

Christchurch City Council MINUTES ATTACHMENTS

Date: Wednesday 6 May 2026
Time: 9.30 am
Venue: Camellia Chambers, Civic Offices,
 53 Hereford Street, Christchurch

TABLE OF CONTENTS NGĀ IHIRANGI	PAGE
10. Monthly Report from the Community Boards - April 2026	
A. Waimāero Fendalton-Waimairi-Harewood Community Board - Presentation to Council	3
B. Waipuna Halswell-Hornby-Riccarton Community Board - Presentation to Council.....	9
C. Waitai Coastal-Burwood-Linwood Community Board - Presentation to Council	16
D. Te Pātaka o Rākaihautū Banks Peninsula Community Board - Presentation to Council	23
E. Waihoru Spreydon-Cashmere-Heathcote Community Board - Presentation to Council	28
3.1.2. Public Forum - RiseLink Foundation Charitable Trust	
A. RiseLink Foundation Charitable Trust - Presentation to Council	35
3.2.2. Deputations by Appointment - Shayne McLaren and Matthew Hamilton	
A. KartSport Canterbury - Presentation to Council	45
3.2.3. Stephen Wood	
A. Stephen Wood - Presentation to Council	63
3.2.4. Helen Broughton	
A. Helen Broughton - Presentation to Council	70
4.1. Petition - Installation of traffic lights at the corner of Blenheim Road and Middleton Road	
A. Emily Mie - Petition to Council.....	72
15. Traffic calming on collector and arterial roads	
A. Traffic calming on collector and arterial roads - Staff Presentation to Council.....	77

Waimāero Fendalton-Waimairi-Harewood Community Board

Presentation to Council – 6 May 2026



Presenters: Nicola McCormick (Deputy Chair), Maryanne Lomax

Nepal Reserve - Bioblitz

The Friends of Nepal Reserve took part in the City Nature Challenge Bioblitz held on 26 April 2026.

The event was supported by Rob Cruickshank (University of Canterbury), an insect specialist who attended to demonstrate techniques for observing and recording insects.

The event attracted around 25 participants (including approximately 15 children).



Bryndwr Banter



The Autumn edition of the Bryndwr Banter is now available and will be delivered to all households in the area over the next few weeks.

The Bryndwr Banter is a collaborative community publication, produced through a partnership between local community groups and central and local government organisations.

Feedback on the Banter remains extremely positive.

ANZAC Service - Harewood

This year's ANZAC Day service at the Harewood Cenotaph drew an estimated 400-450 people.

Air Training Corps 17 Squadron provided the honour guard and supported the formal elements of the morning, while the Harewood Primary School helped with arrangements and the hospitality following the gathering.

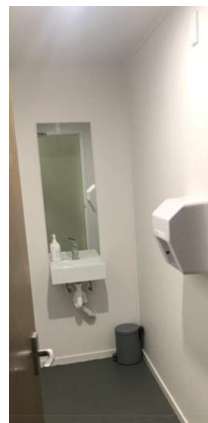
Harewood School's kapa haka group offered waiata and a haka, which was appreciated by those gathered.



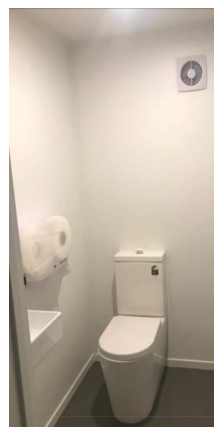
Better-Off Funding – Nomads United AFC



Before



After



The clubroom bathrooms had not been updated since the original construction of the facility in the 1970s.

Thanks to a small contribution from our Board's Better-Off Fund, they have finally been able to bring them into the modern era - creating clean, accessible, and functional spaces that are a huge improvement for everyone who uses them.

The upgrades also include water-saving and energy-efficient features, making the facilities more sustainable for the future.

Thank you!



Waipuna Halswell-Hornby-Riccarton Community Board Report to Council – 6 May 2026

Te kaipāhō (Presenters): Marie Pollisco, Chairperson



1



Community Board updates

- Tree Planting Plans
- Planning for Hornby

2



Community Pride Garden Awards 2026

Community Pride Garden Award recipients collected their certificates at a drop-in day held on 2 April at Rārākau: Riccarton Centre.



3

Upper Riccarton Community Connections Showcase Series



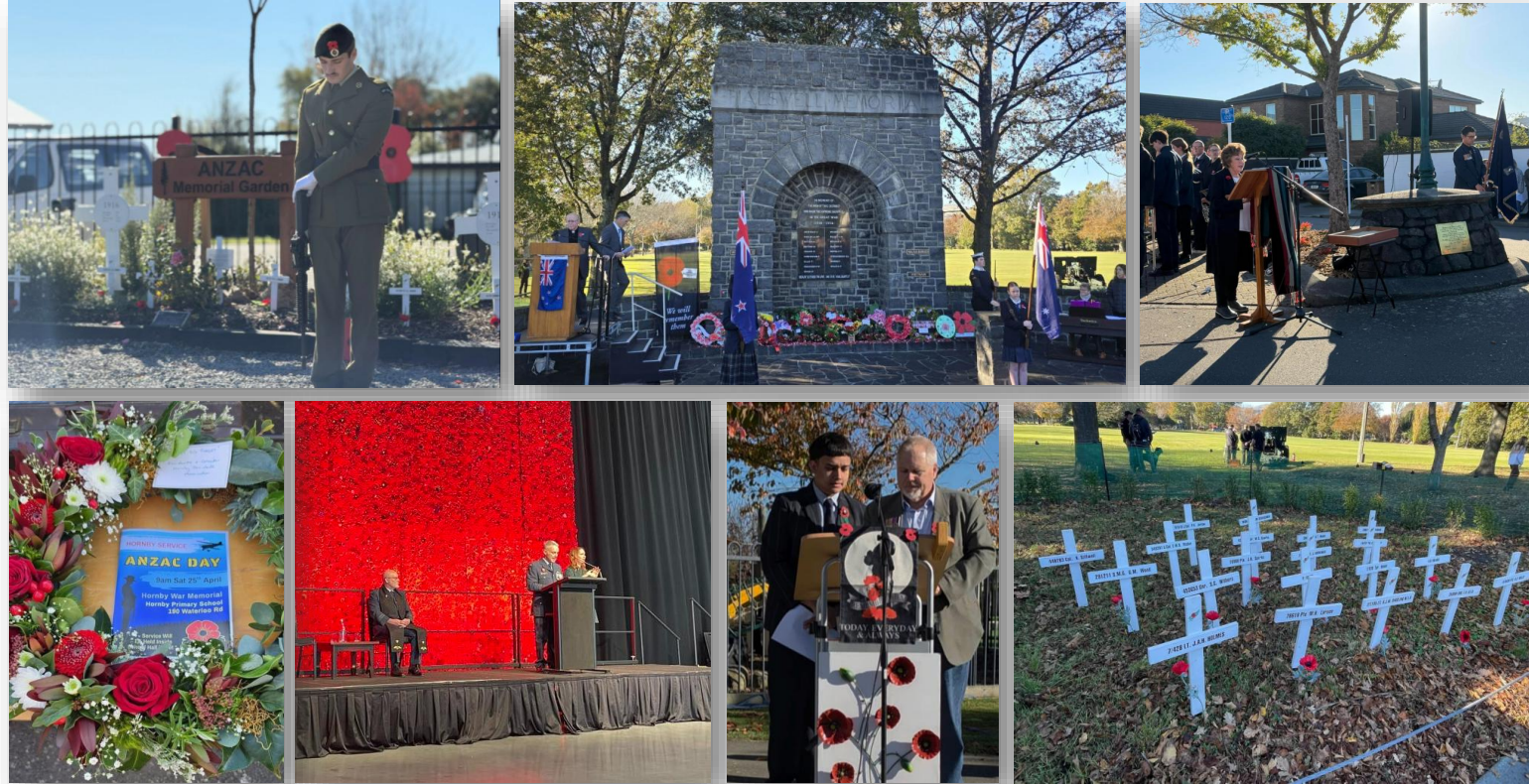
A series of vibrant community events took place at Upper Riccarton Memorial Park which included children's performances and sausage sizzles.

Hello Hornby – Our Community Party in the Park



Organised by a dedicated committee of community volunteers, the Hello Hornby event was successfully held at Wycola Park, attracting hundreds of attendees.

ANZAC Day Services



6

Thank you!

7

Waitai Coastal-Burwood-Linwood Community Board

Report to Council - May 2026

Presenters – Jackie Simons (Deputy Chair)



Highlights from the Board Area

Te Waka Aroha Pottery Festival



Highlights from the Board Area

Linwood Park Outdoor Movie



"The Kawai Rangatahi April Outdoor Movie night had another strong turnout, with over 170 people in attendance"

Highlights from the Board Area

Ray White Duke Festival of Surfing 2026



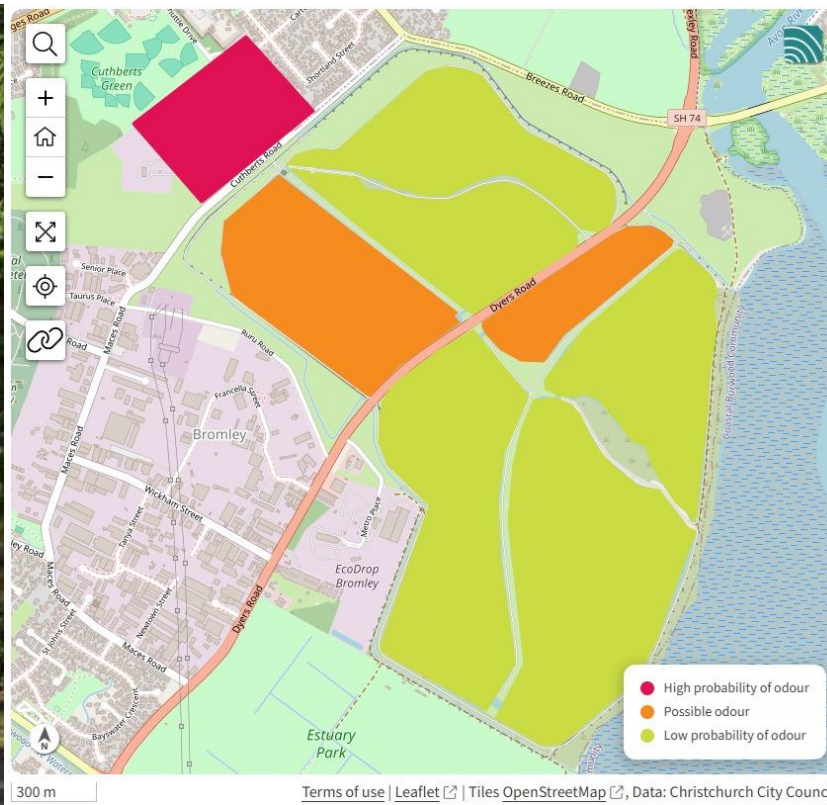
The Village Green came alive as a central hub, bringing together sport, creativity and community throughout the festival

Community Board Part A Report

New Brighton Mall Upgrade



Advocacy



**Board Priority Potential
Reutilisation of the Smith Street
Service Centre**

**Wastewater
Treatment Plant**

Portlink

Thank you!

Te Pātaka o Rākaihautū Banks Peninsula Community Board Report to Council – April 2026



Presenters: Lyn Leslie, Chairperson, Penelope Goldstone

Permanent Sites at Campgrounds

Pigeon Bay



Duvauchelle

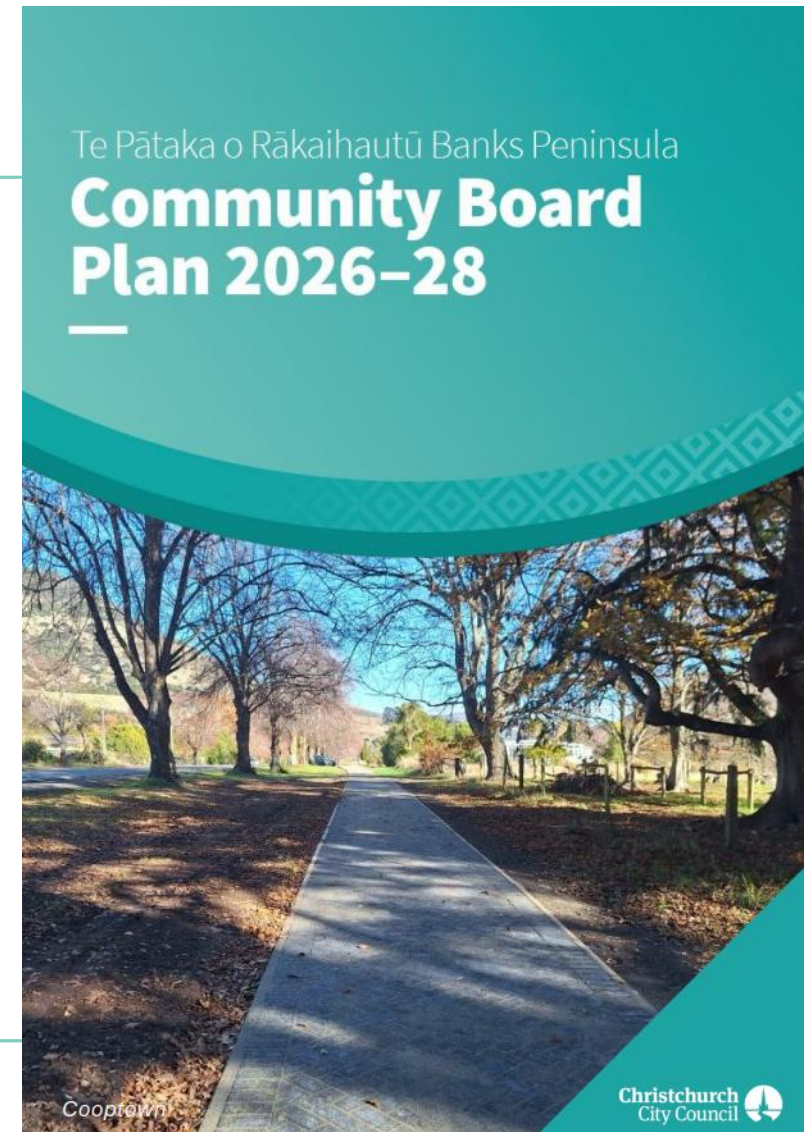


Community Board Plan

Adopted by the Board - 4 May 2026

Our Priorities:

- Flood Resilience & Stormwater Management
- Strengthening Infrastructure to be more resilient to natural hazards.
- Resilient Communities (People)
- Caring for our natural environment – biodiversity, restoration and ecological health.
- Fit for purpose Community Facilities and Public Toilets
- Strengthen and Support Local Area Plans
- Supporting our Young People to Thrive
- Older people living locally and sustainably
- Thriving Destinations through Sustainable & Regenerative Tourism.



ANZAC Day 2026





Waihoru Spreydon-Cashmere-Heathcote Community Board

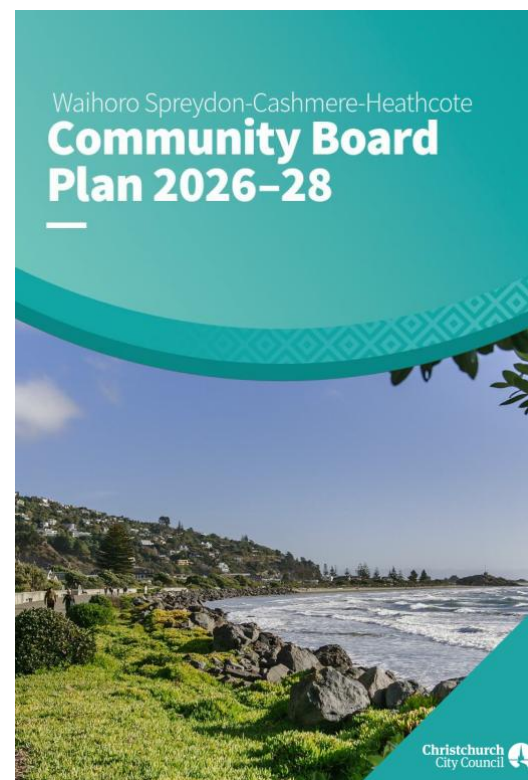
Report to Council – 6 May 2026



Presenters: Keir Leslie (Chair), Sophie Bond (Deputy Chair)

Community Board Plan 2026-28

- Approved on 16 April 2026
- Six priorities:
 1. Ki uta ki tai - From the hills to the sea
 2. Response to intensification
 3. Safe Transport Choices
 4. Parks and Recreational Amenities
 5. Community Resilience
 6. Activation of Ōmōkihi and Surrounds



2



Part A – Sumner Tennis Club Proposed Lease

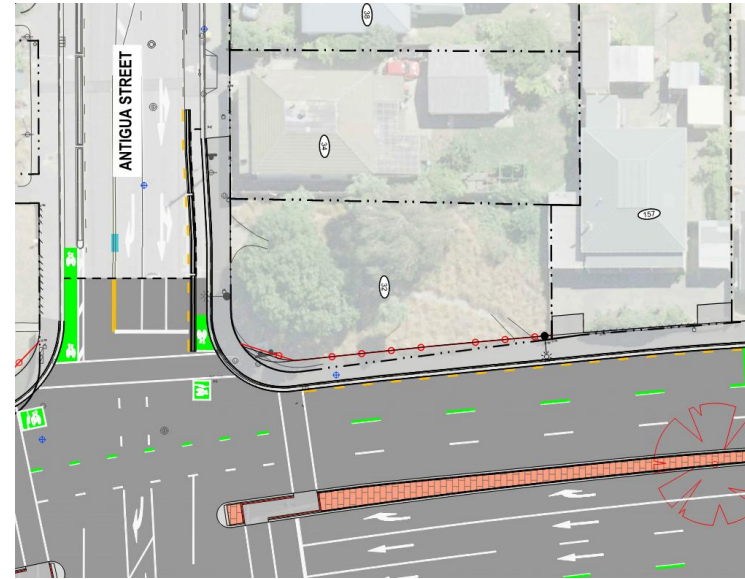
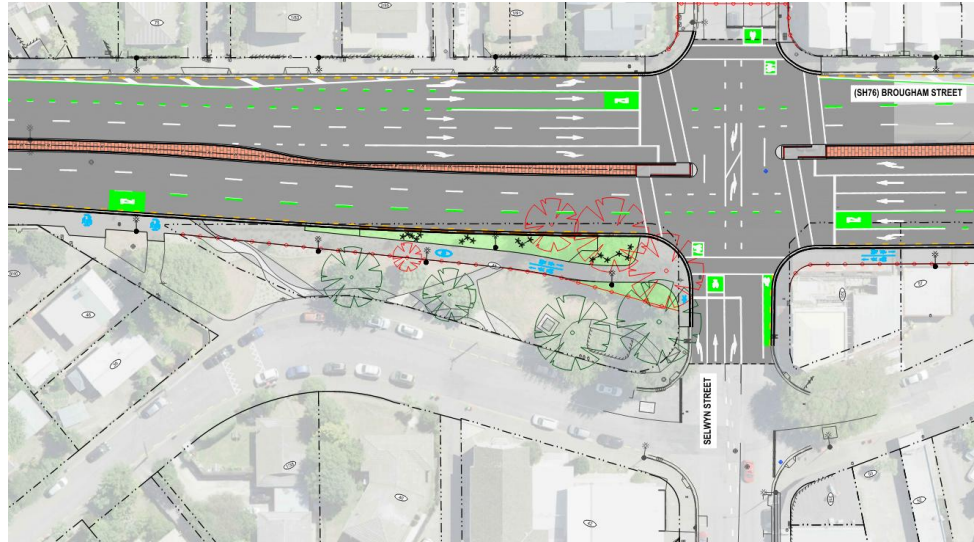


3



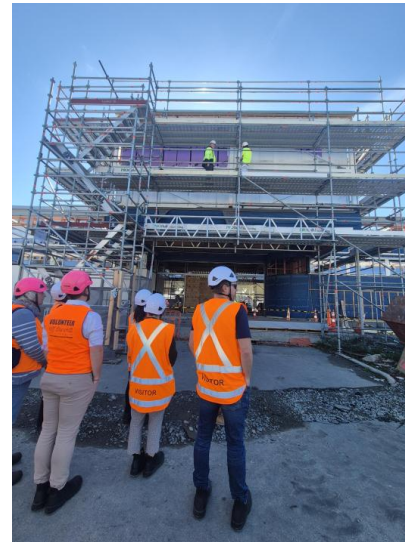
Part A – Land disposal - Brougham St Improvements

Somerset Crescent



Antigua Reserve

Ōmōkihi rebuild update



6

Community Events



House of Hoopz Finals

Winners: Addington!

Runners-up: Hoon Hay



Somerfield Community Emergency Response Team (SCERT)

7



**Supporting refugee and migrant youth to access education, employment,
and belonging**

Hassan Hassan – Co-founder & Secretary

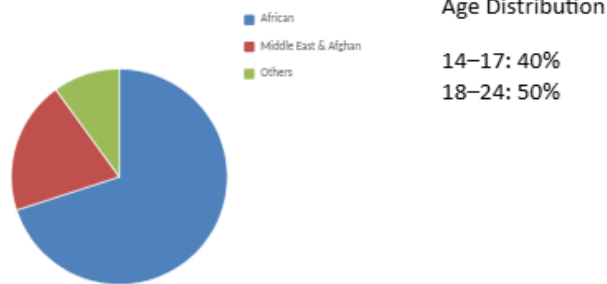
The Gap in Christchurch

- Christchurch is home to a growing population of refugee and migrant youth and families.
- **However, many are still not being reached:**
- Systems exist, but are hard to navigate
- Young people are disconnected from pathways
- Lack of culturally responsive support

“I wanted to move forward, but I was told not to trust anyone from a very young age, and I didn’t where to start.”



Who We Are Reaching



Age Distribution

14–17: 40%
18–24: 50%

Engagement reflects both community need and strong trust in culturally grounded support

What We Are Seeing

- 200+ young people engaged
- 65+ walk-ins at our community hub
- 28 families supported holistically
- Growing demand every week



We provide practical, early support that connects young people to real pathways.

- Employment readiness & mentoring
- Education pathways support
- Driver licensing support
- Connection and wellbeing

- “RiseLink helped me understand my options which helped me to move forward.”



Why It Works

- Lived experience leadership
- Evidence-informed (grounded in academic research)
- Trusted community relationships
- Makes existing systems more accessible and effective
- Bridges communities into opportunity



Why This Matters for Council

- **Early intervention** — supporting young people before challenges become crises
- Youth wellbeing and resilience
- Social cohesion and belonging
- Employment and education pathways



Our Ask

► **Formal engagement with RiseLink Foundation**

To explore how we can support underserved youth in Christchurch

► **Request a staff report / referral**

To assess partnership opportunities with grassroots organisations

► **Recognise and engage RiseLink as a community delivery partner**

To co-design and deliver culturally responsive youth programmes

“We are not asking to start something new — we are asking to strengthen what is already working.”



What This Enables

- ▶ **Improved access to youth services**

Reaching young people currently not engaging with mainstream systems

- ▶ **Stronger community trust and connection**

Working through organisations young people already trust

- ▶ **Better outcomes across education, employment, and wellbeing**

Supporting long-term participation and inclusion

- ▶ **A more inclusive and responsive Christchurch**



Closing



This is about access. This is about trust. This is about opportunity.



Young people are ready. Communities are already responding.



With Council, we can strengthen what is already working, and ensure no young person in Christchurch is left behind.





Ngā mihi — happy to take any questions.

KARTSPORT CANTERBURY



Club History



KartSport Canterbury, originally known as the **Christchurch Kart Club**, was incorporated in September 1960 and is one of **New Zealand's oldest and most influential karting clubs**.



The club established its permanent home at **Carrs Road, Halswell**, evolving the site into a nationally recognised competition circuit.



The Carrs Road circuit has undergone **multiple upgrades** to remain compliant with KartSport NZ standards while preserving its technical character.



Despite uncertainty around relocation, KartSport Canterbury remains the **largest karting club in the South Island**, promoting participation “from ages 6 to 60+” and sustaining grassroots motorsport in Canterbury.

Carrs Road Kart Track Relocation 2000–2026



Late 1990s–Early 2000s: Relocation concerns formally acknowledged



As early as **1996–1998**, Christchurch City Council investigated **relocation options** for the Christchurch Kart Club at Carrs Road due to **noise effects on nearby and proposed residential development** and competing land-use priorities.



Council sub-committee reports confirm relocation was evaluated alongside temporary solutions such as **track extensions and upgrades**, signalling early recognition that Carrs Road may not be a permanent long-term site.govt

2000–2010: Track upgrades instead of relocation



During the early 2000s, Council permitted **track extensions and safety upgrades** to allow the club to host national events while relocation remained unresolved.



Relocation discussions were effectively deferred while the club continued operating under its long-term lease at Carrs Reserve.govt

2011–2013: Housing pressure brings relocation to the forefront



In **June 2013**, Christchurch City Council formally considered relocation as a **strategic investment**, with an indicative relocation budget of **approximately \$3.5 million**, and a possible new site identified near **McLeans Island**.[infocouncil+1](#)



Following rezoning and housing growth in southwest Christchurch, Council identified that **kart track noise at Carrs Reserve constrained residential development**, particularly in the **Awatea / Wigram South area**.



2011–2013: Housing pressure brings relocation to the forefront

2014–2015: Funding disputes and formal Council decisions

By **2015**, estimated relocation costs had risen to **around \$7–7.4 million**, prompting Council to **cap its contribution** at the originally signalled \$3.5 million (plus GST).

Council confirmed it would **not fully fund** the relocation, requiring the Christchurch Kart Club to bridge the shortfall. This sparked public debate and concern over affordability and feasibility.[stuff+1](#)

In **July–August 2015**, the Strategy and Finance Committee reaffirmed that relocation was desirable for housing outcomes, but financially constrained.[infocouncil](#)

Christchurch City Council – Strategy & Finance Committee report

Meeting: 16 July 2015

Agenda item: *Carrs Reserve, Halswell – Relocation of Christchurch Kart Club and Canterbury Greyhounds*

Document: Staff report to elected members (briefing paper)

This is the **key document** where officers **warn councillors about legal and financial risk** arising from development decisions made around Carrs Reserve.

Summary of the briefing

In the **risk, options, and background sections**, staff advise councillors that:

The Council Has

Rezoned and enabled **noise-sensitive residential development close to an established noise-generating activity**

Benefited from increased housing yield

This creates a “**reverse sensitivity**” situation

If Council **fails to either relocate the club or adequately protect its ability to operate**, there is a **risk of legal challenge or compensation claims**

The briefing makes clear the risk is **not hypothetical**, but a **recognised consequence** of Council’s own planning decisions.

2016–2020: Stalled progress and continued operation

Despite ongoing discussions, **no relocation site proceeded to construction.**

The club continued operating at Carrs Road under its lease (to **2054**), while nearby housing development advanced in modified forms around noise limits.

Limited progress occurred despite significant investigation expenditure since 2011.[linkedin](#)

2021–2023: Renewed pressure and constrained activity



Ongoing planning constraints limited both **housing consents** and **karting activity expansion**.



The club signalled increasing concern about long-term certainty and restrictions tied to the Carrs Road site.[linkedin](#)

2024: Relocation returns to the Council agenda



In **November 2024**, Christchurch City Council again considered the **Carrs Reserve Kart Club Relocation**, with multiple Council meeting sessions dedicated to the issue.



Discussions focused on updated costs, community impacts, and whether Council should fund **another feasibility investigation**.govt+1

2026: Ongoing investigation, no confirmed relocation

2026: Ongoing investigation, no confirmed relocation

As of **April–May 2026**, Council debated whether to make **one final attempt** to enable relocation, noting the total cost would likely be **significantly higher than 2013 estimates**.

Councillor updates confirm that **no final relocation decision or funded construction site** has yet been approved, leaving the club in continued uncertainty.[linkedin+1](#)

Kartsport Canterbury



Thanks to the Halswell Community for their Support over the years



Also Acknowledges the CCC Staff we worked with over the years

They have been Professional Supportive of our position



The need for long Term Certainty trumps all other concerns



We Don't Want To Relocate But Feel we Must for the certainty of our sport











Ponder This

- If We asked the Council & their Planning Team to Build a Go Kart Track at our current site today what would the answer be?
- This is our predicament in 2054 when our Lease expires
 - Its not of our doing
 - We have always looked to be respectful of our community position
 - If we were Rugby, Football or Cricket the future would be more certain
 - We are **Motorsport** and proud of it – but we need a new home

Thoughts on road safety, again

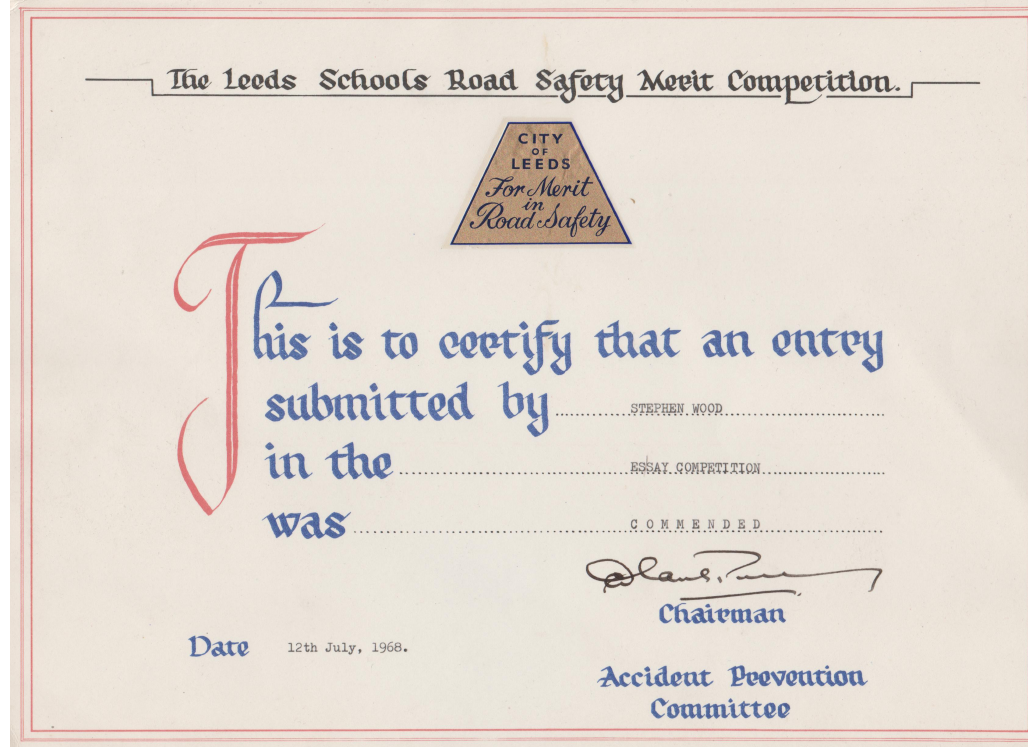
Presentation to the Christchurch City Council
Stephen Wood, May 2026



“We all know what to do, but we don’t know how to get re-elected once we have done it.”

– Jean-Claude Juncker

I have a long record in Road Safety



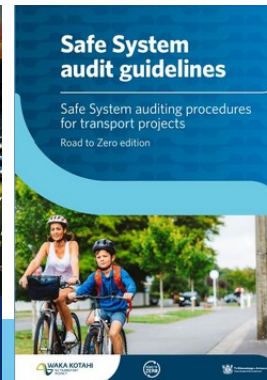
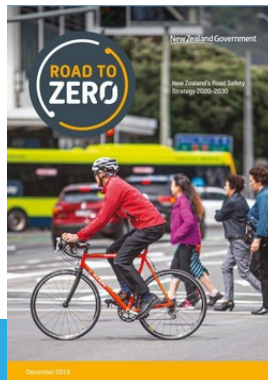
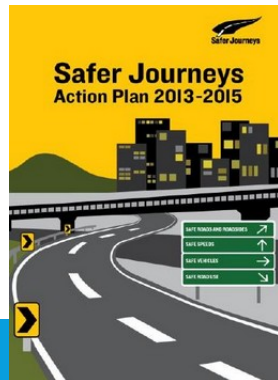
Main points

(from my March and April presentations)

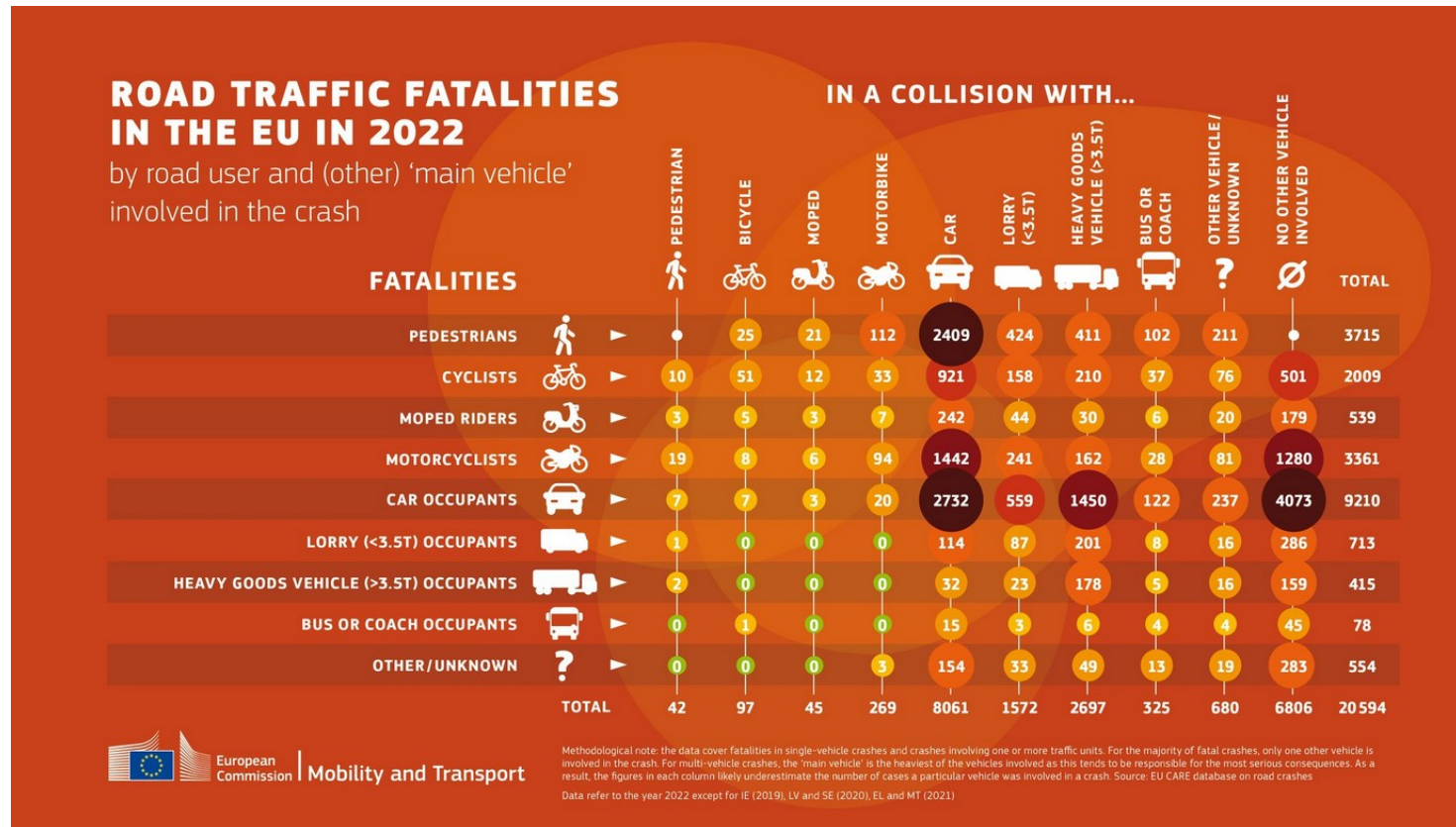
- Build for all road users: drivers, pedestrians, cyclists, motorcyclists, children, elderly, people with disabilities
- Safe system approach is still the way to go, reduce consequences of drivers making errors. USE EVIDENCE
- Focus areas, intersections, schools, community facilities, residential streets, safe crossings, shared zones, ...
- Aim for a connected cycle network (MCRs+local links) AND improve other roads to be better shared.
- Quick build cycle infrastructure doesn't have to be sub-par
- Build for transport choice. Win-win-win. Resilience!
- A "15-minute city" isn't a bad thing.

Council's Obligation to Safety

- Under Local Government Act 2022 – protecting, promoting and maintaining public health and safety
- Under Health and Safety at work Act 2015 -responsibility for council workers and contractors as a workplace. But also to all road users as manager, controller, designer of spaces.
- Best practice guides and safety strategies, Austroads, NZTA,... Govt funding a mechanism for keeping to best practice?
- Safe System Audits
- CCC's own Safety Action plan 2020



Addressing road safety



NZ's One Network Framework



Addressing road safety

culture shift

Normal	Radical
Accepting road violence	Wanting to prevent road violence
Accepting road fatalities	Wanting to prevent road fatalities
Accepting pedestrian fatalities	Wanting to prevent pedestrian fatalities
Accepting cyclist fatalities	Wanting to prevent cyclist fatalities
Accepting excessive speeds	Wanting slower speeds
Accepting unsafe streets	Wanting safe streets
Accepting pollution	Wanting less pollution
Accepting gridlock	Wanting less gridlock
Accepting the loss of youth mobility	Wanting youth mobility
Accepting the loss of senior mobility	Wanting senior mobility



It's time to rethink what's
considered normal on our streets



0.2.4
Helen Broug

RELOCATION OF KART CLUB

Important to understand the legal background to Special Purpose Motor Zone Ruapuna

This is a personal submission, but as a Councillor 2001 to 2013 I had contact with Awatea residents and Templeton residents around Ruapuna.

2012 Council commissioned the Marshall Day report. The report defined Ruapuna as the noisiest racetrack in Australasia . This was not due to noise at race meetings, but ongoing noise by cars through out the other days. (I have not seen revised version as PX)

Council developed Plan Change 52 , that eventually was referred to the Environment Court and was fully operative in 18 July 2016. **NZ Environment Court 167.**{ Enter Ruapuna and Christchurch.} Also 7 properties in Hasketts Road were seen to have unreasonable noise and were purchased by Council.

The following recommendations came from the Court.


- 1 Setting of noise standards
- 2 That noise standards not be increased and lowered if possible
- 3 A yearly noise plan to be presented by Car Racing Associations. One submitted 2025/2026
- 4 Ruapuna deemed a Regional Motorsport facility
- 5 A Community Liaison Committee to be set up to ensure concerns are resolved.

2016 District Plan Review ; Judge referred to Environment Court ruling on go karts. This was raised by Quieter Please.

After this decision my understanding is that all has worked well. The Community Liaison Committee and Council would know the number of concerns/complaints.

Conclusion ; If Council is considering a site by Ruapuna it is important to be clear about the legal framework required by the Environment Court. If Council wishes to go outside the framework this will require requesting changes through the Environment Court.

The Community Liaison Committee should also be consulted.

	<p>Resource Management Act 1991</p> <p>Christchurch City Plan</p> <p>Plan Change</p> <p>Operative Plan Change</p>	<p>52</p>
<p style="text-align: center;">Ruapuna – Management of Noise</p> <p>Explanation</p> <p>Plan Change 52 has been drafted in response to noise management issues arising from the operation of the Ruapuna Motorsport Park, located on Hasketts Road near Templeton.</p> <p>The Council received a significant increase in complaints from local residents regarding the operation of Ruapuna in 2005. In response, the Council established a working party to investigate options for addressing these concerns and this resulted in the resolutions made by the Council at its meeting of 25 June 2009. The resolution reflects a three pronged approach recommended by the working party - to initiate a plan change, to purchase seven residential properties affected by "unreasonable" levels of noise, and to engage with the Car Club and Speedway Association to vary their current leases so as to introduce measures to control noise.</p> <p>The resolution directed staff to prepare a plan change which considered the following:</p> <ol style="list-style-type: none"> 1. <i>Initiate a plan change to restrict the noise levels and frequency of events and track usage to limit the use of Ruapuna Reserve to the current levels;</i> 2. <i>Widen the development setback from 400 metres to correspond with the 60dBA contour line as identified by MDA;</i> 3. <i>Investigate a plan change or other measures for placing restrictions on rural-residential development between the 55 and 60dBA noise contour lines through the City Plan.</i> <p>Plan Change 52 is constrained by Section 10 of the Resource Management Act 1991, which provides that a lawfully established activity may continue at the scale and intensity if a rule is included in the plan which would otherwise restrict or prevent that activity. For Plan Change 52, this means that the proposed rule would cap motor-racing activity rather than reduce it.</p> <p>Plan Change 52 does not require staff time or assets in a manner which impacts on the rebuild programme and is consistent with the Recovery Strategy for Greater Christchurch.</p>		
<p>Date Publicly Notified: 6 October 2012 Date Operative: 18 July 2016</p> <p>Council Decision: 30 May 2013 ✕ Environment Court Decision: 15 March 2016</p> <p>Plan Details: Planning Maps 29B, 35B, 36B, File No: PL/CPO/3/52 42B, 43B</p>		

Community Petition: Request for traffic lights installation at corner of Blenheim Rd and Middleton Rd, Christchurch.

We, the undersigned residents and concerned members of the community, urgently request the installation of traffic lights at corner of Blenheim Rd and Middleton Rd.

This intersection is located very close to a school, where many students, including young children, must cross the road daily. The road is a major and busy route connecting the north and south, with heavy traffic and fast-moving vehicles.

There have been multiple near-miss incidents, and the current situation poses a serious risk to public safety. We are deeply concerned that without immediate action, it is only a matter of time before a serious accident occurs.

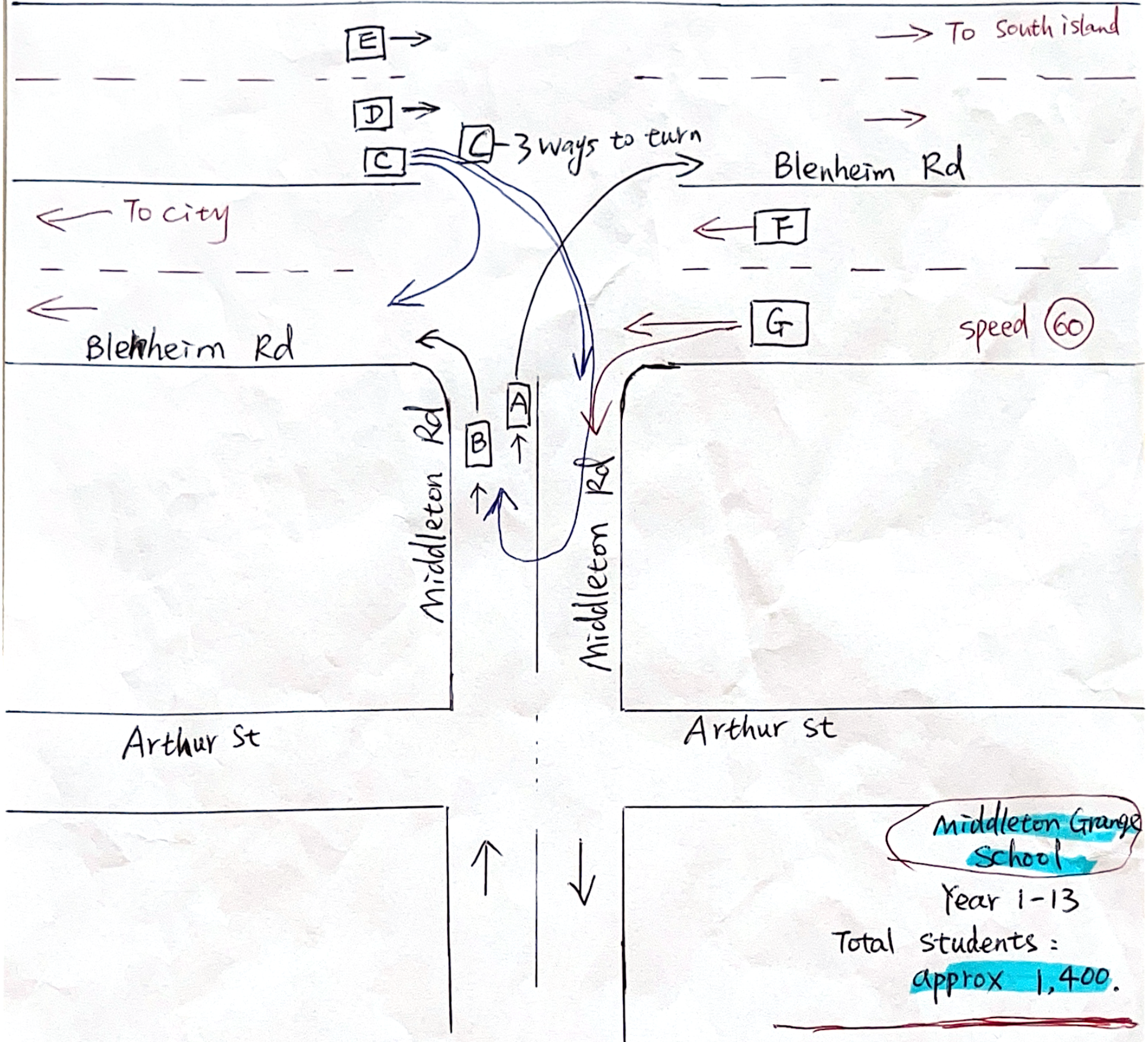
While we understand that installing traffic lights requires financial investment, we strongly believe that human life is priceless. Money can be recovered, but lives cannot.

We respectfully urge the authorities to prioritise this matter and take immediate action to improve safety at this location.

Signature List

Name	Address	Phone / Email	Signature
Jiaying Mei	[Redacted]	[Redacted]	[Redacted]
Mae Haven Pelotin	[Redacted]	[Redacted]	[Redacted]
Alejandro Pelotin	[Redacted]	[Redacted]	[Redacted]
John Michael Parquin	[Redacted]	[Redacted]	[Redacted]
NINO ERICSON OBLES	[Redacted]	[Redacted]	[Redacted]
Lei Yang	[Redacted]	[Redacted]	[Redacted]
Guangsong Xu	[Redacted]	[Redacted]	[Redacted]
Glaiza Cruz	[Redacted]	[Redacted]	[Redacted]
Ann Anto Paul	[Redacted]	[Redacted]	[Redacted]
Margot Burr	[Redacted]	[Redacted]	[Redacted]



Request for installation of Traffic lights at corner of Blenheim Rd and Middleton Rd. Christchurch.



1. Car A - Right Turn. It must wait until the Car C.D.F.G has passed before turning.
2. Car B - Left Turn, It must wait until the Car C.F.G has passed before turning. Also Car A Blocks the visibility of car B, making it difficult to see approaching traffic in time, which creates a serious safety risk.
3. Car C - may U Turn or Right turn to Middleton Rd.
4. Car G - may go straight or Left turn to Middleton Rd.

**Community Petition Request for Traffic light installation at
Corner of Blenheim Road and Middleton Road,
Christchurch.**

Signature List

Name	Address	Phone / Email	Signature	
Rabrael				
Sulata Micah				
Kavina Yates Lily Mackey				
Sarah Verd				
Benji Natio				
Jade				
William				
Alysha Kathryn				
M. Muller				
M. Smith				
Robin				
H. McCoste				
Sophie Meyer				

Community Petition: Request for traffic lights installation at corner of Blenheim Rd and Middleton Rd, Christchurch.

We, the undersigned residents and concerned members of the community, urgently request the installation of traffic lights at corner of Blenheim Rd and Middleton Rd.

This intersection is located very close to a Middleton Grange School, where have approximately 1400 students, including young children, must cross the road daily. The road is a major and busy route connecting the north and south, with heavy traffic and fast-moving vehicles.

There have been multiple near-miss incidents, and the current situation poses a serious risk to public safety. We are deeply concerned that without immediate action, it is only a matter of time before a serious accident occurs.

While we understand that installing traffic lights requires financial investment, we strongly believe that human life is priceless. Money can be recovered, but lives cannot.

We respectfully urge the authorities to prioritise this matter and take immediate action to improve safety at this location.

Signature List

Name	Address	Phone / Email	Signature
Erwin Padillo	[Redacted]	[Redacted]	[Redacted]
Jorge Samnas	[Redacted]	[Redacted]	[Redacted]
Reedema Togonon	[Redacted]	[Redacted]	[Redacted]
Ann Tan	[Redacted]	[Redacted]	[Redacted]
Zhen Li	[Redacted]	[Redacted]	[Redacted]
TongLi	[Redacted]	[Redacted]	[Redacted]
张庆 fengying	[Redacted]	[Redacted]	[Redacted]
Kate Owen	[Redacted]	[Redacted]	[Redacted]
Yolanda Mei	[Redacted]	[Redacted]	[Redacted]
[Signature] Fletcher	[Redacted]	[Redacted]	[Redacted]

**Community Petition Request for Traffic light installation at
Corner of Blenheim Road and Middleton Road,
Christchurch.**

Signature List

Name

Jasmine

Wileen

Kyro

Sara

Ruby

Jan

Leah

Jenny
Joel

Preet

Sam

Colin

May Jane

RYAN

Alfred Garrido

Jenny Garrido

Anna J

Traffic Calming on collector and arterial roads

Gemma Dioni (CCC)
May 2026

Introduction

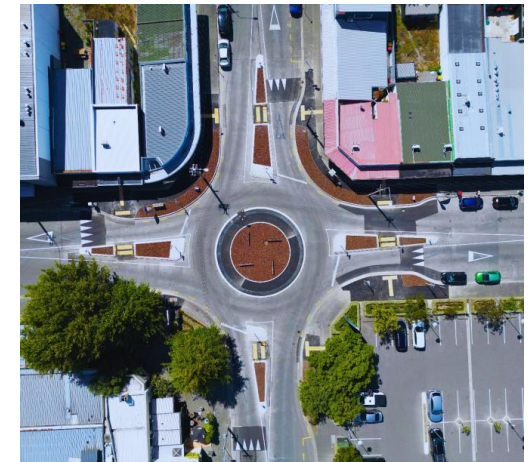
- Establish consistent, network-wide direction
 - Target safety interventions where they save the most lives
 - Protect the function of key transport corridors
 - Provide a consistent approach in application
 - Ensure they are used in locations that make sense
 - Align with Safe System principles and achieve DSI reduction targets
- Current tension = Safety and Network Function
- Right tool, wrong place = Poor outcome
- Direction is for decisions going forward
- Not proposing to remove any existing features
- Excludes local road traffic calming

Background

- Improving safety is a priority for CCC
- Level of service target to reduce death and serious injury from all crashes by 40% by 2030 (Goal in our Road Safety Action Plan)
- We want everyone to get where they're going safely, regardless of how they are travelling.
- Having safer infrastructure and safer speeds is part of our solution to a safer network.
- Vertical traffic calming (e.g. raised platforms) is effective
- Reliably and consistently reduce speeds at conflict points

What do we mean?

- Raised intersections (Lincoln/Barrington/Whiteleigh)
- Raised approach platforms (Shirley/Marshland/North Parade)
- Raised crossings (Waimairi Road at Bush Inn)
- Speed humps mid-block (Waterloo Road)
- Speed humps at roundabouts (Merrin / Withells intersection)
- Speed cushions (Tennyson Street)
- Local road platforms / raised tables
- Local road side entry / gateway treatments

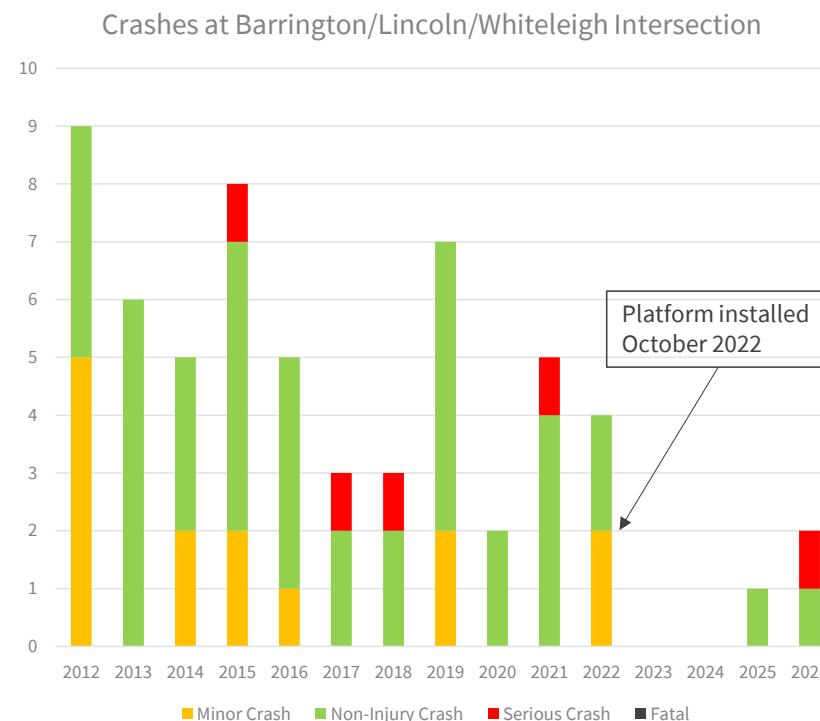


Raised Safety Platforms



Barrington/Lincoln/Whiteleigh

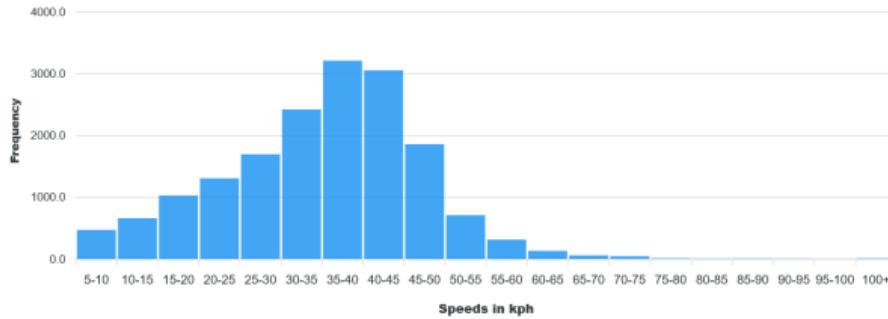
- Busy intersection
- Poor safety record
- Platform installed October 2022
- Speeds reduced by up to 10km/h
- No crashes in 2023 or 2024
- Serious crash April 2026 – Non-compliances
 - Red Light Running
 - High Speed
- Does not invalidate the overall safety benefit.
- Data still shows the treatment has reduced crashes = intention



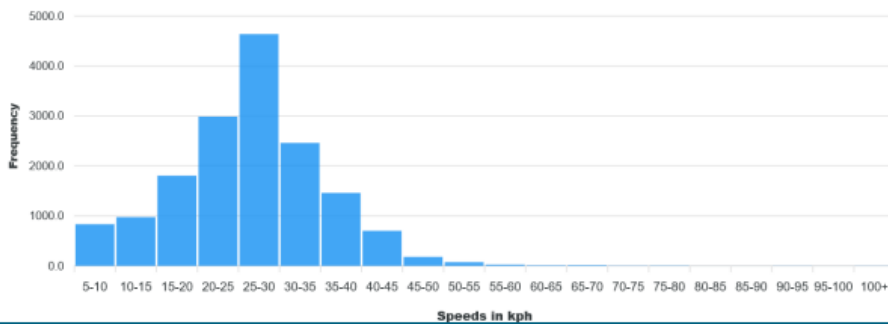
Roundabouts



Cashmere/Centaurus/Colombo/Dyers

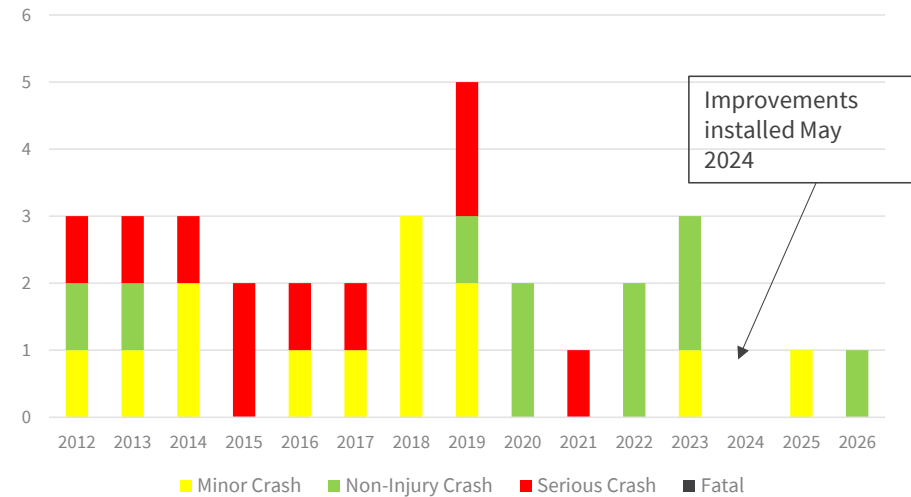


Speed Profile Before Changes



Speed Profile After Changes

Crashes at the Cashmere/Centaurus/Colombo/Dyers Pass Roundabout



Improvements installed May 2024

Priority Crossings



Safe System Toolkit

Intervention Category	Examples of Tools
Vertical Deflection (Primary safe system treatment)	Raised safety platforms, raised intersections, raised crossing tables
Speed Management (Supporting safe system treatment)	Speed limit changes, gateway treatments
Intersection Safety (Supporting safe system treatment)	Roundabout upgrades, protected turn phases, movement bans
Corridor Reallocation (Supporting safe system treatment)	Lane reallocation, cycle facilities, median treatments, visual narrowing
Surface, marking and signs (Supporting safe system treatment)	High-friction surfacing, vehicle activated signs, line marking and delineation
Compliance (Supporting safe system treatment)	Red-light and speed cameras. NZ Transport Agency are responsible for these. Staff continue to advocate for increased deployment at high-risk sites.

Supporting safe system treatments



Proposed approach

- Targeted, risk-based application considering network function
- Focus on:
 - High-risk intersections
 - Formal pedestrian crossings
 - Activity centres
- Require:
 - Other Safe System tools considered first (arterials)
- Change from broad application to targeted intervention

Major arterials – Proposed approach

- Proposed approach
 - Vertical traffic calming is **not permitted** on major arterial roads, unless.
 - Alternative Safe System and speed management interventions have been assessed and **demonstrated to be insufficient** prior to any proposal for raised devices.
 - This would also be limited to high-risk intersections and defined formal priority-controlled pedestrian crossings.

Minor arterials – Proposed approach

- Proposed approach
 - **Targeted locations**
 - Intersections that have an assessed safety risk, where alternative safety improvement tools are not deemed viable in addressing the crash risk.
 - Central City within the Four Avenues, key activity centres, where there are high numbers of people walking, cycling, scooting.
 - Formal priority controlled pedestrian crossings, outside marae, educational facilities and major transport hubs.
 - **NOT to be used as a corridor treatment**

Collector Roads – Proposed approach

- Proposed approach
 - **Targeted locations**
 - Intersections that have an assessed safety risk, where alternative safety improvement tools are not deemed viable in addressing the crash risk.
 - Central City within the Four Avenues, key activity centres, where there are high numbers of people walking, cycling, scooting.
 - Formal priority controlled pedestrian crossings, outside marae, educational facilities and major transport hubs.

Framework

