrived in New Zealand on the ‘Palmerston’ in 1872.
- 3.24 Percasky Cres/Pl/Ln - The Percasky family were one of the early Polish families to settle Marshland. They arrived in Lyttelton on the ‘Friedeburg’ in 1872.
- 3.25 The proposed and alternative names are considered to be consistent with the policy.
- 3.26 Notwithstanding, the discretion lies with the Community Board to approve any of the above name options, including the alternative names.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	RMA/2023/1314 - Proposed Road Names Plan - 7 Selkirk Place	26/539727	23

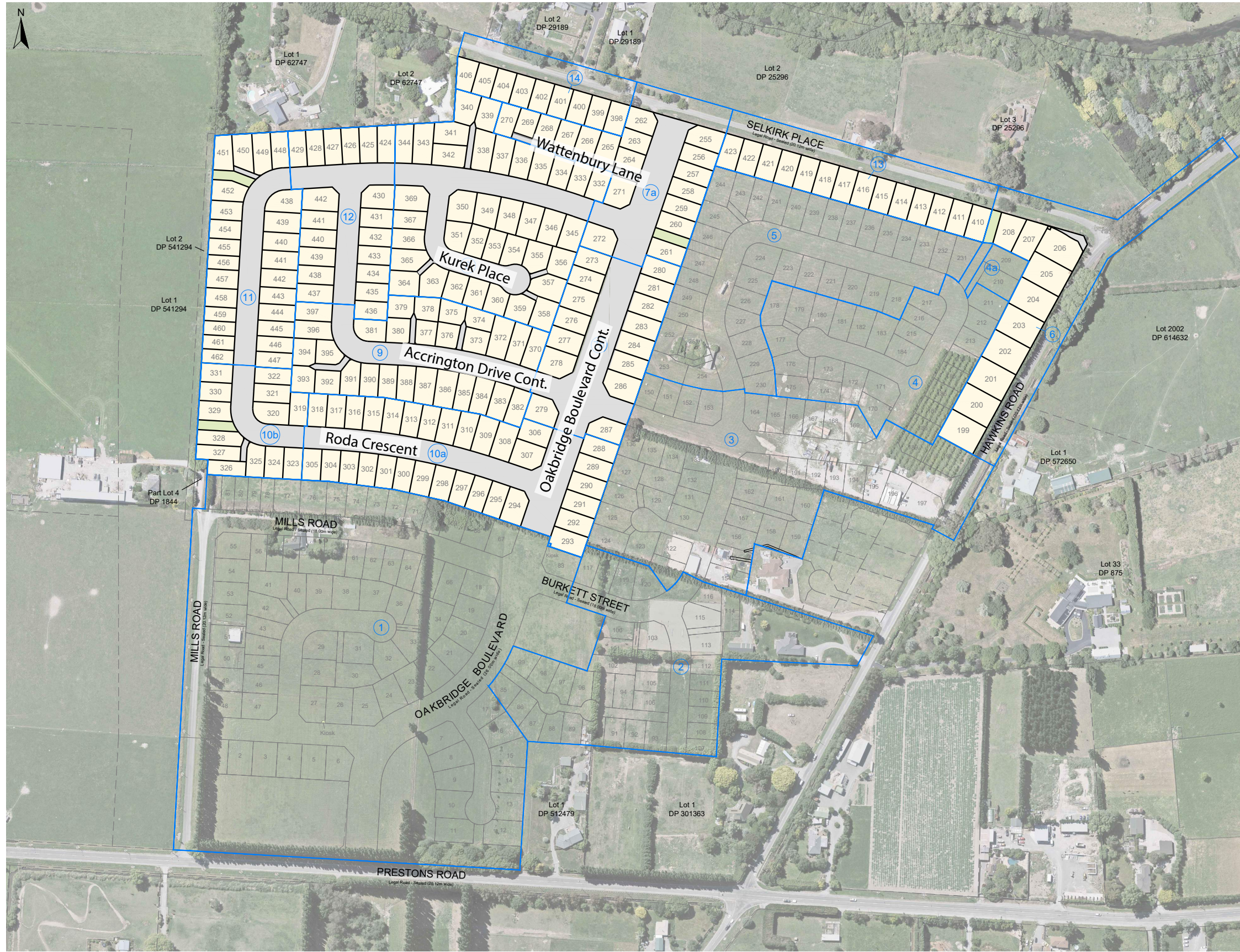
Signatories Ngā Kaiwaitohu

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

Item 9

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contractor to locate all existing services & verify all dimensions before commencing work



/ issue	/ date	/ reason	/ approved
M	02/26	Body Updates to Stages 7, 8, 9, 10, 11, 12	RB

Lot 4000 DP 614632
RT: 1228617
Owner(s): Sovereign Palms Limited
Area: 12.613ha
Lot 4001 DP 606190
RT: 1201971
Owner(s): Sovereign Palms Limited
Area: 7880m² more or less

Areas and dimensions are subject to survey.
A full assessment of easements will be undertaken upon completion of the survey. This may result in additional easements to those already shown.

Stage	Count
Stage 1	83
Stage 2	37
Stage 3	46
Stage 4	28
Stage 5	37
Stage 6	10
Stage 7a	18
Stage 7b	15
Stage 8	37
Stage 9	28
Stage 10a	31
Stage 10b	13
Stage 11	25
Stage 12	19
Stage 13	14
Stage 14	9
Total	450

CAD ref: 39630 - Scheme Plan - Stages 6-14 Rev L.dwg

do DAVIS OGILVIE
ENGINEERS / SURVEYORS / PLANNERS
Davis Ogilvie & Partners Limited
Level 1, 24 Moorhouse Avenue, Addington, Christchurch 8140
Office 0800 999 332 Email hello@do.nz
www.do.nz

Proposed Subdivision of Lot 4000 DP 614632 & Lot 4001 DP 606190
Oakbridge - Stages 6-14 Overall Plan

Sovereign Palms Limited

/ design BL	/ drawn BL	/ QA check TL/DB	/ dwg 354
/ scale @ A1 1:1500@A1 1:3000@A3	/ date 04/21	/ file 39630	/ issue M

10. Bus stop upgrades on Main North Road and Marshland Road.

Reference Te Tohutoro: 26/399722

Responsible Officer(s) Te Pou Matua: Mansour Johari, Passenger Transport Engineer

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 To approve proposed bus stop improvements on Main North Road and Marshland Road.
- 1.2 This report has been prepared by staff in response to community requests.
- 1.3 The proposed bus stop upgrades were consulted on together and are presented in a single report to streamline time and costs. However, the decisions concerning each bus stop are independent, and they can be pursued separately if necessary.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Bus stop upgrades on Main North Road and Marshland Road Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to parking or stopping restrictions and traffic controls made pursuant to any bylaw to the extent that they conflict with the parking or stopping restrictions and traffic controls described in resolutions 4 to 10 below.

Bus stop 15319 – 294 Main North Road (Attachment A)

4. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the east side of Main North Road commencing at a point 116 metres north of its intersection with Daniels Road and extending in a southerly direction for a distance of approximately 3.6 metres.
5. Approves that hardstand area and tactile pavers be installed at the bus stop 15394 outside 294 Main North Road, as shown on **Attachment A**, Plan TG149101, dated 02/2026.

Bus stop 37933– 136 Main North Road (Attachment A)

6. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that a Bus Stop be installed, on the eastern side of Main North Road commencing at a point 35 metres south of its intersection with Meadow Street and extending in a southerly direction for a distance of 14 metres.
 - b. Approves that the stopping of all vehicles be prohibited at any time, on the eastern side of Main North Road commencing at a point 49 metres south of its intersection with Meadow Street and extending in a southerly direction for a distance of 2 metres.
7. Pursuant to Section 339(1) of the Local Government Act 1974:

- a. Approves that a bus passenger shelter be installed on the east side of Main North Road commencing at a point 43metres south of its intersection with Meadow Street and extending in a southerly direction for a distance of approximately 3.6 metres.
- 8. Approves that a seat, tactile pavers, new kerb, and green surface treatment be installed at the bus stop 37933 outside 136 Main North Road, as shown on **Attachment A**, Plan TG135695, dated 02/2026.

Bus stop 12258– 61R Marshland Road (Attachment A)

- 9. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that the stopping of all vehicles be prohibited at any time, on the western side of Marshland Road commencing at a point 95 metres south of its intersection with Hammersley Avenue and extending in a northerly direction for a distance of 8 metres.
 - b. Approves that a Bus Stop be installed, on the western side of Marshland Road commencing at a point 87 metres south of its intersection with Hammersley Avenue and extending in a northerly direction for a distance of 14 metres.
 - c. Approves that the stopping of all vehicles be prohibited at any time, on the western side of Marshland Road commencing at a point 73 metres south of its intersection with Hammersley Avenue and extending in a northerly direction for a distance of 4 metres.
- 10. Approves that tactile pavers be installed at the bus stop 12258 outside 61R Marshland Road, as shown on **Attachment A**, Plan TG152712, dated 02/2026.
- 11. Approves that these resolutions, described in clauses 4 to 10 above, take effect when traffic controls or parking signage and/or road markings 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 Based on community requests, staff are proposing several bus stop upgrades, as listed in Table 1.

Table 1: Proposed bus stop upgrades.

Address and ID	Origin	Upgrades
294 Main North Road – 15319	Community	Shelter installation
136 Main North Road – 37933	(2x) Community	Shelter installation and kerb modifications
61R Marshland Road - 12258	(2x) Community	Line marking

- 3.2 The proposed plans include tactile pavers, seat, new kerb, and hardstand areas, where required, to improve accessibility and the waiting area, including for people getting on and off the bus.
- 3.3 Green surfacing is proposed at the bus stop 37933 outside 136 Main North Road to increase the awareness and potential presence of people riding bicycles.
- 3.4 A bus stop is deemed well-used if, on average, it serves around 20 or more passengers daily. This is the traditional CCC threshold for bus shelter installation.

- 3.5 A plan has also been developed by staff for bus stops 29835 and 29971, located on Grimseys Road near Prestons Road. However, following feedback from affected residents, staff have deferred any changes to these bus stops for further investigation.
- 3.6 These upgrades have been prioritised based on patronage and community requests.

4. Background/Context Te Horopaki

294 Main North Road – 15319

- 4.1 Staff received a request to install a shelter at this stop. This stop serves routes 1 and 95. On average, 24 passengers board daily at this bus stop.
- 4.2 The existing bus stop includes standard bus box marking, lead-in no-stopping restrictions, and signage. Also, the driveway after the bus box functions as lead-out no-stopping restrictions for buses.

136 Main North Road – 37933

- 4.3 Staff received two requests to install a shelter at this stop. This stop serves routes 1, Orbiter, 27, 95, 107, and 125. On average, 101 passengers board daily at this bus stop.
- 4.4 The existing bus stop includes a seat, oversize bus box marking, standard lead-in/out no stopping restrictions, and signage. Also, the existing kerb is significantly damaged.

61R Marshland Road – 12258

- 4.5 Staff received two requests to install standard line marking at this stop.
- 4.6 This stop serves routes 60 and 135. This bus stop mainly functions as a drop off stop (1 boarding per day, on average).
- 4.7 The paired bus stop, 18610 outside 64 Marshland, has 9 boardings per day, on average.
- 4.8 The existing bus stops include signage only.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

294 Main North Road – 15319

- 4.9 The following reasonably practicable options were considered and are assessed in this report:
 - 4.9.1 Shelter installation.
 - 4.9.2 Do nothing.

136 Main North Road – 37933

- 4.10 The following reasonably practicable options were considered and are assessed in this report:
 - 4.10.1 Shelter installation and kerb modifications.
 - 4.10.2 Do nothing.
- 4.11 The following options were considered but were not assessed as reasonably practicable:
 - 4.11.1 Shelter installation without further improvement.
 - The existing oversized bus box results in situations where buses may block the driveway. In addition, the kerb at this bus stop is currently in poor condition. Given the number of bus

routes and passenger boardings at this stop, this option would represent poor value for money.

61R Marshland Road – 12258

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

- 4.12.1 Provision of standard line marking.
- 4.12.2 Do nothing.

Options Descriptions Ngā Kōwhiringa

294 Main North Road – 15319

4.13 **Preferred Option:** Shelter installation.

4.13.1 **Option Advantages**

- Improves customer satisfaction by providing weather protection for passengers.

4.13.2 **Option Disadvantages**

- Costs associated with shelter cleaning and maintenance.

4.14 **Do nothing Option:**

4.14.1 **Option Advantages**

- Council will not incur any costs.

4.14.2 **Option Disadvantages**

- No improvement in weather protection for people waiting for the bus.

136 Main North Road – 37933

4.15 **Preferred Option:** Shelter installation and kerb modifications.

4.15.1 **Option Advantages**

- Improves customer satisfaction by providing weather protection for passengers.
- Improved access to and from the bus for passengers.
- Improve the drive interruption issue.
- Increase the awareness and potential presence of people riding bicycles.

4.15.2 **Option Disadvantages**

- Costs associated with shelter cleaning and maintenance.

4.16 **Do nothing Option:**

4.16.1 **Option Advantages**

- Council will not incur any costs.

4.16.2 **Option Disadvantages**

- None of the identified advantages associated with the preferred option would be realised.

61R Marshland Road – 12258

4.17 **Preferred Option:** Provision of standard line marking.

4.17.1 **Option Advantages**

- Improved access to bus stop for buses.
- Improved access to and from the bus for passengers.

4.17.2 **Option Disadvantages**

- On-street parking loss (2 spaces).

4.18 **Do nothing Option:**

4.18.1 **Option Advantages**

- The Council will not incur any costs.

4.18.2 **Option Disadvantages**

- None of the identified advantages associated with the preferred option would be realised.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 5.1 The estimated costs for the recommended option and the do-nothing option are provided in the table below.
- 5.2 The implementation costs in the table below include the expenses for investigation, design, and construction of bus stop upgrades.
- 5.3 Maintenance/Ongoing costs - The Transport Unit Operational Expenditure budgets include maintenance of bus stop infrastructure.
- 5.4 Funding Source – Traffic Operations budget for public transport infrastructure upgrades.

294 Main North Road (Bus stop 15319)

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$33,000	\$0
Funding Source	CPMS 50465	N/A
Maintenance/Ongoing Costs	Bus stop maintenance contract - minimal effects to the overall asset	N/A
Funding Availability	Available	N/A
Impact on Rates	N/A	N/A

136 Main North Road (Bus stop 37933)

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$43,000	\$0
Funding Source	CPMS 50465	N/A
Maintenance/Ongoing Costs	Bus stop maintenance contract - minimal effects to the overall asset	N/A
Funding Availability	Available	N/A
Impact on Rates	N/A	N/A

61R Marshland Road (Bus stop 12258)

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$4,000	\$0
Funding Source	CPMS 50465	N/A
Maintenance/Ongoing Costs	Bus stop maintenance contract - minimal effects to the overall asset	N/A
Funding Availability	Available	N/A
Impact on Rates	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Should the Community Board proceed with the Do-Nothing options:

- None of the identified advantages associated with the preferred options would be realised.

Legal Considerations Ngā Hiraunga ā-Ture

6.2 The relevant Community Board or Committee have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolutions of:

- Stopping, standing, and parking restrictions (including bus stops) under Clause 7 of the Traffic and Parking Bylaw 2017.
- The authority to subsequently amend or revoke any resolution made at any time under Clause 6(2) of the Traffic and Parking Bylaw 2017.
- Bus passenger shelters under Section 339 (1) of the Local Government Act 1974.
- To hear and determine objections to bus stop shelters.

6.3 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

6.4.1 Align with the [Christchurch City Council's Strategic Framework](#).

6.4.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of people impacted by each individual plan, the low risk and cost associated with the decision.

6.4.3 Are consistent with Council's Plans and Policies.

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

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.4.1 More people are choosing to travel by public transport - >=14 million trips per year
- Level of Service: 10.4.4 Improve customer satisfaction with public transport facilities (quality of bus stops and bus priority measures) - >=73%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Consultation has been carried out with affected property owners and tenants.
- 6.8 The consultation period ran from 17 February to 10 March 2026. Letters were delivered to the property owners and tenants affected. An email was also sent to the motel beside bus stop 37933 (136 Main North Road).
- 6.9 Environment Canterbury support the proposed upgrades.
- 6.10 Staff did not receive any submissions.
- 6.11 The decision affects the following wards/Community Board areas:
 - 6.11.1 Waipapa Papanui-Innes-Central Community Board.
 - 6.11.2 Papanui Ward.
 - 6.11.3 Innes Ward.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions. However, providing shelters along with other bus stop upgrades will enhance public transport user satisfaction and encourage more people to use public transport.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the staff recommendations are approved, staff will engage with contractors to proceed with construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Attachment A: Proposed bus stop improvements	26/500526	33

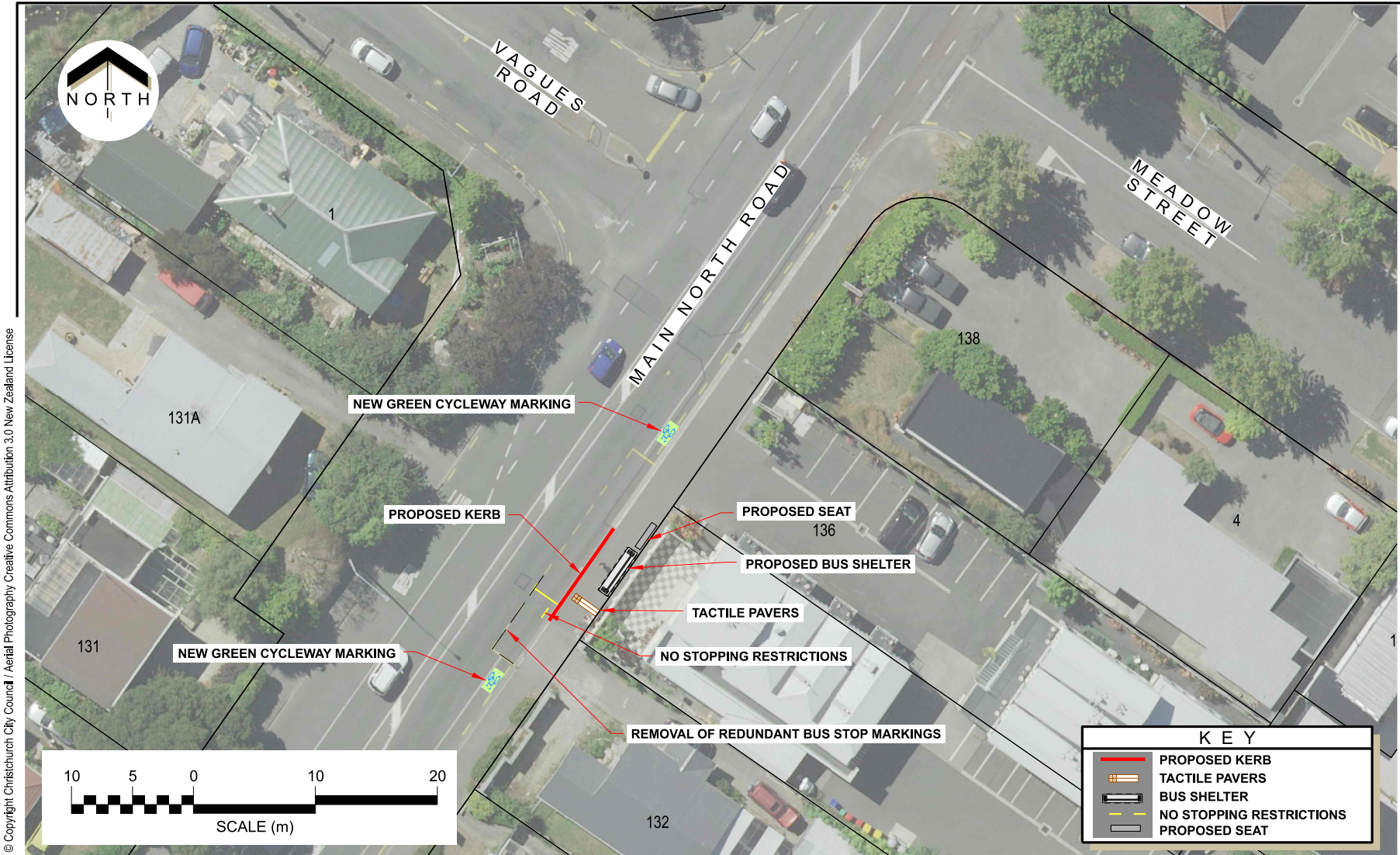
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Mansour Johari - Passenger Transport Engineer
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Head of Transport & Waste Management







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61R Marshland Road (Bus Stop #12258)
Bus Stop Upgrades Project 2025/26
For Community Board Approval

Original Plan Size: A4
Drawn: GA Issue 1 02/2026
Designed: TW Drawing: TG152712
Approved: BLH Project: CP503348

11. Medway Street - Footpath Connection

Reference Te Tohutoro: 26/324686

Responsible Officer(s) Te Pou Matua: Benjamin Zmijewski, Senior Transportation Engineer

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval from the Waipapa Papanui-Innes-Central Community Board to create a safe and accessible footpath connection and install a small amount of no stopping lines to provide for pedestrian safety at the crossing location.
- 1.2 The report has been written in a response to customer requests for improved accessibility to the Ōtākaro Avon River Corridor, specifically along Medway Street.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Medway Street - Footpath Connection Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes, in accordance with Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017, any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 5 and 6 below.

Flesher Avenue - footpath connections

4. Approves, in accordance with Section 331 of the Local Government Act 1974, the footpath and kerb and channel modifications on Flesher Avenue as detailed in **Attachment A** of this report.

Medway Street – no stopping prohibition

5. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as detailed in **Attachment A** of this report:
 - a. on the southern side of Medway Street commencing at its intersection with Flesher Avenue and extending in an easterly direction for a distance of 8 metres.

Flesher Avenue – no stopping prohibition

6. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as detailed in **Attachment A** of this report:
 - a. on the western side of Flesher Avenue commencing at its intersection with Medway Street and extending in a southerly direction for a distance of 18 metres; and
 - b. on the eastern side of Flesher Avenue commencing at its intersection with Medway Street and extending in a southerly direction for a distance of 19 metres.

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

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 There is no accessible footpath connection on Medway Street for people wanting to access the Ōtākaro Avon River Corridor east of Flesher Avenue.
- 3.2 The existing Medway Street footpath and kerb and channel in the road corridor was severely damaged during the earthquakes and has not been repaired since. At present there is an informal gravel path over a grass berm that is somewhat obstructed by power poles.
- 3.3 The regenerating Ōtākaro Avon River Corridor has created additional demand for people wanting to access it from Medway Street.
- 3.4 New footpaths and kerb cutdowns are proposed, which will provide a step-free pedestrian crossing point across Flesher Avenue. This will especially help those with mobility challenges access the Ōtākaro Avon River Corridor.
- 3.5 The new footpaths within the road corridor will tie in with a proposed new pathway across red zone land.
- 3.6 A small amount of on-street parking on Flesher Avenue and Medway Street will be removed to provide for pedestrian safety at the crossing location.

4. Background/Context Te Horopaki

- 4.1 The City to Sea Pathway and Medway Footbridge have been recently opened to the public in this area.
- 4.2 This has resulted in an increase in the number of people walking along Medway Street to access the Ōtākaro Avon River Corridor.
- 4.3 Nearby residents that live to the east of the river have raised concerns that there is no accessible or step-free route when walking along Medway Street.
- 4.4 The existing footpath, kerb, and channel on the southern side of Medway Street was severely damaged during the earthquakes and has not been repaired since.
- 4.5 Due to the kerb and channel damage, the cost to repair a footpath at the edge of the road is high, and does not fit within the scope of Council's footpaths maintenance program or Council's new footpaths programme.
- 4.6 An alternative path off the road corridor, using red zone land was suggested as a suitable, cheaper, and pragmatic alternative.
- 4.7 The idea was supported by the Council's Manager Residential Red Zone, who agreed to fund the construction of the portion within red zone land.
- 4.8 As the red zone portion sits within the remit of the Ōtākaro Avon River Corridor Regeneration Plan's objectives and specific connections noted in Appendix 13.14.6.1, no further delegated approvals are needed for this aspect. A variation to the City to Sea (West) Consent will be sourced prior to the works commencing.
- 4.9 The informal gravel path on the southern berm of Medway Street will be left as is.

- 4.10 This report seeks Community Board approval for the construction of the footpath connections within the legal road corridor, as well as supporting elements such as no stopping lines.
- 4.11 A small amount of on-street parking will be removed to protect the crossing point from parked vehicles and to achieve sight distance requirements for pedestrians.
- 4.12 The Accessibility Improvements Fund will be used to fund the portion of work within the road corridor.
- 4.13 The proposal is illustrated in **Attachment A**.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.14 The following reasonably practicable options were considered and are assessed in this report:
 - 4.14.1 Option 1 - Provide accessible footpath connections on Flesher Avenue to connect to proposed path through red zone land
 - 4.14.2 Option 2 - Do nothing
- 4.15 The following options were considered but ruled out:
 - 4.15.1 Repair kerb and channel and footpath within road corridor. It would be very expensive to repair these assets, and the alignment through the red zone is the more likely desire line, leading directly to the new footbridge.

Options Descriptions Ngā Kōwhiringa

- 4.16 **Preferred Option:** – Provide accessible footpath connections on Flesher Avenue to connect to proposed path through red zone land.
 - 4.16.1 **Option Description:** Footpath connections on both sides of Flesher Avenue will connect the existing footpath network (on the western side of Flesher Avenue) to the proposed path through red zone land linking to the Medway Footbridge
 - 4.16.2 **Option Advantages**
 - Provides access to a suitable off-road alternative to the roadside footpath, with higher amenity value.
 - Avoids large costs associated with reinstating the footpath and kerb and channel along the southern side of Medway Street.
 - Can be delivered this financial year which will help alleviate residents' concerns, with funding allocated by the Accessibility Improvements Fund and Parks (red zone).
 - 4.16.3 **Option Disadvantages**
 - The kerb and channel on the southern side of Medway Street will remain in a poor condition for the foreseeable future.

4.17 **Option 2** - Do nothing

4.17.1 Option Description: Maintain the status quo.

4.17.2 **Option Advantages**

- No immediate cost to Council.

4.17.3 **Option Disadvantages**

- Continued access issues for residents, especially for those with mobility challenges, hindering their ability to enjoy the Ōtākaro Avon River Corridor for recreation and wellbeing purposes.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Do Nothing
Cost to Implement	\$10,700 (footpath and kerb cutdowns within the road corridor)	\$0
Maintenance/Ongoing Costs	Covered by the existing Maintenance Contract	Covered by the existing Maintenance Contract
Funding Source	Accessibility Improvements Fund	Not applicable
Funding Availability	Available	Not applicable
Impact on Rates	Nil, budget already funded via LTP.	Nil

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Contamination and Archaeological risks covered by accidental discovery protocol.

Legal Considerations Ngā Hīraunga ā-Ture

6.2 Statutory and/or delegated authority to undertake proposals in the report:

- 6.2.1 Section 331 of the Local Government Act 1974 provides Council with the authority to form or upgrade footpaths and channels.
- 6.2.2 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.
- 6.2.3 Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to subsequently amend or revoke any resolution made under this bylaw at any time.
- 6.2.4 The Waipapa Papanui-Innes-Central Community Board has delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations includes the resolution of stopping and traffic control devices and the forming or upgrading footpaths, kerbs and channels within the road corridor.
- 6.2.5 The installation of any signs and/or markings associated with regulatory traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.3 Other Legal Implications:

6.3.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

6.4.1 Align with the [Christchurch City Council's Strategic Framework](#).

6.4.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

6.4.3 Are consistent with Council's Plans and Policies. Providing step free access to parks and recreation facilities is critical to ensure Council's obligations under the Accessibility Charter are met.

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

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction

6.7 Parks, Heritage and Coastal Environment

6.7.1 Activity: Ōtākaro Avon River Corridor (OARC)

- Level of Service: 6.8.12.5 Implementation and progress the Ōtākaro Avon River Corridor Regeneration Plan - 3rd party led, Council facilitated investment - Assess and present proposals to governance body as they arise. Facilitate implementation of appropriate and approved initiatives
- Level of Service: 6.8.12.4 Implement and progress the Ōtākaro Avon River Corridor Regeneration Plan (Green Spine) - Council /3rd party collaborations - Align Council and community resources to enable successful implementation of appropriate and approved projects

Community Impacts and Views Ngā Mariu ā-Hāpori

6.8 Nearby residents were advised of the proposal by letter and had two weeks to submit feedback.

6.9 Feedback received from residents supported the formation of the footpath connection.

6.10 Feedback received from residents noted that on-street parking on Flesher Avenue would be reduced.

6.11 The extents of the no stopping prohibition were reviewed by staff after the public engagement period closed.

6.12 Space for one vehicle to park on-street was retained south of the proposed pedestrian crossing point on the western side of Flesher Avenue.

6.13 Staff confirmed that this would have a minor impact on the safety of people using the pedestrian crossing point.

6.14 The geometry of the road and low parking demand means the visibility of people using the crossing will be good.

6.15 The Team Leader Parking Compliance supports the preferred option.

- 6.16 The decision affects the following wards/Community Board areas:
 - 6.16.1 Waipapa Papanui-Innes-Central Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.17 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.
- 6.18 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.
- 6.19 The proposal involves a minor amount of footpath and kerb and channel works, as well as a minor reduction in on-street parking, so is unlikely to be a matter of interest to Mana Whenua.



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

7. Next Steps Ngā Mahinga ā-muri

- 7.1 The Manager of the Residential Red Zone will complete construction of the path across red zone lane in the current financial year, pending approval of the Resource Consent variation.
- 7.2 If approved, the footpath and parking restrictions will be implemented within the current financial year (generally around four weeks after the contractor receives the request). However, this is subject to other factors outside of Council’s control, such as contractor resourcing and work prioritisation.

Attachments Ngā Tāpirihanga

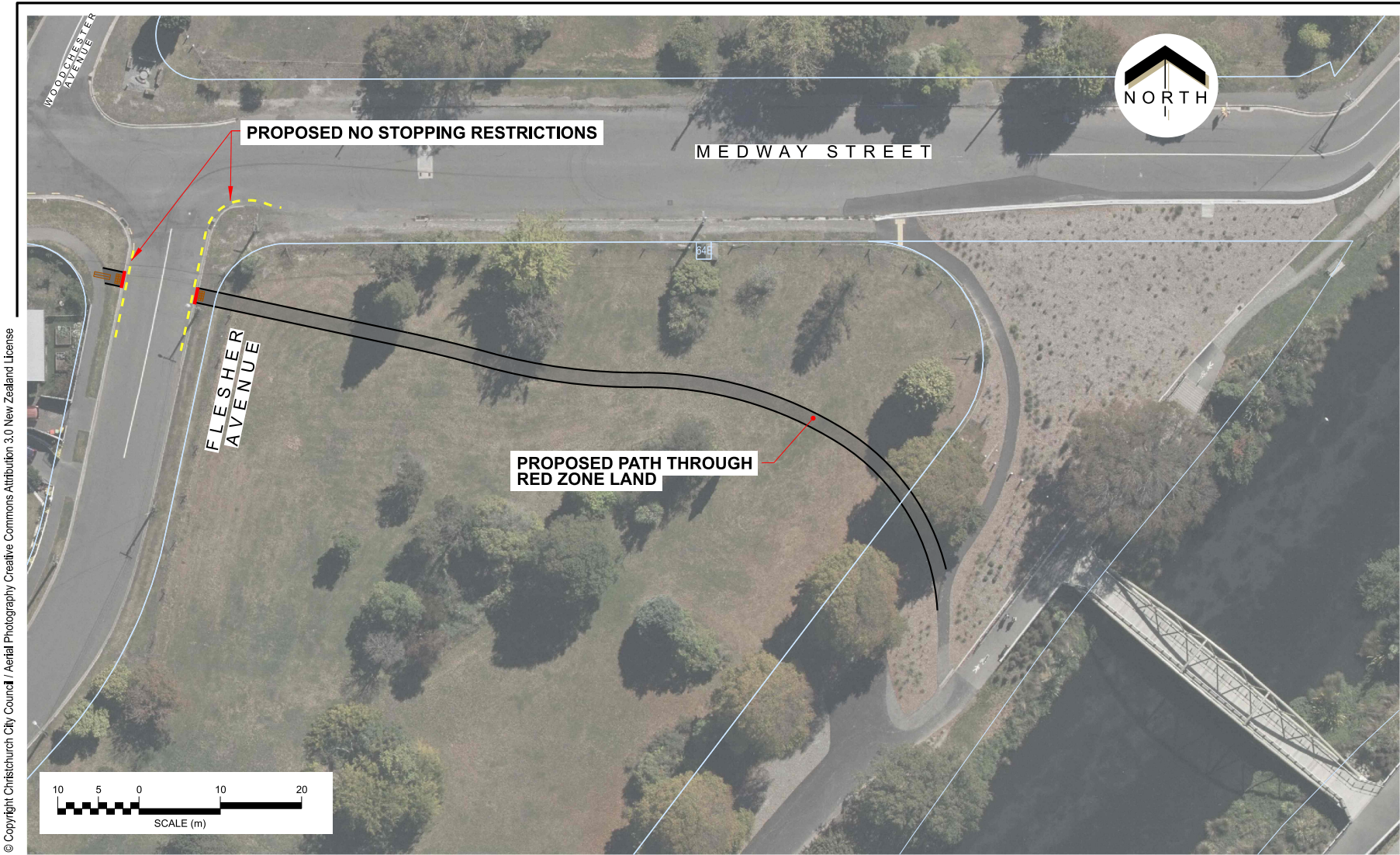
No.	Title	Reference	Page
A  	Attachment A - Medway Street Plan	26/354463	43

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Ben Zmijewski - Senior Transportation Engineer David Little - Manager Residential Red Zone
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Head of Transport & Waste Management



12. Deans Avenue - Bus Parking Restrictions for Winter School Sports

Reference Te Tohutoro: 26/520668

Responsible Officer(s) Te Pou Matua: Benjamin Zmijewski, Senior Transportation Engineer

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to approve revised parking restrictions on Deans Avenue adjacent to Hagley Park South, to improve safety and simplify parking compliance for buses serving winter school sports at the park.
- 1.2 This report has been written due to ongoing operational challenges where bus parking demand has outstripped supply leading to congestion on Deans Avenue, breaches of road user rules, unworkable parking arrangements for bus drivers, and ongoing compliance difficulties for Council's Parking Compliance team.
- 1.3 The recommendations made in this report aim to improve safety for school children, simplify operations for bus drivers, and reduce the compliance burden on Council's parking team.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Deans Avenue - Bus Parking Restrictions for Winter School Sports Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 to 14 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the eastern side of Deans Avenue, commencing at its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 72 metres, as detailed on **Attachment A**.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited from 11:00pm to 5:00am on the following day, on the eastern side of Deans Avenue commencing at a point 72 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 107 metres, as detailed on **Attachment A**. This restriction is to apply on any day.
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to Buses Only on the eastern side of Deans Avenue commencing at a point 72 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 107 metres, as detailed on

- Attachment A.** This restriction is to apply from 12:00pm to 3:00pm, on Tuesdays, Thursdays and Fridays, during the months of May, June, July and August. This restriction is to apply on School Days only.
7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the eastern side of Deans Avenue, commencing at a point 179 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 12 metres, as detailed on **Attachment A.**
 8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited from 11:00pm to 5:00am on the following day, on the eastern side of Deans Avenue commencing at a point 191 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 182 metres, as detailed on **Attachment A.** This restriction is to apply on any day.
 9. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to Buses Only on the eastern side of Deans Avenue commencing at a point 191 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 182 metres, as detailed on **Attachment A.** This restriction is to apply from 12:00pm to 3:00pm, on Tuesdays, Thursdays and Fridays, during the months of May, June, July and August. This restriction is to apply on School Days only.
 10. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, a mobility parking space be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, commencing at a point 373 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 7 metres, as detailed on **Attachment A.** The parking of vehicles will be restricted to a maximum period of 120 minutes. This restriction is to apply at all times.
 11. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, a place for motorcycle parking be reserved on the eastern side of Deans Avenue, commencing at a point 380 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 7 metres, as detailed on **Attachment A.** This restriction is to apply at any time.
 12. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the eastern side of Deans Avenue, commencing at a point 387 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 76 metres, as detailed on **Attachment A.**
 13. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited from 11:00pm to 5:00 am on the following day, on the eastern side of Deans Avenue commencing at a point 463 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 58 metres, as detailed on **Attachment A.** This restriction is to apply on any day.
 14. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to Buses Only on the eastern side of Deans Avenue commencing at a point 463 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 58 metres, as detailed on **Attachment A.** This restriction is to apply from 12:00pm to 3:00pm, on Tuesdays, Thursdays and Fridays, during the months of May, June, July and August. This restriction is to apply on School Days only.

15. Approves that these resolutions, described in clauses 4 to 14 above, take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Hagley Park is the primary venue for the inter-school winter sports carnival in Christchurch. Event days occur on selected Tuesdays, Thursdays, and Fridays from May to August each year.
- 3.2 This is a longstanding community event highly valued by schools across Christchurch.
- 3.3 In recent years, growing popularity has seen up to 1,500 children attending on a single day.
- 3.4 This growth has driven a large increase in bus numbers, meaning on-street parking demand exceeds supply on the busier days.
- 3.5 Safety concerns have been identified with bus driver parking behaviour, including angle parking that causes vehicles to overhang into live traffic lanes, damage to the post and cable fence, double parking in breach of road user rules, and health and safety risks for children boarding and alighting buses. While no incident has occurred to date, the risk is considered unacceptable.
- 3.6 Additionally, bus drivers sometimes block Deans Avenue while waiting for a spot to park causing unnecessary congestion on Deans Avenue, a major arterial road carrying approximately 15,000 vehicles per day.
- 3.7 This situation creates a stressful and difficult environment for all involved, including Councils Parking Compliance Team, who are tasked with issuing infringements to bus drivers. This has led to disputes and impacts negatively on the reputation of the event.
- 3.8 The recommended option is to install the parking restrictions in accordance with **Attachment A**. Implementing the noted recommendations will lead to a reduction in the risk of an incident from occurring by allowing bus drivers to park for the duration of the event, slightly increase the capacity of available parking, and reduce the likelihood of illegal bus double parking.
- 3.9 The recommendations in this report will provide practical improvements to the transport operations and help support a long-standing and highly valued community event.

4. Background/Context Te Horopaki

- 4.1 Canterbury Primary Schools Sports Association Inc, more commonly known as Primary Sports Canterbury, is an incorporated society that organises sporting events for schools across the Canterbury region.
- 4.2 Every year, the winter inter-school sports carnival occurs on selected afternoons of Tuesday, Thursday and Friday, throughout the months of May to August.
- 4.3 The winter inter-school sports carnival is a long-standing, highly valued community event running for the last 30 years. Up to 1,500 children can be in attendance on a busy event day (usually Fridays) with more than 30 buses required to facilitate the event. Figure 1 shows an image of a busy event during the 2025 season.



Figure 1. A busy day at Hagley Park South with school children getting ready to board the bus

- 4.4 Primary Sports Canterbury reserves various sports fields across Hagley Park. They do not manage the number of schools, the number of children participating, or the bus transport services to and from the event.
- 4.5 The individual schools themselves arrange bus transport services to and from Hagley Park South using various bus companies. Sometimes schools will share bus transport services where it is feasible to help reduce costs.
- 4.6 Staff observed buses ranging from small single-deck vehicles (10–14m) to articulated buses up to 18m in length, which creates further complexities in determining the maximum number of buses which can be accommodated within the available parking space.
- 4.7 In April 2019, a report to the Waikura/Linwood-Central-Heathcote Community Board approved a pick-up/drop-off area on Deans Avenue and a layover on Harper Avenue, to help facilitate the winter school sports carnival at Hagley Park.

- 4.8 The restrictions approved in 2019 meant that bus drivers could only legally stay for 10 minutes on Deans Avenue, while buses waited to be called from the layover on Harper Avenue. This arrangement was designed to increase the capacity of the event and worked well at the time, as a single operator provided bus transport services for the event and allowed for coordination between bus drivers (via radio).
- 4.9 Since then, the event has grown considerably, and multiple bus operators are involved. This means that coordination between drivers isn't possible, so the layover facility on Harper Avenue is not readily used in the way that it was intended.
- 4.10 Every year, prior to the commencement of the winter inter-school season, all parked vehicles and all local businesses (whose employees may park in the vicinity of the Deans Avenue area) are notified by personal visits and/or by information fliers.
- 4.11 Due to the frequent and reoccurring nature of the event, Council also supports this event by providing dedicated parking compliance officers on site immediately before and during each event. This helps ensure that the space is kept clear for buses.
- 4.12 However, due to event's increase in popularity, the number of buses can outstrip available bus parking supply, leading to dangerous parking behaviour from bus drivers and illegal double parking. This creates health and safety risks for the school children.
- 4.13 This can also cause traffic congestion on Deans Avenue as shown in Figure 2, a major arterial road carrying approximately 15,000 vehicles per day. On Friday afternoons, prayer services at Mosque Al Noor increase traffic on Deans Avenue making congestion worse.



Figure 2. Buses queuing for a space to park on Deans Avenue on a busy day during the 2025 winter season.

- 4.14 If available bus parking on Deans Avenue is full, bus drivers can feel pressured to double park, as shown in Figure 3. Completing the shortest alternative route can take between 15–20 minutes during the afternoon peak traffic period. From an event perspective this is not feasible, as school children would effectively miss a significant portion of their scheduled activity. This also increases costs to both bus operators and schools, as bus transport is charged on a per-kilometre basis.



Figure 3. Buses illegally double parking on Deans Avenue during the 2025 winter season

- 4.15 This situation creates a stressful and difficult environment for all involved, including Council’s Parking Compliance Team, who are tasked with issuing infringements to bus drivers for double parking, stopping on yellow no-stopping lines, and breaching the 10-minute time limit. This has led to disputes and impacts negatively on the reputation of the event.
- 4.16 Primary Sports Canterbury, the organisation that reserves the sports fields, have noted that procuring traffic management, which could allow bus double parking, is cost prohibitive and would deter many schools from participating in the first place.
- 4.17 The proposals presented in this report aim to slightly increase the amount of bus parking available on Deans Avenue, remove the 10-minute time limit restriction to align with new operating models favoured by bus drivers. This will improve safety for event participants and reducing the likelihood of disputes between bus operators and Council’s Parking Compliance team.
- 4.18 Primary Sports Canterbury have agreed to shift some of the schools to fields in the north-west of Hagley Park e.g. Carlton Corner and utilise the Harper Avenue bus layover. This will help to reduce the likelihood of capacity issues on Deans Avenue occurring.
- 4.19 Additionally, Ngā Puna Wai Sports Hub will be utilised more heavily to help spread demand as the event continues to grow. Ngā Puna Wai is well suited to handle larger events of this scale and has dedicated off-street bus parking so there is no chance of compliance issues and impacts on the wider transport network.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.20.1 Option 1 - Do Nothing

4.20.2 Option 2 - Review bus parking restrictions on Deans Avenue

4.21 The following options were considered but ruled out:

4.21.1 Traffic management used to coordinate bus movements and permit double parking — Primary Sports Canterbury has noted that engaging a traffic management provider would be cost prohibitive and would deter many schools from participating. Costs for the full season are estimated at approximately \$20,000, which would be passed directly to schools.

4.21.2 Alternative parking locations within or near Hagley Park — While other locations were considered, the long-standing arrangement of using Deans Avenue remains the most practical option given its proximity to the sports fields in Hagley Park South. No suitable alternative locations were identified that could accommodate the volume of buses required, without significant disruption to public parking.

Options Descriptions Ngā Kōwhiringa

4.22 **Recommended Option:** Option 2 – Review parking restrictions on Deans Avenue

4.22.1 **Option Description:** This option removes the 10-minute time limit restriction and increases the amount of space available for bus parking. Alongside changes to parking restrictions on Deans Avenue, this option has been accompanied by Primary Sports Canterbury spreading demand at Carlton Corner and Ngā Puna Wai Sports Hub.

4.22.2 Option Advantages

- Supports safe and legal bus operations, reducing congestion and parking infringements on Deans Avenue on busy event days
- Reduces the risk of illegal double parking and potential conflicts between bus drivers and the Parking Compliance team
- Better reflects current operations, where multiple bus operators run independently with no central coordination
- Improves operational conditions for the Parking Compliance team, including allowing staff to take a lunch break between event periods
- Increases on-street parking availability for daytime commuters outside of the winter school sports season

4.22.3 Option Disadvantages

- Parking demand may still exceed supply on the busiest event days, as schools — not Primary Sports Canterbury — are responsible for organising their own transport, meaning the total number of buses cannot be controlled or coordinated
- Does not resolve the tripping hazard posed by the post and cable fence adjacent to the parking area
- Effectiveness depends on clear advance communication to schools and bus operators about the changed restrictions
- Results in a slightly larger patrol area for the Parking Compliance team during the hour between drop-off and pick-up periods

- Does not accommodate season extensions due to bad weather or other unforeseen circumstances

4.23 Option 1 - Do Nothing

4.23.1 **Option Description:** The existing arrangement would be maintained.

4.23.2 **Option Advantages**

- Avoids the cost of renewing signage and line marking (estimated at approximately \$2,000)
- Requires no staff time for implementation

4.23.3 **Option Disadvantages**

- Higher operating costs due to the need to patrol the spaces for three hours instead of one hour
- Retains conditions that may lead to a serious health and safety incident involving school children moving around large vehicles in a congested environment
- Retains the unrealistic 10-minute time limit, which is unenforceable in practice and continues to generate non-compliance with bus drivers
- Does not reflect current operating conditions, where multiple independent bus operators with no central coordination have replaced the single operator model the existing restrictions were designed for
- Where spaces are full, the shortest available circuit takes at least 11 minutes, creating significant time pressure given buses have other contracted services to fulfil and children need to return to school by a set time
- Continued enforcement burden, likely to result in ongoing disputes between bus drivers and the Parking Compliance team and negative public perception
- Requires parking wardens to spend up to an hour patrolling the area between drop-off and pick-up periods, which is an inefficient use of Parking Compliance team resources
- Not preferred by bus drivers, as the requirement to leave and return affects their ability to take a lunch break and increases operating costs for bus companies
- Risks the long-term viability of the event, which would represent a significant loss for the wider Christchurch school community

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 1 – Do Nothing
Cost to Implement	Approximately \$2,000 (changes to line marking and signage)	\$0
Maintenance Costs	Covered by existing maintenance contract	Covered by existing maintenance contract
Parking Compliance costs (including towing vehicle resources)	Per event day = \$475 For one winter season = \$22,800	Per event day = \$1,425 For one winter season = \$68,400
Funding Source	Road Markings and Signs budget Parking Compliance budget	Not applicable Parking Compliance budget
Funding Availability	Available	Available
Impact on Rates	Negligible	Negligible

- 5.1 The Parking Compliance team and towing contractors are required on-site immediately before each event day in case any parked vehicles need to be removed to clear the bus parking area.
- 5.2 Under the recommended option, once buses are parked and the space is occupied, tow truck operators and Parking Compliance team staff can leave and return only when buses begin transporting children back to school.
- 5.3 While both options require Parking Compliance resources, the recommended option significantly reduces the time and intensity of enforcement required, as detailed in the table above.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 As individual schools are responsible for organising their own bus transport, Primary Sports Canterbury is unable to control or take responsibility for the total number of buses arriving at Hagley Park on any single day.
- 6.2 From the 2026 winter season onwards, Primary Sports Canterbury has committed to directing more events to satellite venues, including Nga Puna Wai Sports Hub, which will somewhat reduce demand for parking on Deans Avenue.
- 6.3 However, there remains a risk that on any given day the number of buses arriving exceeds available capacity. This risk may increase over time, as Primary Sports Canterbury is actively working to grow participation in the event.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.4.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
 - 6.4.2 Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to subsequently amend or revoke any resolution made under this bylaw at any time.

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

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.6 The required decisions:
- 6.6.1 Align with the [Christchurch City Council's Strategic Framework](#).
- 6.6.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
- 6.6.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 6.7 The community engagement and consultation outlined in this report reflect the assessment.
- 6.8 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.9 Transport
- 6.9.1 Activity: Transport
- Level of Service: 10.3.3 Maintain customer satisfaction with the ease of use of Council on-street parking facilities - $\geq 50\%$
- 6.10 Citizens and communities
- 6.10.1 Activity: Recreation, Sports, Community Arts and Events
- Level of Service: 7.0.3.1 Support citizen and partner organisations to develop, promote and deliver recreation and sport in Christchurch - 4,000 hours of staff support provided per annum

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.11 The event organiser, Primary Sports Canterbury, and a selection of bus operators were engaged with on multiple occasions to gain a deep understanding of the issues and possible solutions.
- 6.12 On-site meetings during busy event days, with all stakeholders involved were also completed during 2025 to observe bus driver parking behaviour, and strategies employed by schoolteachers to keep the children safe.
- 6.13 An online meeting was held post-season to review the existing arrangements and investigate feasible alternatives.
- 6.14 Staff sent a copy of the recommended option to Primary Sports Canterbury who were asked to disseminate further to bus operators and any schools involved.

- 6.15 Staff from Primary Sports Canterbury support the recommended option. They also noted that they do not make any bus bookings for the events at Hagley and that this function is completed and managed by the participant schools.
- 6.16 In addition to the parking changes, Primary Sports Canterbury will more heavily utilise other sports fields such as Ngā Puna Wai to help cater for the increased demand.
- 6.17 The Team Leader Parking Compliance supports the recommended option.
- 6.18 The Council's Sports Activation Advisor for Hagley Park, from the Sports Liaison team supports the recommended option.
- 6.19 The decision affects the following wards/Community Board areas:
 - 6.19.1 Waipapa Papanui-Innes-Central Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.20 The decisions do not involve a significant decision concerning ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.21 The decisions do not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.22 The decisions relate to changing the operating conditions of a small amount of on-street parking on Deans Avenue. This is unlikely to be an issue of significant to Mana Whenua.



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.16 The recommendations in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.17 The decisions relate to changing the operating conditions of a small amount of on-street parking on Deans Avenue. This is unlikely to have any significant impact on emissions. The recommended option will reduce unnecessary circulation of buses by allowing them to be parked on Deans Avenue for the full duration of the events.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, signage and road markings will be installed prior to the start of the 2026 winter sports season.
- 7.2 Communications about the changed parking restrictions will be relayed to the event organiser, Primary Sports Canterbury, who will disseminate this information to all bus operators and schools to ensure they are aware of the changes.
- 7.3 Staff will monitor usage and compliance during the 2026 winter season, and review if necessary.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Appendix A - Plan - Deans Avenue Bus Parking Restrictions	26/533495	57

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Ben Zmijewski - Senior Transportation Engineer
Approved By	Kathy Graham - Acting Operations Manager Stephen Wright - Head of Transport & Waste Management



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13. Waipapa Papanui-Innes-Central Community Board Area Report - April 2026

Reference Te Tohutoro: 26/458686

Responsible Officer(s) Te Pou Matua: Emma Pavey, Community Governance Manager Papanui-Innes-Central

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

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


2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central Community Board Area Report - April 2026.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Summer with your neighbours (SWYN)	<p>SWYN is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood.</p> <p>This year's events can be held from 25 October 2025 to 30 March 2026.</p> 	To date 20 claims for reimbursement have been received and processed. A reminder that SWYN ends on Monday 30 March was sent out to the remaining participants.	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Community Pride Garden Awards 2026	These awards are in partnership with Keep Christchurch Beautiful's Street and Garden Awards. Participating Boards award certificates to residents and businesses who maintain their street-visible gardens to a high standard.	93 notification cards have been received. Judging was slightly delayed by the weather and availability of judges.	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Westminster Park	The Pacific Community Liaison is meeting with the Pacific Hub Steering Group and working with the Parks team on the future of the depot.	Ongoing	Strengthening Communities Together

Phillipstown Hub	<p>The Finance and Performance Committee has delegated to the CE and CFO to purchase the site for \$3m. This proposal has been sent to MOE for consideration.</p> <p>The transitional short term caretaker role for the site is being determined to ensure the continuation of services and programmes.</p>	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Community Board Plan	<p>The draft Community Board Plan is open for submissions until 31 March 2026. The submissions will be collated, ready for the Board Plan to be presented at the May 2026 Board Meeting.</p>	Ongoing	Strengthening Communities Together Strategy
Youth Recreation	<p>Staff are working in collaboration with youth-focused organisations to discuss potential opportunities in the Papanui, Innes and Central ward areas.</p> <p>The finals for the House of Hoopz event, which is held in partnership with Te Ora Hou and YCD, has been postponed to Sunday 12 April at the New Brighton Art Court.</p> <p>Staff are working alongside Papanui Tigers Rugby League to promote teenage registrations for the upcoming season, encouraging more young people to get involved. Free subscriptions are available for boys aged 16 to 18 years.</p>	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Youth Safety	<p>The Youth Space in Northlands Mall continues to see steady numbers, with young people using the space after school hours, often before catching buses from the bus exchange.</p>	Ongoing	Strengthening Communities Together Strategy
Safety Initiatives - Edgware Village	<p>Following the safety meeting in February, an information campaign has been initiated, an outcome agreed at the meeting. Planting has also been requested for the street garden in front of the supermarket, endeavouring to keep begging activities clear of the entrance.</p>	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Civil Defence Emergency Management (CDEM) Community Resilience Plans	<p>The Richmond Civil Defence Plan has been developed and issued to the community.</p> <p>The Phillipstown Civil Defence Plan, developed through the work of the Phillipstown Community Centre Trust, has been circulated as a flyer to over 1,000 letterboxes in the Phillipstown area.</p> <p>Shirley Community Trust has worked with CDEM to update the Shirley Emergency Action Plan.</p> <p>CDEM staff and the Community Development Advisor are meeting with SARA in April in regard to a Community Resilience Plan.</p> <p>Staff are working with Te Ora Hou on the development of their Emergency Plan.</p>	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy

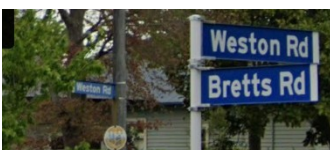
3.2 Reports back on Summer with your Neighbours (SWYN) events



• **Cherrywood Place** – This is a long-running SWYN event, marked this year on 8 March, with a large mobile barbeque, and a barbequed ham. There was great attendance with overwhelming thanks to those involved in organising it, and a remark on how the gathering consolidates the neighbourhood.



• **Moa Reserve** – The residents noted their great appreciation for the subsidy supporting this event, which had a great turnout on the evening of 19 February, and with them noting the benefit of the event bringing a sense of community to the neighbourhood.



• **Weston Road** – This afternoon barbeque gathering on 1 March was marked with a little rain, but still the residents noted that: “We really look forward to this gathering every year and it helps increase the feelings of support and community.”



- Stapletons Road** – Held on Saturday 15 March in the early afternoon, the residents highlighted the benefit of the SWYN project for keep a sense of community in their area: “Thank you for this opportunity to have a reason to gather every year within a timeframe ... makes it happen rather than letting it go.”



3.3 Community Funding Summary

The balance of the Board’s funding pools at the time of writing is currently as follows:

2025/26 Waipapa Papanui-Innes-Central Discretionary Response Fund (DRF)	
DRF Grants approved this financial year:	Granted:
• Board Project: Youth Development Fund	\$8,000
• Board Project: Community Liaison	\$4,000
• Board Project: Summer with your Neighbours	\$4,500
• Casebrook Intermediate School - Tōtaranui Kāhui Ako Cultural Festival	\$2,700
• Shirley Rugby League Club - Stage 1 of the Clubroom Feasibility Study	\$6,000
• Delta Community Support Trust – Training and Development	\$3,800
• Bangaliana Multicultural Christchurch – Saraswati Festival 2026	\$1,800
• Avon Ōtākaro Network Inc. – Matariki in the Zone 2026	\$4,300
• The Village Presbyterian Church Community Centre – Community Centre Enhancement	\$1,450
• CHS Avebury Climate Resilience Garden	\$5,000
• Board Project: Community Pride Garden Awards	\$2,000
• Board Project: Youth Recreation Project	\$7,500
• Papanui Leagues Club Inc. - towards replacement of the Club Chiller	\$5,000
AVAILABLE BALANCE (at time of writing):	\$10,916.70

3.4 Summary of Recent YDF Applications

Each year, the Council's community boards set aside an amount of money to fund young people in their local community through their Youth Development Fund (YDF). For more information [see here](#).

2025/26 Waipapa Papanui-Innes-Central Youth Development Fund (YDF)	
YDF grants approved under delegation this financial year:	
• Tayla & Georgia Eagle - World Pipe Band Championships, Glasgow, UK	\$500 each
• Ruby Cutbush – FIBA U16 Asia Basketball Cup Tournament, Kuala Lumpur, Malaysia	\$500
• Lauren Dyet – IKF Oceania Korfbal Championships, Melbourne	\$400
• Zoe Drennan & Mia Black – HipHop Unite World Championships 2025, Prague, Czech Republic	\$200 each
• Charlotte Nelson – Spirit of New Zealand Voyage (#939)	\$350
• Libby Greaves – NZ Rowing & Beach Spring Championships, Auckland	\$350
• Malachi Mackie-Walker – AIMZ Games, Tauranga	\$350
• Jun McDonald – World Gymnastics Championships, Jakarta	\$500
• Euphoria Dance Studio (3 students - \$200 each) HipHop Unite World Championships 2025, Prague, Czech Republic	\$600
• Harper Knowles – National Latin Dance Championships, Auckland	\$300
• Ryder Wipou – South Island Touch Rugby Tournament, Nelson & U16 Regional Touch Rugby Tournament, Oamaru	\$300 each
• Zara Hunter, Alana Park & Isla Ryan - Secondary Schools National Volleyball Championships, Palmerston North	\$100 each
• Jean Taylor - Aotearoa National Maori Netiporo Tournament, Whangarei	\$350
• Alice Wan - auditioned for and has been accepted into the English National Ballet School Summer Programme in London this July. The funding is to enable her to attend this opportunity. This prestigious two-week intensive development programme represents a significant step forward in her ballet training and long-term goal of becoming a professional ballerina. Being accepted into this highly respected institution is an incredible honour accorded only to outstanding students from around the world, and the opportunity to train in its professional environment, guided by experienced faculty and guest tutors, will enable Alice to grow both technically and artistically.	\$500
• William (Liam) Kallianpur - a 17-year-old Year 10 student at Christchurch Rudolph Steiner School. He has just been selected for the NZ national judo squad to compete at the OJU Oceania Continental Judo Championships and attend the preceding week-long training camp in Melbourne in April. Liam has been practicing judo at the Christchurch School of Judo since he was 9 years old and achieved his brown belt (1st kyu) last year, as well as winning gold at the 2025 Canterbury Open and South Island Judo Championships, bronze at the Auckland International Open and silver at Nationals.	\$500
AVAILABLE BALANCE (at time of writing):	\$1,000

3.5 **The Mayor’s Welfare Fund**

The Mayor’s Welfare Fund provides financial support to families and individuals in the community who are in extreme financial distress. It is a last resort for when people have exhausted other appropriate sources, such as Work and Income New Zealand (WINZ). The criteria and instructions on how to apply can be found here: [Mayors Welfare Fund - all you need to know](#).

3.6 **Upcoming Community Events and Activities**

Volunteer Events

[Visit this link](#) for a variety of volunteer events held around the city, and [this link](#) to volunteer at a Council-produced event.

There is also information at [this link](#) on becoming a Graffiti Programme volunteer, or register at [this link](#) to join the Parks Volunteers Team.



Some planting events are eligible for Children's University (CU) credits and are family-friendly. Schools can be supported by the ‘connect and grow’ planting programme: Manaaki Taiao – Nurture Nature.

Or find other opportunities to volunteer in your community at [this link](#), whether it be sharing your passion for art at the [Art Gallery](#), helping the [Friends of the Library](#), joining the [Friends of the Botanic Gardens](#), volunteering to [help run the Peace Train](#), or any of the number of volunteer opportunities listed on the site for [Volunteering Canterbury](#).



FRESH Events 2026

- Information on events from Youth & Cultural Development (YCD) is available at [this link](#). See the updates there on the proposed new date for the postponed House of Hoopz final.

Other upcoming community events and festivals in the city

- Visit [this link](#) for a variety of community events and festivals held around the city. You can also visit the [What’s On](#) site for one-off and regular events like:

- [Linwood Village Market](#) – 2 May, 10 am to 1 pm at Linwood Community Arts Centre car park, 388 Worcester Street - Plants, crafts, clothes, books, this and that, odds and ends, vintage and upcycled, garage sale-type stalls, and some tiny fundraisers for local community projects. Sometimes music, sometimes dance too, but always reasonably priced refreshments and a friendly welcome. Please note: currently there is no shelter, so: cancelled if wet.

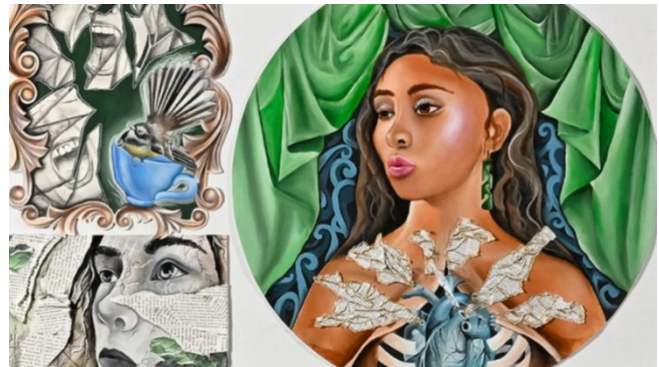


- [Art Safari](#) – 7 May, 10 am to midday at Christchurch Art Gallery - Create and enjoy time in our Education Centre with your toddler, plus a story time.



and some help from Te Whai Ao – Dodd-Walls Centre.

- [Top Art Exhibition](#) – 9 to 15 April, 10am to 5pm at Christchurch Art Gallery - Come in and marvel at the creative works from our Rangatahi. A selection of visual arts portfolios that achieved Excellence at NCEA Level 3. (Image Monet Maugham, Havelock North High School. A cultural mosaic: Wings and Whispers)



- [Sunny Side Up Children's Film Festival](#) – 10 April, 9am to 3pm at Christchurch Art Gallery - Eleven animated short films for children in a special one-day film festival.
- [School Holiday Fun: The Orange Box](#) – 9 & 10 April, 11-11.45am at The Arts Centre Te Matatiki Toi Ora - The Orange Box is a visually captivating story featuring handmade puppets, mesmerizing juggling, and enchanting circus artistry.



- [School Holiday Fun: African Drum Workshop](#) – 13 April, 11-11.45am & 1-2pm at The Arts Centre Te Matatiki Toi Ora - Learn to play African drums in a drum circle.
- [The 15th Great Otakaro Avon River Walk](#) – 11 April, 10am to 3 pm - Join this event in the Walking Festival at the New Brighton Pier at 10am. Follow the Otakaro Avon River and finish at the Peace Bell in Hagley Park.

- [Christchurch Marathon](#) – 12 April, 7.30am to 2pm at Entertainment Triangle, North Hagley Park - Known for its flat, fast, and scenic central course. Whether you're running, walking, or cheering, it's the city's most electric day of the year.



- [Hooray for Hat! Story Walk at Richmond Community Garden](#) – 16 April, 10.30am to midday at Richmond Community Garden, 235 River Road - Take a stroll in the sun with us! Come along with Elephant and Friends on this interactive story walk.



- [Zonta Yellow Rose Run/walk for Foster Hope](#) – 19 April, 8-11am at North Hagley Park - The four Zonta Clubs of Christchurch are pleased to be holding the sixth Zonta Rose run/walk. This year it is for Zonta New Zealand voted charity, Foster Hope.
- [Whānau | wildlife | look and find!](#) – 25 April, 10am to 1pm - Bring your bug-obsessed tamariki to explore and seek out what's living in the Richmond Community Gardens.

- [Repair Riverlution](#) – 21 April, 5.30-7.30pm at Riverlution Eco Hub, 46A Vogel Street - Revolt against throw-away culture. Let's reclaim the things we own and take pride in maintaining and repairing them.



- [Essex Reserve Working Bee](#) – 30 April, 10am to midday at Essex Reserve, 2 Stanmore Road - Join us, a long standing Volunteer and Council Ranger, for a low-key maintenance working bee. All welcome.



- [Open Christchurch 2026](#) – 1 to 3 May, [Online](#) - Discover Ōtautahi Christchurch through architecture.



The Walking Festival 2026

On from 28 March to 19 April 2026 - Walk, explore, discover! [The Walking Festival](#) returns for 2026 with more than 30 walks across Waitaha. Whether you're after breathtaking views, history, nature experiences, or family-friendly fun, there's a walk for you.



8 April 2026

[Walking Netball](#)



8 April 2026

[Dunes at Dawn](#)



13 April 2026

[Gruffalo Walk 2026](#)

Christchurch City Council Libraries Events

- Christchurch City Libraries run a wide range of classes and programmes both in libraries and through its learning centres for everyone from babies to seniors, with information at [this link](#).

Afterschool Activity Zone

Join us for a variety of fun activities.

FREE
no bookings required

Find out where and when at:
christchurchcitylibraries.com



- The Libraries' [technology programmes](#) are designed to help people become more comfortable with technology and to make better use of available computer tools. Better Digital Futures Computer Programmes for ages 65+ is a free programme (though it does require bookings). There is also technology help drop-in sessions, and a GenConnect Drop-in to help with questions about your iPad, smartphone or Tablet, and how to use Skype, Facebook, or share your photos with family or friends.

- [JP Clinics](#) - Justices of the Peace are available at set times at a number of Christchurch City libraries. JPs can witness signatures, verify copies of documents, hear oaths, declarations and more. There is no charge for JP services.



- The Libraries' Events Calendar can be found [here](#), and there are dedicated pages for significant events and related topics like:



- [ANZAC Day](#) - celebrated in Australia and New Zealand on 25 April. Poppy Day is the Friday before Anzac Day and is the day when people sell red poppy badges to raise funds for war veterans.

- [Hoake ki te Taiao City Nature Challenge](#) - From 24 to 27 April, join in and make as many observations of as

many species as you can from the Christchurch District (including the central city, suburbs, and Banks Peninsula), and upload them all to iNaturalist.NZ.

**Hoake ki te Taiao
City Nature Challenge**
Friday 24 – Monday 27 April 2026
Help put Ōtautahi Christchurch's
biodiversity on the map!
Take part and record as many species possible.

Hoake ki te Taiao
City Nature Challenge

- [New Zealand Sign Language Week](#) – 4-10 May 2026 - New Zealand Sign Language (NZSL) is the language of New Zealand's deaf community and was made an official language by the New Zealand Sign Language Act 2006. NZSL can express concepts from both English and te reo Māori but is itself a distinct language. Find out more about NZSL, NZ Sign Language Week, and browse NZSL resources.



3.7 Participation in and Contribution to Decision Making

3.7.1 Report back on other Activities contributing to the Community Board Plan

- *Te Whare Roimata Cultural Day*



On Saturday 7th March staff attended the annual Te Whare Roimata Cultural Day held at Doris Lusk reserve in Linwood. It was a beautiful day and between 300 to 350 people attended.

The crowd was entertained by local performers who included a ukelele band, Middle Eastern Dance group, Kapa Haka, a local saxophonist, Soul Star Tribe a Tribal Belly Dance and Musicians Collective, International folk

dances featuring Tibetan, Serbian, Romanian, Italian, Greek, Turkish, African, and Macedonian performers.

Also featured were a demonstration of dressing up in Japanese Kimono and in the morning Mana - Māori relaxation exercise and romi romi massage tables were set up for anyone to take part.

The food stalls included Moroccan, Vietnamese, Nigerian, Macedonian, Japanese, Samoan, and Czech and Polish. All food stalls sold out.

The event also provided activities for the children, which included the Haven early learning centre (local), providing playdough and henna tattoos for little ones, a children's entertainer with games and crafts, and face painting was also provided.



The event provided a great opportunity for the local community to join together and celebrate their heritage and culture.



- **Shirley Shine 2026**

Shine 2026, the Shirley Neighbourhood Event held on Sunday 15 March, and coordinated by Shirley Community Trust, was marked by great weather, great activities and stalls, a great turnout, and great community vibes.





- **Oak seat for the Shirley Neighbourhood Centre**

Thanks to the Shirley Village project, this beautiful seat from the Emmet Street oaks has made its way to being a new installment at the Neighbourhood Centre.

Another initiative arising from the timber of the Emmet Street oaks was the Shirley Village stall at Shirley Shine 2026 hosting the opportunity to make a key ring from the wood.



- **Parks Update**

The Community Partnership Rangers continue their collaborative work with the community around the greenspaces in the Board area and provides these updates:



Ollivers Reserve - There's been a few working bees recently with Step Ahead Trust, one in February and two in March. The Ranger notes that these have been focused on weeding in the existing garden beds and around plants they've put in before. The Community Partnership Ranger remarking how it's always lovely working with the Trust.

Welcome Rest - Community volunteer, Gerard Murnane, continues to work in here weekly, planting, weeding, watering, picking up rubbish.

Lewisham Reserve - The Ranger is dropping a few plants in here and observing the great stuff the community is up to.

Petrie Park - We Are Richmond had a community event in the park recently and have another event planned in June, 'Soup and Spade.

Essex Reserve - The before and after photos of the weeding display the mahi that continues to go in here.



- **Party for the People!**

Party for the People held at Phillipstown Hub on 13th March, was marked by a fantastic vibe with music, delicious food, fun activities, and the Board Chair remarked on the occasion, allowing for genuine conversations with our community, reminding us of the strong community spirit that makes the neighbourhood so special.

The Board Chair took the opportunity to encourage the community to take part in the Waipapa Papanui-Innes-Central Community Board Plan consultation and share their ideas about what matters most for the local area.



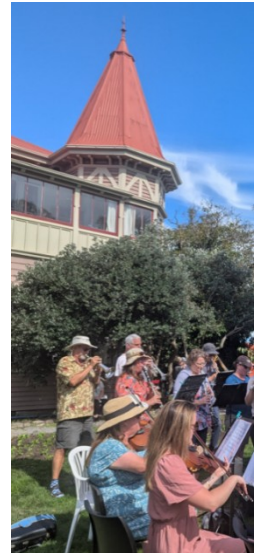


• **Richmond Gala 2026**

On Saturday 28 March the ever growing and popular Richmond Gala was held across the Avebury House and Richmond Community Garden Riverlution sites from Evelyn Couzins Avenue through to Vogel Street.

Over 20 Not-for-Profit community groups including, We are Richmond, Delta, Eastern Community Sport and Recreation (The Avon Hub) and early childhood organisations attended.

The Gala hosted demonstrations, performers, craft vendors, food trucks, Devonshire tea at Avebury House, a large range of car boot sales and stalls, and fresh produce vendors.



A preserve competition which included Jam, Pickles & Chutneys, and Drinks & Vinegars categories was held.

A number of groups provided live entertainment across the site.

The great weather contributed to, and the huge turnout (over 2,000) underlining the popularity of this annual neighbourhood event that celebrates the creativity, people, collective endeavour and organisations that make Richmond such a special place to live.



• **Packe Street Park and Garden 30th Anniversary**



Held on Sunday 29 March, the Packe Street Park and Garden 30th anniversary, was described as a beautiful celebration of community. Originally two vacant house sections 30 years ago, is now recognised as a flourishing heart of the neighbourhood.

Accompanied by the St Albans Choir providing beautiful singing, and a ceremonial tree planting of a cherry tree, there was a special cake, other kai, to help make it a special day.



3.7.2 **Council Engagement and Consultation**

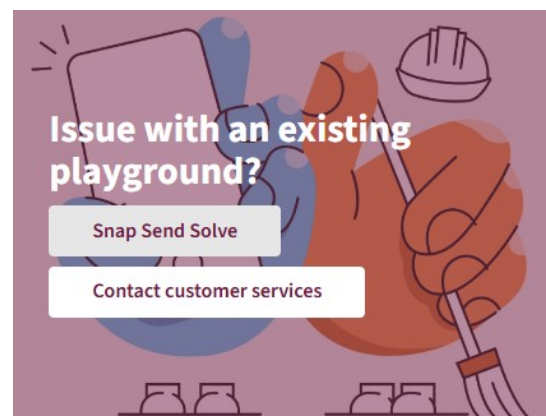
• Small Dog Exercise Area Trial in Fortune Playground

The Parks Unit is trialling a Small Dog Exercise Area at Fortune Playground from 1 September 2025 until 31 May 2026. During the trial, there will be signage on the fence indicating the trial period and providing information on how to submit feedback.

- [Tree Planting Plans](#) - Help shape the tree planting plans for parks across Ōtautahi Christchurch.
- [English Park tree planting plan](#) (open till 12 April)
- [Play Space Projects](#) - The Council is constantly replacing, upgrading, and creating new play spaces for people of all ages.

Consultations in other parts of the district:

- [Planning for Hornby](#)
- [Proposal to grant easement over Cracroft Reserve](#) (open till 30 April)



Governance Advice

3.7.3 Customer Service Request (CSR) Report for the Papanui-Innes-Central Wards

Refer to **Attachment A** for the 1 to 28 February 2026 statistics, providing an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.

[Snap Send Solve](#) is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to [report issues online](#), by calling Council on 03 941 8999 or visiting one of the Council's [Service centres](#).

3.7.4 Community Profiles

Each year, the Council's Community Support and Partnerships Unit produces community profiles of each of the 16 wards across the city.

These profiles are a snapshot of the ward regarding the community infrastructure and include the updated Census statistics and Deprivation Index information.

The profiles are now aligned with the Council's Strengthening Communities Together Strategy and provide information regarding activities/groups/facilities in each ward that help meet the goals of each Pillar in the Strategy.

To view the profiles for the Papanui-Innes-Central Wards, please use the links below.



[Papanui](#)



[Innes](#)

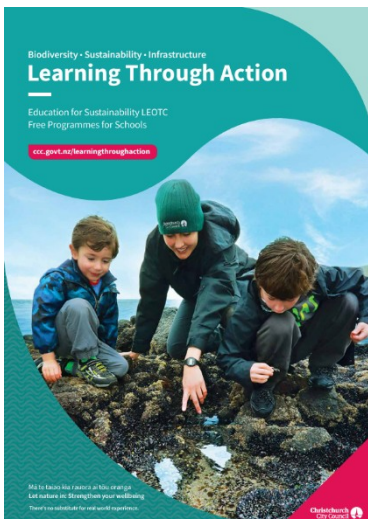


[Central](#)

3.7.5 Waipapa Papanui-Innes-Central Community Board Submissions

Since the last Area Report, a Board submission on the Council's Draft Annual Plan 2026-27 (**Attachment B**) has been approved.

3.7.6 Climate action



A key resource for understanding the Council's targets, what it's doing, how emissions are tracking, and finding relevant community events and activities, is the [Council's Climate Action webpage](#).

We've got greenhouse gas emission reduction targets to aim for. [Find out here](#) where our emissions come from and how we're tracking them within the Council and across the Christchurch district.

We need everyone to play their part to reach our targets. These online tools can help you measure and reduce your household or business greenhouse gas emissions:

- [Future Fit household emissions calculator](#)
- [Sustainable Business Network Climate Action Toolbox](#)

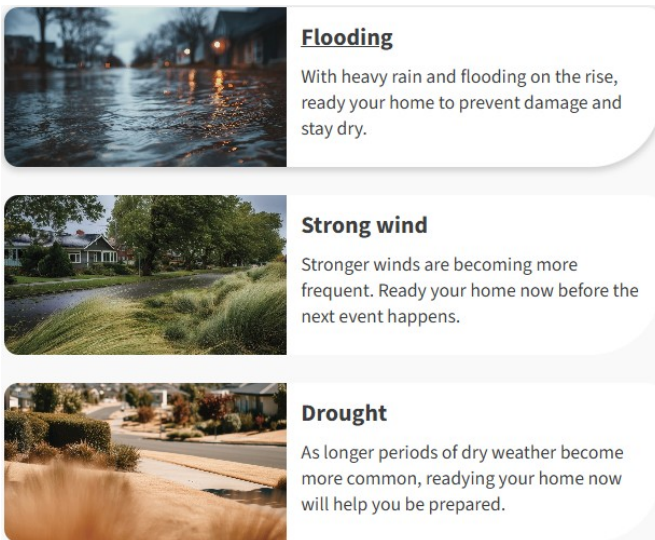
Whether you are going to work or school, choose ways that are better for you and our environment. For more information, visit [getting to work](#) or [getting to school](#).

We also recognise that our tamariki and rangatahi are the leaders of tomorrow. The [Learning Through Action programme](#) encourages students to get creative and find innovative ideas for meaningful climate action.

Prepare for the impacts of climate change - We're already feeling the effects of a changing climate in the form of wetter winters, and hotter, drier and longer summers. [Find out more here](#), and browse the [Christchurch District Risk Screening Report \(2022\)](#), which identifies how climate change will affect our natural and built environments. The document is based on the latest scientific information and input from key agencies in the region.

Take action to lower emissions - We can all take a variety of everyday actions to live lower-emission lives. [Find more information here](#).

Get updates on climate action - [Sign up](#) for the Council's newsletter and get the latest news and information delivered to your inbox.



Flooding
With heavy rain and flooding on the rise, ready your home to prevent damage and stay dry.

Strong wind
Stronger winds are becoming more frequent. Ready your home now before the next event happens.

Drought
As longer periods of dry weather become more common, readying your home now will help you be prepared.

3.7.7 Ready your home for extreme weather

[Find out more here](#) about readying your home for extreme weather, including a range of tips, from practical, low cost steps you can take now, to a range of investment options.



3.7.8 Community Patrols

The [Community Patrols of New Zealand website](#) hosts a wealth of information relevant to what they do in helping to build safer communities, becoming a patroller, and setting up a patrol. Patrols in the Board area include the Christchurch North and City Park community patrols. Their [statistical information](#) can be found on the website.



3.7.9 Planned road works and closures

Planned road works and closures are indicated on the map at the [Traffic Updates page at this link](#). Additionally, a Smartview of nearby road works and closures is available at the following link: <https://smartview.ccc.govt.nz/travel/roads>.

There is also a project page for the work in Bishopdale and Papanui at [this site](#).

3.7.10 Public Notices

3.7.11 School travel

- The Council offers a wealth of resources [at this link](#) relevant to how together we can make it way safer and easier for more children to walk, bike and scooter to school.
- [Good-to-go ways to get to school](#) is an exciting programme designed to support schools in encouraging safe, active, fun, affordable, low-emission ways to travel to and from school.



3.7.12 Travel Planning

The Council also offers free city travel planning to help organisations, businesses and staff get to know their travel options, with personalised journey planning sessions, advice, practical resources, and services such as Metro incentives for taking the bus, and onsite bike workshops. Information is available [at this link](#), which notes that over 50 workplaces have been supported since 2016, assisting thousands of staff across the city.

3.7.13 SmartView

The Council's [SmartView page](#) gives users access to a range of real-time information about the city, including data on how to find local mountain bike tracks and also check that they are open, the number of spaces available in car park buildings, the nearest bus stop and the time of the next arrival, air quality, how to get to places, events, where to see street art, weather updates and the latest airport arrivals and departures. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori.



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

4.1 Start Work Notices (SWN)

SWN relating to the Board area is separately circulated to the Board. SWN are for works being carried out by the Council and can be found at [this link](#). The [traffic updates page](#) is a more comprehensive map of planned road works and closures as other agencies also carry out work on the roads. Recent SWN relating to the Board area are:

- Grassmere Street - wastewater storage facility construction (*circulated 2 April 2026*)
- Orion Work Notice - investigation night work between Milton St Substation and the Oxford–Tuam Substation (*circulated 23 March 2026*)
- One New Zealand Stadium - carpark extension construction (*circulated 20 March 2026*)
- Warden Street and Cargill Place - local pressure sewer installation (*circulated 17 March 2026*)
- Hereford and Barbadoes Street intersection - building demolition (*circulated 11 March 2026*)
- Redwood - watermain renewal (*circulated 10 March 2026*)

4.2 **Graffiti Snapshot**







The Graffiti Snapshot for February 2026 can be found as **Attachment C** to this report. The Council also provides information on graffiti, including tips to prevent it, and about becoming a Graffiti Programme volunteer, at [this link](#).

4.3 **Memoranda**

Memoranda related to matters of relevance to the Board have been separately circulated for the Board’s information and are listed below.

- CCC: MacFarlane Park - Project Update (*circulated 31 March 2026*)
- CCC: Linwood Neighbourhood Plan - Engagement Process (*circulated 3 March 2026*)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Customer Service Request Report - February 2026	2026/0541964	78
B  	Board submission on the Council's Draft Annual Plan 2026-27	2026/0616519	79
C  	Graffiti Snapshot - February 2026	2026/0541969	89

Signatories Ngā Kaiwaitohu

Authors	Mark Saunders - Community Board Advisor Lyssa Aves - Support Officer Trevor Cattermole - Community Development Advisor Stacey Holbrough - Community Development Advisor Jason Chee - Community Recreation Advisor Hannah Martin - Community Support & Events Coordinator Emma Pavey - Manager Community Governance, Papanui-Innes-Central
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Ticket Report

01 02 2026 - 28 02 2026

Filter by Ward

Papanui-Innes-Central

Filter by month

2026 (Year) + February (Month)

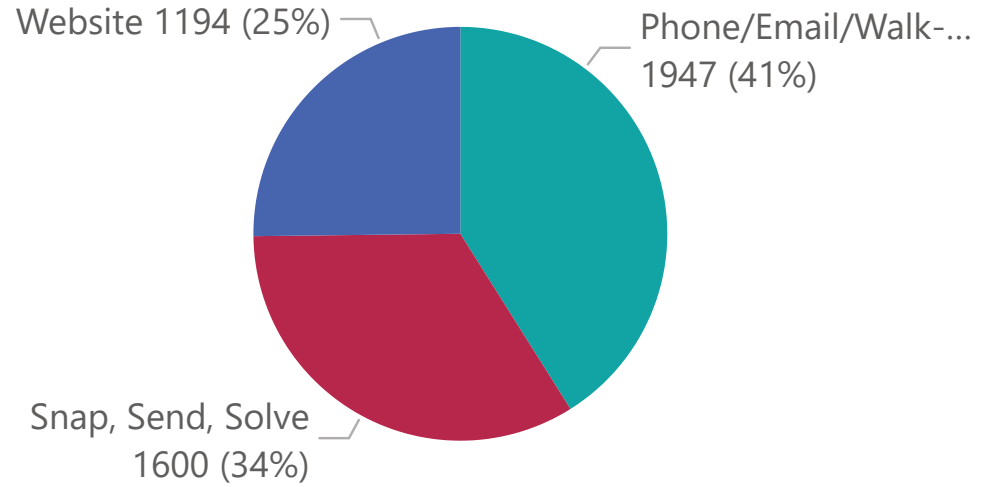
4741

Reported Tickets last month

88.72%

Resolved within SLA

Channels



Status as of Report Date

Closed/Resolved

65.24%

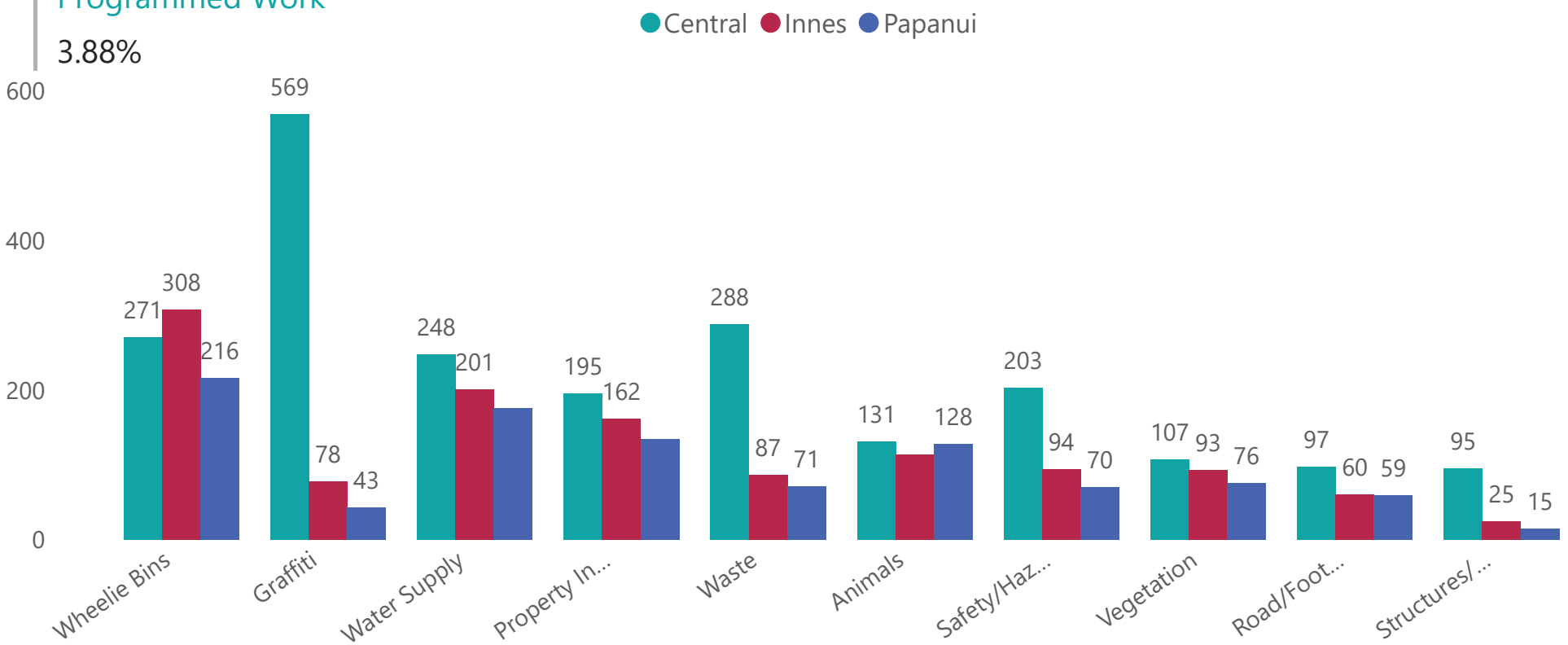
Open

30.88%

Programmed Work

3.88%

Top 10 Incident Categories



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
413	Water Leak	75
397	Litter	-17
387	Graffiti - Fence, building or structure	-245
284	Damaged Bin	5
273	Bin Not Collected	-43
205	Graffiti - Utility box, pole, railway	-37
193	Residential LIM	23
167	Trees	-77
154	Residential Property Files	26
107	Missing Bin	1

Report date:
02 Mar 2026

Waipapa Papanui-Innes-Central Community Board Draft Annual Plan 2026-27 Submission

<i>Council's Questions</i>	<i>Board's Feedback</i>
<p><i>Rates</i></p> <p><i>Do you have any comments on the proposed average rates increase?</i></p>	<p>The Waipapa Papanui-Innes-Central Community Board (the "Board") thanks the Council for the opportunity to submit feedback on the Draft Annual Plan 2026/27.</p> <p>In line with its role as an advocate for the Papanui-Innes-Central community, the Board has framed this submission around the priorities identified in its draft 2026–2028 Community Board Plan. These priorities will be further considered through community engagement occurring as of the time of writing but reflect our current understanding of what matters most to our residents: a safe and well-designed transport network, climate change mitigation and resilience, community safety, greenspace, thoughtful provision for younger and future generations, and facilities that support connection and belonging for all.</p> <p>The Board is mindful of the ongoing financial pressures facing households and businesses, and the need to balance prudent fiscal management with investment that protects long-term community wellbeing and resilience. Rate increases should be carefully justified and linked to community wellbeing, essential services, infrastructure resilience, and long-term value. Strategic support for community groups, volunteers and spaces delivers underappreciated results and savings – it would be risky to experiment with cutting these investments that help us thrive for short term relief as they rely on consistency.</p> <p>The Board supports keeping rates increases as low as possible while ensuring:</p> <ul style="list-style-type: none"> • Core infrastructure (particularly Three Waters and roading assets) is maintained and upgraded. • Investment continues in climate resilience, environmental initiatives, and contestable community funding. • Growth areas are supported with appropriate community and recreational infrastructure. • Existing levels of service are maintained where these directly affect community wellbeing and safety. <p>The Board considers that deferring or underfunding essential renewals and resilience projects will create greater financial burdens in future years. Investment must therefore be disciplined, transparent, and aligned to long-term planning.</p>
<p><i>General rate business differential</i></p> <p><i>Do you have any comments about our proposed changes to the business rates differential?</i></p>	<p>The Board acknowledges the rationale for adjusting the business differential to maintain proportional fairness following revaluation changes.</p> <p>The Board supports maintaining a fair balance between residential and business contributions, recognising that thriving local businesses contribute to vibrant neighbourhoods, employment, and economic resilience within the Board area.</p> <p>At the same time, many small businesses in Central ward, Edgware, Papanui and surrounding centres continue to face economic pressures. Any change should be clearly communicated and justified in terms of fairness and equity.</p>

<p><i>Fees and charges</i></p> <p><i>Do you have any comments on our proposed changes to fees and charges?</i></p>	<p>The Board appreciates the Council's stated intention to avoid creating barriers to participation.</p> <p>We support a balanced approach whereby:</p> <ul style="list-style-type: none"> • Essential community services remain accessible. • Vulnerable communities are not priced out of participation. • Commercial or discretionary uses reflect the true cost of service delivery. <p>The Board encourages continued scrutiny of fees where it is fair and reasonable to recover costs, particularly in areas such as venue hire or commercial activity, provided community access is not compromised.</p> <p>The Board supports a principled approach where:</p> <ul style="list-style-type: none"> • Commercial or private benefit activities are appropriately user-pays. • Community-building services, resilience infrastructure, libraries, parks and youth facilities remain primarily publicly funded. <p>Libraries, greenspaces, community hubs, youth facilities and resilience initiatives are foundational to social cohesion and should not become inaccessible due to cost.</p>
<p><i>To what extent do you agree or disagree that services should be funded by the service users, as opposed to all ratepayers?</i></p>	<p><input checked="" type="checkbox"/> <i>Disagree.</i></p>
<p><i>The Climate Resilience Fund</i></p> <p><i>Which option do you support for the Climate Resilience Fund?</i></p> <p><i>Do you have any comments about the options for the Climate Resilience Fund?</i></p>	<p><input checked="" type="checkbox"/> <i>Continue with the planned 0.25% rates increase in 2026/27, and apply an additional 0.25% each year of the Long Term Plan.</i></p> <p>The Board supports continued investment in climate mitigation, adaptation and resilience.</p> <p>Our communities are already experiencing:</p> <ul style="list-style-type: none"> • Surface flooding. • Heat stress in low-canopy areas. • Infrastructure pressure due to intensification. <p>Investment in resilience reduces long-term financial risk and protects vulnerable communities. However, the Board recommends clearer communication regarding:</p> <ul style="list-style-type: none"> • The intended scope of the Fund. • Timeframes for deployment. • Geographic focus areas. • Criteria for release of funds. <p>Clarity will help communities understand how contributions translate into tangible resilience outcomes.</p>

<p><i>Contestable community grants</i></p> <p><i>Which option do you support for contestable community grants?</i></p> <p><i>Do you have any comments about the options for contestable community grants in 2026/27?</i></p>	<p>The Board strongly supports retaining the full funding allocation for contestable community grants, including adjusting for inflation on an ongoing basis.</p> <p>The Board welcomes the clarification it has separately obtained that the Strengthening Communities Fund is not subject to the alternative option of a reduction consulted on and will receive a more realistic increased adjustment for inflation.</p> <p>Which contestable community grants are subject to the consultation question regarding a reduction has been unclear to the general public. Though we have separately sought and obtained some clarity around this, it is vital that the community understands the impact of any proposed reductions as community funding makes a real and important difference in the community far beyond those actually funded.</p> <p>We would be particularly concerned about community funding reductions affecting advancements we sensibly need to be making in partnership with community organisations around biodiversity, environmental education, innovation and sustainability.</p> <p>Community groups are often the first line of social resilience. Small investments in local organisations:</p> <ul style="list-style-type: none"> • Strengthen safety. • Reduce isolation. • Support rangatahi. • Enable culturally diverse communities to thrive. • Build resilience before and after adverse events. <p>Reducing this funding for minimal rates impact would undermine long-term community wellbeing. Community grants are one of the most cost-effective investments Council makes. Small amounts of funding enable thousands of volunteer hours and community initiatives across the city.</p> <p>The Board particularly emphasises the importance of funding streams that enable culturally diverse communities to share and protect their heritage, and pursue arts, cultural and sporting initiatives that strengthen belonging and participation.</p>
<p><i>The Environmental Partnerships Fund</i></p> <p><i>Which option do you support for the Environmental Partnerships Fund?</i></p> <p><i>Do you have any comments about the options for the Environmental Partnerships Fund?</i></p>	<p><input checked="" type="checkbox"/> <i>Proceed with the planned \$300,000 increase to the Environmental Partnerships Fund.</i></p> <p>The Board supports increasing this fund, noting the clear case for this proposal presented in the consultation document.</p> <p>In areas such as the Inner City East/Linwood, greenspace deficits and canopy inequity are growing due to intensification. Supporting community-led environmental initiatives aligns directly with:</p> <ul style="list-style-type: none"> • The Ōtautahi Christchurch Urban Forest Plan and Biodiversity Strategy 2008–2035. • Climate resilience objectives. • The Board’s proposed Greening the East 2.0 priority. <p>Investment here supports biodiversity, reduces heat impacts, and strengthens local stewardship.</p>

<p><i>Capital programme</i></p> <p><i>Do you have any comments on the proposed changes to our spending on transport (e.g. roads, footpaths, cycleways)?</i></p>	<p>The Board strongly advocates for continued and accelerated investment in local transport priorities identified in its draft Board Plan. Transport decisions must reflect growth pressures, accessibility, climate goals and community safety. Key priorities include:</p> <p>Northcote Road Corridor The Board urges prioritisation of improvements to this corridor; the significant defunding of this project in the last Long Term Plan risks leaving growing traffic challenges unaddressed. Safety concerns raised by students of the surrounding schools are pressing, and it is crucial that Council signals intent to include this corridor in the next Long Term Plan to open up the possibility of longer term solutions.</p> <p>The Board has committed a significant part of its Better Off Fund to investigating corridor improvements, which staff are progressing. However, scope needs to be added for these investigations to seriously include options that would fairly address both immediate and future needs, and support strategic, cost-effective investment in the long-term.</p> <p>This vital commuting route for East-West movements is likely to be impacted by extensive suburban development underway in the surrounding green belt around Prestons Road and beyond. The Board would like to see a traffic efficiency survey so that planning frameworks exploring mass rapid transit options for the North-South commute do not eclipse also planning for an efficient East-West commute that doesn't compromise safety.</p> <p>Greers / Sawyers Arms / Northcote Intersection Safety These intersections raise additional safety issues. Clear and distinct identification and reinstatement of priorities relating to both the Northcote Road corridor (between Main North Road and the railway line) and these intersections is important to transparently addressing both safety and intensification.</p> <p>Transport Choices, Efficiency & Safety The Board requests accelerated reporting to address congestion, cycle and pedestrian safety, and partnering with regional and central government to make public transport easy to use. We encourage the Council to explore opportunities for co-funding through robust business cases that align with government priorities.</p> <p>In LTP provision CLP/2024/00086, the Council noted that: <i>staff will report back on work programme requirements for Langdons and Springfield corridors to inform a future Annual Plan.</i> While improvements recently approved for the intersection of Springfield Road and Edgeware Road are important progress, it had been the intention that these corridors receive broader attention for improving safety and efficiency that we ask to be followed up.</p> <p>We also support the timely completion of MCR projects and local cycle connections, reflecting the Board's commitment to the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals and support for active transport modes.</p> <p>The Board encourages the Council to be continuously looking at ways to increase bus patronage, including in the CBD.</p> <p>Central City Shuttle The Board continues to advocate strongly for progression of the scoping study. Efficient movement within and around the CBD supports accessibility, tourism, local business vitality and public transport uptake.</p>
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	<p>DEMP (Downstream Effects Management Plan) The Board supports ongoing monitoring and mitigation related to the Christchurch Northern Corridor and advocates for retention of the Cranford Street bus lane as a permanent feature.</p> <p>It is vital that adequate provision is retained to enable the options emerging from the consultation on Courtenay Street to be seen through, for meaningful interventions in other parts of the DEMO area to be developed and implemented, and for the appropriate extent of the focus area to regularly reassessed.</p> <p>The Board also highlights its past request to prioritise the implementation of the school speed zone at St Albans School, and strong advocacy for red light cameras at the Westminster Street/Cranford Street and English Park pedestrian traffic signals, with increasing volumes of traffic in this area which is used by hundreds of primary school children every day.</p> <p>School Safety & Road Safety Trials Investment in safe school routes, speed management, and targeted anti-social driving interventions remains critical.</p> <p>While anti-social driving is appropriately a Police matter, the Board urges the Council to not reduce its provision for cost-effective design interventions through its minor road safety improvements and interventions programmes. The Board is concerned at even small reductions to these programmes; they are vital for responding to reported safety issues.</p> <p>Harris Crescent, by way of example, has been suggested as one area where design interventions could help address ongoing complaints about burn-outs and anti-social behaviour.</p> <p>The Board also supports the continued work of Transport staff with schools, and advocates for provision for the investigation of issues schools in the area have raised with those staff, including:</p> <ul style="list-style-type: none">• A pedestrian crossing for Catholic Cathedral College students.• Pedestrian safety improvements on Westminster Street (near Mahars Road) for Mairehau Primary students.• Concerns for Mairehau High students crossing at the 'keep clear' on Hills Road (near Innes Road).• Safe crossing facility on Gloucester Street (near bus stop) for Christchurch East School students.• Safety improvements for Papanui Primary students crossing Winters Road.• Pedestrian facilities for St Albans Catholic School students and elderly residents on Somme Street. <p>Cycle safety concerns for students and others have also been highlighted by the wider community in relation to:</p> <ul style="list-style-type: none">• Narrowing of Northern Line cycleway between St James Park and Harewood Road beside drainage ditch.• Safety improvements for cyclists on the Northcote corridor linking the Northern Line and QEII Drive shared path.• Langdons Road safety concerns near North Link shopping precinct.• Missing section of cycle lane on South side of Prestons Road between Hills Road and new subdivision to the West.
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	<p>The Board understands that the missing footpath from Burlington Retirement Village to the Oakbridge subdivision should be installed when development in the area progresses. However, current Prestons Road safety concerns, such as noted in the last bullet point, and expressed about elderly being forced to walk on the road, demonstrate a need to ensure such green belt developments occur in conjunction with infrastructure or temporary solutions to safely connect them to pedestrian and cycle links. At the least students should be able to bike to their nearest school, and residents walk to their nearest bus stop.</p> <p>Grassmere Development</p> <p>A key issue with this development is that heavy vehicle access is currently routed through residential streets, creating noise and traffic impacts for neighbouring residents. The current volume and type of vehicles is not sustainable for these streets – the Board advocates for urgent site access from Cranford Street to reduce these pressures, and remediation of affected streets. We would also like to see monitoring of the ongoing impacts of the development on the wider transport network.</p> <p>Street Renewals</p> <p>The Board supports the evidence-based approach Transport staff take to the prioritisation of street renewals. However, while it has been waiting for follow up on its previous feedback on the Transport Programme drawing attention to the condition of Somme Street and Westminster Street, it has also received a presentation from the Merivale Retirement Village highlighting the issues with Somme Street for the elderly residents.</p> <p>The efforts of maintenance teams to manage issues are acknowledged, but further consideration of the programme should ensure the needs around such facilities are recognised. Ideally a new push to address aging deep-dish gutters would be implemented; where fiscal prudence may not allow that, communication of the prioritisation rationale is key.</p> <p>Street Trees</p> <p>The Board has on more than one occasion heard suggestions that better and explicit provision needs to be made in Annual and Long Term Plans for the maintenance and strategic management of ageing street trees that provide important mature tree canopy. The requirement to remove trees in Emmett Street for interfering with power lines, and a wind-felled tree in St James Avenue, have raised concerns that the community is being subjected to the negative consequences of a gap that needs plugging with specific provision for an ageing tree management project.</p> <p>The Board also notes that its advocacy last year for resourcing attempts to deter the excessive number of starlings seasonally roosting in the Dudley Street trees remains unaddressed. While deterring the starlings roosting in the street trees may not be a legal responsibility of the Council, the Board again urges the Council to resource the investigation and trial of options, recognising the residents' understandable distress at the situation. Whether or not there is a viable solution, it is important that there is follow through on a further memo reflecting appropriate investigation and communication.</p> <p>Finally, aiming for increased street tree planting, consistent with the Tree Policy and Urban Forest Plan, is also relevant to our proposed Greening the East 2.0 project we hope the Council supports.</p>
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<p><i>Do you have any comments on the proposed changes to our spending on three waters (e.g. drinking water, wastewater, stormwater)?</i></p>	<p>The Board strongly supports continued and robust investment in Three Waters. Surface flooding remains a significant concern across parts of the Board area. We urge prioritisation within the Flooding Programme of known hotspots (such as, but not limited to, Francis Avenue, Edgeware Village, Emmett Street, Orcades Street, Cambridge Terrace, and Harris Crescent) and growth-affected areas.</p> <p>New developments must integrate effective flood mitigation, avoid overloading existing networks, and consider permeable surfaces and innovative solutions where cost-effective.</p> <p>Investment in Three Waters is essential to protect homes, businesses, and community wellbeing.</p>
<p><i>Do you have any comments on the proposed changes to our spending on parks?</i></p>	<p>The Board advocates for retention and progression of funding for:</p> <p>MacFarlane Park</p> <ul style="list-style-type: none"> • Playground upgrades. • Toilet/changing shed rebuild. • Incorporation of CPTED recommendations. • Increased canopy coverage. <p>These upgrades are important in a high-use park serving diverse communities and growing residential intensification. In the long term, we recognise the potential for cost-sharing partnerships to develop a purpose-built shared facility to create a central community hub.</p> <p>A resolution supporting planning work ahead of the next Long Term Plan would provide useful endorsement of the community's vision for the area. This park is a central anchor for surrounding neighbourhoods and deserves strategic planning consideration.</p> <p>Westminster Park</p> <ul style="list-style-type: none"> • Retention of upgrade and renewal funding. • CPTED integration. • Redevelopment of old depot as a Pacific Hub in line with community requirements (if progressed). <p>Partnership funding, cost-sharing arrangements, and other opportunities to help the community realise its vision for the park will all be explored with the Council's support for the prioritisation of this important sports park in need of redevelopment.</p> <p>Shirley Community Reserve</p> <ul style="list-style-type: none"> • Retention of facility and landscape development plan funding.

	<p>Greening the East 2.0</p> <ul style="list-style-type: none"> • Protection, enhancement and procurement of greenspace in deficit areas. • Increased tree planting (with the goal of ultimately doubling the number of trees) to strengthen biodiversity and climate resilience across the Inner City East/Linwood area. • Support for community guardianship initiatives. <p>Micro Forests or Orchard Gardens in urban spaces</p> <ul style="list-style-type: none"> • Commitment to the Climate Resilience Strategy’s climate goals and Urban Forest Plan. • Support for food resilience and community partnerships. • Identification of new and existing community spaces with suitable planting areas. <p>Parks and greenspaces are essential infrastructure, particularly in intensifying neighbourhoods.</p>
<p><i>Do you have any comments on the proposed changes to our spending in other areas of the capital programme?</i></p>	<p>Papanui Youth Project The Board strongly advocates for retention and potential bringing forward of the funding in project #73999 for a youth-focused recreation facility in Papanui.</p> <p>Intensification, and the need for a safe, high-quality youth space (that is inclusive of the wider community) in Papanui, as the major urban hub in the North, compel that this project be retained and advanced when a suitable site is identified and co-design with young people can be progressed.</p> <p>Phillipstown Hub The Board advocates for securing a permanent home for the Hub and bringing forward funding where necessary.</p> <p>The Board strongly supports the recent decision to secure as much as possible of the former Phillipstown School site for ongoing community use, and engaging with the Phillipstown Community Centre Charitable Trust (PCCCT) for management and activation of the facility.</p> <p>The Board reiterates that this facility is a critical piece of social infrastructure in a high-needs community and should be appropriately funded in the 2026/27 Annual Plan to enable:</p> <ul style="list-style-type: none"> • Acquisition of the necessary land/buildings (up to the authorised \$3 million). • Upgrades, maintenance and ongoing operational capability. • A co-designed activation plan with PCCCT and residents that accommodates local and metropolitan community groups. <p>The Board also urges that the facility’s development be integrated with wider community resilience, inclusion and wellbeing outcomes, including safe access, visibility, and use as a community hub in emergencies.</p>

	<p>Urban Growth Infrastructure The Board advocates for inclusion of community facilities, sporting facilities, greenspace and amenities in high-growth areas to avoid retrospective deficits.</p> <p>We particularly support continued investment around the Grassmere development that addresses:</p> <ul style="list-style-type: none"> • Stormwater management and flood resilience. • Biodiversity enhancement. • Recreational amenities, canopy tree coverage, green community gathering spaces and walking connections. • Alleviating the impacts of the development on the neighbouring community and roading network. <p>The Board encourages integrated planning between stormwater, ecological restoration, and community amenity objectives so that Grassmere can deliver multiple resilience and wellbeing benefits.</p> <p>Digital Equity The Board advocates for continued investment in digital inclusion initiatives, including library digital access, and support for digitally excluded residents and community groups. Digital access is increasingly essential infrastructure for education, employment and civic participation.</p>
<p><i>Potential disposal of Council-owned properties</i> <i>Do you support the Council selling these properties?</i></p>	<p><input checked="" type="checkbox"/> <i>In part.</i></p> <p>The Board supports strategic review of property holdings but emphasises:</p> <ul style="list-style-type: none"> • Local consultation must inform decisions. • Community infrastructure deficits must be considered before disposal. • Opportunities for community use should be explored where appropriate.
<p><i>Restoring our iconic buildings</i> <i>How important is completing the restoration of Christ Church Cathedral, Canterbury Museum, Canterbury Provincial Chambers and Te Matatiki Toi Ora The Arts Centre to Christchurch's future?</i></p>	<p><input checked="" type="checkbox"/> <i>Somewhat important – would add value, but only after higher priority projects.</i></p> <p>The Board recognises the importance of these buildings. However, given fiscal constraints, investment must be carefully balanced against community wellbeing, essential infrastructure, and climate change mitigation and resilience priorities.</p> <p>The Board strongly encourages the Council to seek external funding where the properties are not Council assets.</p>

<p><i>Anything else?</i></p> <p><i>Is there anything else that you would like to tell us about the direction of the Draft Annual Plan or our proposed changes to spending in 2026/27?</i></p>	<p>The Board encourages the Council to apply an equity lens in all matters – equitable outcomes will often require focusing appropriately on lower socio-economic sectors to even the playing field.</p> <p>The Board also supports continued and adequately resourced investment in Civil Defence Emergency Management and community preparedness initiatives.</p> <p>Recent severe weather events have reinforced the importance of:</p> <ul style="list-style-type: none"> • Climate change mitigation – not just reacting to it. • Community-led preparedness planning. • Local emergency response capability. • Clear communication systems. • Resilient community hubs that can operate during emergencies. • Strengthened coordination between Council, mana whenua, community organisations and volunteers. <p>The Board particularly emphasises the importance of:</p> <ul style="list-style-type: none"> • Supporting Community Emergency Hubs across the Board area. • Investing in public education, preparedness campaigns (e.g. AF8), and support for emergency volunteers. • Ensuring community facilities are equipped and maintained to function during emergency events. • Integrating emergency planning with flood mitigation and climate adaptation programmes. <p>Prepared communities recover faster and experience less long-term social and economic disruption. Investment in preparedness is cost-effective and essential to long-term resilience.</p> <p>In conclusion, the Board reiterates its advocacy on behalf of its community for:</p> <ul style="list-style-type: none"> • Transport safety and connectivity that reflects planning for predicted urban growth. • Youth provision through maintaining investment in parks, community funding and recreation. • Community facilities and greenspace in growth areas. • Support for cultural diversity, accessibility and digital equity. • Upholding Te Tiriti o Waitangi and engaging with mana whenua. • Community development and partnerships, supporting resilience capacity and safety initiatives. <p>We urge Council to avoid deferring critical infrastructure that will cost more in future years. A resilient, safe and connected Waipapa Papanui-Innes-Central community contributes to a resilient, safe and connected Christchurch.</p>
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GRAFFITI SNAPSHOT February 2026

Ward and Suburb Insights

1491
Total Reports

Ward Reporting

These statistics exclude non-CCC utility cabinets and include graffiti incidents that may have been reported more than once

Ward	Graffiti reported February 2026	Graffiti reported January 2026	% Monthly Change
Central	563	862	-35%
Heathcote	174	314	-45%
Linwood	149	222	-33%
Burwood	126	149	-15%
Coastal	92	145	-37%
Innes	78	99	-21%
Spreydon	60	142	-58%
Cashmere	54	56	-4%
Riccarton	50	141	-65%
Papanui	42	59	-29%
Banks Peninsula	33	104	-68%
Fendalton	21	27	-22%
Harewood	19	69	-72%
Hornby	15	33	-55%
Halswell	11	24	-54%
Waimairi	4	12	-67%
Total	1491	2458	-39%

Reporting Hot Spots

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

Suburb	Reports made February 2026	Reports made January 2026
Central City	465	623
Sydenham	120	180
New Brighton	64	113
St Albans	64	64
Woolston	62	84
Linwood	58	110
Wainoni	49	50
Addington	42	133
Shirley	38	33
Waltham	35	83
Avonside	32	20
North Linwood	31	38
Lyttelton	30	93
Upper Riccarton	28	32
Papanui	26	33
Opawa	20	36
Richmond	20	70
Dallington	19	12
Phillipstown	17	44
South New Brighton	16	9
Avondale	13	12

Monthly Draw Winner:



3810
(Council & Public Property)

Ward Removal

Graffiti removed

Ward	Graffiti cleaned mtrs2 February 2026	Graffiti cleaned mtrs2 January 2026
Central	898	845
Linwood	767	406
Heathcote	687	732
Coastal	413	276
Spreydon	361	311
Burwood	155	217
Harewood	113	320
Hornby	95	131
Innes	80	140
Papanui	75	66
Banks Peninsula	45	65
Halswell	41	14
Cashmere	32	57
Riccarton	29	84
Fendalton	17	18
Waimairi	5	3
Total	3810	3684

Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned Graffiti sqm
Washington Way Reserve	336
Christchurch Southern Motorway, Christchurch Southern to Christchurch Southern	150
Cumnor Terrace, Marshall to Garlands	144
Thomson Park	132
Cumnor Terrace, Radley to Tavender	126
Linwood Park	102
Validation Park	90
Rail Corridor, Lyttelton Line between Richardson and Ensors	84
Tralee Reserve	84
Brougham Street, Ensors to Opawa	80
Bridge Street, Cromer to Breezes	72
Wycola Park	72
Ferry Road, Barbadoes to Fitzgerald	66
Margaret Mahy Family Playground	66
South New Brighton Park	59
Brougham Street, Opawa to Ensors	56
Moorhouse Avenue, Blenheim to Hagley	55
Wordsworth Street, Buchan to Hawdon	54
Tuam Street, Mata to Manchester	46
Garlands Road, Tanner to Maunsell	45
Tuam Street	42
Colombo Street	36
Worcester Street, Stanmore to England	34
Cathedral Square, Worcester to Colombo	32
Seaview Road, Shaw to Fenners	29

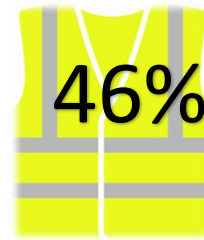
GRAFFITI SNAPSHOT February 2026

Further Insights

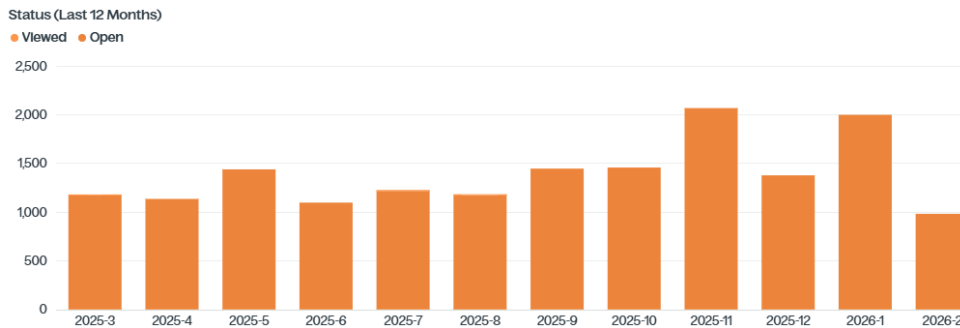
January Reports

Reporter Type	Reports made February
Non Volunteer	806
Individual Volunteer	581
Friend Volunteer	73
Group Volunteer	31
Total	1491

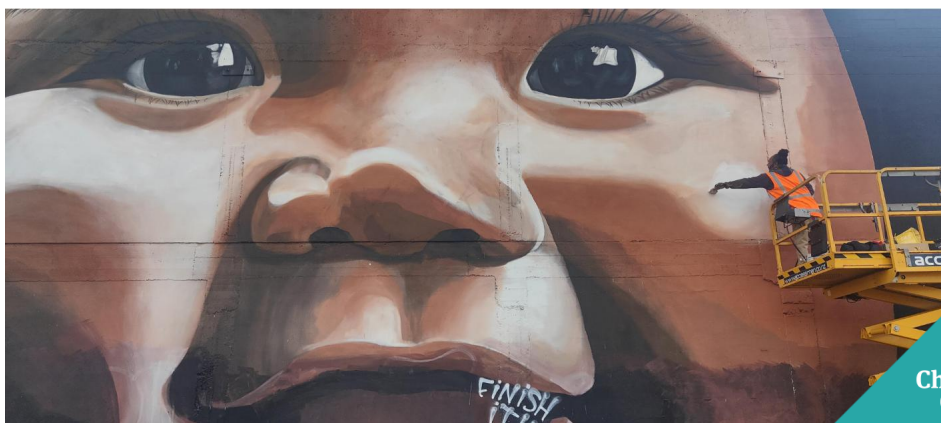
% of Reports made by Volunteers



Direct reports to Snap send Solve



Artist Richard "Pops" Baker - Painted in collaboration with Chile One, this work of a smiling infant's face is a refresh of the Manchester Street wall that has held a number of murals and graffiti artworks over its recent history. Completed over an extended period, the mural's title is a reference to the work never really being complete. The cropped composition providing an immediacy of impact as we can't help but giggle along with the cherubic subject.



14. 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
Ferry Road Active Transport Improvements	14 August 2025	20 April 2026	Transport & Waste	Project Management
Public Forum - Merivale Retirement Village	11 December 2025	30 April 2026	Transport & Waste	Asset Management
Public Forum - Spokes Canterbury	10 July 2025	30 April 2026	Transport & Waste	Asset Planning
Abberley Cr/Edgeware Rd/Springfield Rd - Pedestrian Safety Improvements	2 February 2026	4 May 2026	Transport & Waste	Traffic Operations
186 Rutland Street - Proposed P30 Parking Restrictions	9 March 2026	8 June 2026	Transport & Waste	Traffic Operations
Public Forum - Dave Gardner	9 March 2026	8 June 2026	Transport & Waste	Traffic Operations
Durham Street North / Caledonian Road - Proposed No Stopping Restrictions	9 March 2026	8 June 2026	Transport & Waste	Traffic Operations
Tuam Street / Mathesons Road Intersection - Proposed No Stopping Restrictions	9 March 2026	8 June 2026	Transport & Waste	Traffic Operations

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
Petition	11 December 2025	12 March 2026	3 March 2026	CS&P	Partnerships & Planning
Petition	11 December 2025	12 March 2026	11 March 2026	Transport & Waste	Road Amenity & Asset Protectio
Updated Shirley Community Facility Design	11 December 2025	12 March 2026	12 March 2026	Professional & Technical Serv	Project Management
Public Forum - Dave Gardner	9 March 2026	8 June 2026	24 March 2026	F&P Unit	Management
Public Forum - Dave Gardner	9 March 2026	8 June 2026	24 March 2026	Transport & Waste	Traffic Operations
Public Forum - Dave Gardner	9 March 2026	8 June 2026	24 March 2026	TW	Asset Management
Public Forum - Dave Gardner	9 March 2026	8 June 2026	27 March 2026	Transport & Waste	Parking
Little Poland Park - Landscape Plan Approval	9 March 2026	8 June 2026	11 March 2026	Parks	Parks & Recreation Planning