
Waimāero
Fendalton-Waimairi-Harewood Community Board
AGENDA

Notice of Meeting Te Pānui o te Hui:

The ordinary meeting of the Waimāero Fendalton-Waimairi-Harewood Community Board will be held on:

Date: Monday 18 May 2026
Time: 4.30 pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership Ngā Mema

Chairperson	Jason Middlemiss
Deputy Chairperson	Nicola McCormick
Members	David Cartwright
	James Gough
	Aaron Keown
	Lucy Keown
	Sam MacDonald
	Ben Spittle
	Bridget Williams

12 May 2026

Principal Advisor

Maryanne Lomax
Manager Community Governance
Tel: 941 6730
maryanne.lomax@ccc.govt.nz

Meeting Advisor

Aidan Kimberley
Community Board Advisor
Tel: 941 6566
aidan.kimberley@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/@fendaltonwaimairiharewoodc6878/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 Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hau 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 Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on [Monday, 20 April 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.

Public Forum presentations will be recorded in the meeting minutes.

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.

Waimāero
Fendalton-Waimairi-Harewood Community Board
OPEN MINUTES

Date: Monday 20 April 2026
Time: 4.32 pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Present

Chairperson	Jason Middlemiss
Deputy Chairperson	Nicola McCormick
Members	David Cartwright
	Aaron Keown
	Lucy Keown
	Sam MacDonald
	Ben Spittle
	Bridget Williams

Principal Advisor

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

Karakia Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga 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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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 FWHB/2026/00017

That the apology from James Gough for absence be accepted.

David Cartwright/Bridget Williams

Carried

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 FWHB/2026/00018

That the minutes of the Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on Monday, 16 March 2026 be confirmed.

Ben Spittle/David Cartwright

Carried

4. Public Forum Te Huinga Whānui

Part B

There were no public forum presentations.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Fox Bennetts

Fox Bennetts, local resident, addressed the Board regarding item 9. Radcliffe Road Corridor Improvement.

5.2 Spokes Canterbury

Anne Scott addressed the Board on behalf of Spokes Canterbury regarding item 9. Radcliffe Road Corridor Improvement, and item 16. Waimāero Fendalton-Waimairi-Harewood Community Board Plan.

Attachments

A Spokes Canterbury - PowerPoint Presentation

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Proposed Road Names - 232 Highsted Road, Casebrook Community Board Resolved FWHB/2026/00019

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Proposed Road Names - 232 Highsted Road, Casebrook 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 232 Highsted Road (RMA/2023/2775)
 - a. Road 1 - MacKillop Avenue
 - b. Road 2 - Mother Teresa Drive
 - c. Road 3 - John Paul Crescent
 - d. Road 4 - Mooney Close

Lucy Keown/Ben Spittle

Carried

8. Proposed Road Names - 65 Grampian Street, Casebrook Community Board Resolved FWHB/2026/00020

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Proposed Road Names - 65 Grampian Street, Casebrook 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 65 Grampian Street (RMA/2021/2685)
 - a. Road 1 - Cairnie Street
 - b. Road 2 - Cowie Place
 - c. Lane 1 - Spey Lane

Aaron Keown/Nicola McCormick

Carried

Sam MacDonald left the meeting at 4:58 pm during the consideration of item 9.

9. Radcliffe Road Corridor Improvement

Community Board Comment

1. The Community Board accepted the officer recommendations in full, with additional requests for staff to consider as part of the detailed design process:
 - a. Adding a kerb cutdown opposite the Blakes Rd intersection, to allow cyclists turning from Blakes Rd to enter the Radcliffe Rd shared path.
 - b. Enhanced warning signage for the pedestrian crossing point near the railway line.
2. The Community Board made an additional recommendation that the Council seek advice about lowering the speed limit on Radcliffe Road between Blakes Road and the Northwood Supa Centa.

Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Radcliffe Road Corridor Improvement Report.
2. Notes that the decision in this report is assessed as **medium** significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to parking and stopping restrictions and traffic controls made pursuant to any Bylaw to the extent that they are in conflict with parking or stopping restrictions described in resolutions 5 to 17 and 20 to 23 below.
4. Approves the following resolutions required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.

Radcliffe Road

5. Approves all kerb alignments, traffic islands, road surface treatments, and road markings on Radcliffe Road commencing at a point 172 metres east of its intersection with Main North Road, and extending in an easterly direction for a distance of 245 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
6. Approves, 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 as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**:
 - a. On the northern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 245 metres.
 - b. On the southern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 225 metres.
7. Approves all kerb alignments, traffic islands, road surface treatment, and road markings on Radcliffe Road commencing at a point 96 metres east of its intersection with Blakes Road, and extending in a westerly direction for a distance of 257 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
8. Approves, 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 as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
 - a. On the northern side of Radcliffe Road, commencing at its intersection with Blakes Road and extending in a westerly direction for a distance of 96 metres.
 - b. On the northern side of Radcliffe Road, commencing at its intersection with Blakes Road and extending in an easterly direction for a distance of 94 metres.
 - c. On the southern side of Radcliffe Road, commencing at a point 96 metres east of its intersection with Blakes Road and extending in a westerly direction for a distance of 257 metres.
9. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 291 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 15 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
10. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 397 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 55 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control

- Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
11. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 302 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 40 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
 12. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 23 metres east of its intersection with Blakes Road and extending in an easterly direction for a distance of 13 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
 13. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 36 metres east of its intersection with Blakes Road and extending in an easterly direction for a distance of 58 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
 14. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 96 metres east of its intersection with Blakes Road and extending in a westerly direction for a distance of 588 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Blakes Road

15. Approves all kerb alignments, traffic islands, and road markings on Blakes Road commencing at its intersection with Radcliffe Road, and extending in a northerly direction for a distance of 183 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
16. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southbound approach of Blakes Road at its intersection with Radcliffe Road be controlled by a Stop Control, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
17. Approves, 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 as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.

- a. On the western side of Blakes Road, commencing at its intersection with Radcliffe Road and extending in a northerly direction for a distance of 183 metres.
 - b. On the easterly side of Blakes Road, commencing at its intersection with Radcliffe Road and extending in a northerly direction for a distance of 183 metres.
18. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 5 to 17 above are in place (or removed in the case of revocations).
19. Endorses staff's recommended delivery staging approach to construct the full intended design for Radcliffe Road and Blakes Road, other than the upgrades to the level crossing, as one phase as soon as possible. The railway level crossing will be delivered when ready to do so.

That the Waimāero Fendalton-Waimairi-Harewood Community Board recommend that Council:

20. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 100 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
21. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Radcliffe Road, commencing at a point 280 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 11 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
22. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Radcliffe Road, commencing at a point 382 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 97 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
23. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Radcliffe Road, commencing at a point 269 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 63 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
24. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 20 to 23 above are in place (or removed in the case of revocations).
25. Approves that for any traffic controls or parking restrictions on land not yet vested with Council as Road Reserve, these resolutions take effect when parking signage and/or

road markings that evidence the restrictions described in this staff report are in place and when the land has been vested with Council.

Community Board Resolved FWHB/2026/00021

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Radcliffe Road Corridor Improvement Report.
2. Notes that the decision in this report is assessed as **medium** significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to parking and stopping restrictions and traffic controls made pursuant to any Bylaw to the extent that they are in conflict with parking or stopping restrictions described in resolutions 5 to 17 and 21 to 25 below.
4. Approves the following resolutions required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.

Radcliffe Road

5. Approves all kerb alignments, traffic islands, road surface treatments, and road markings on Radcliffe Road commencing at a point 172 metres east of its intersection with Main North Road, and extending in an easterly direction for a distance of 245 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
6. Approves, 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 as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**:
 - a. On the northern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 245 metres.
 - b. On the southern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 225 metres.
7. Approves all kerb alignments, traffic islands, road surface treatment, and road markings on Radcliffe Road commencing at a point 96 metres east of its intersection with Blakes Road, and extending in a westerly direction for a distance of 257 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
8. Approves, 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 as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
 - a. On the northern side of Radcliffe Road, commencing at its intersection with Blakes Road and extending in a westerly direction for a distance of 96 metres.
 - b. On the northern side of Radcliffe Road, commencing at its intersection with Blakes Road and extending in an easterly direction for a distance of 94 metres.

- c. On the southern side of Radcliffe Road, commencing at a point 96 metres east of its intersection with Blakes Road and extending in a westerly direction for a distance of 257 metres.
9. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 291 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 15 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
10. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 397 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 55 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
11. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 302 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 40 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
12. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 23 metres east of its intersection with Blakes Road and extending in an easterly direction for a distance of 13 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as an eastbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
13. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Radcliffe Road, commencing at a point 36 metres east of its intersection with Blakes Road and extending in an easterly direction for a distance of 58 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
14. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Radcliffe Road, commencing at a point 96 metres east of its intersection with Blakes Road and extending in a westerly direction for a distance of 588 metres, as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**, be resolved as a bi-directional

Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Blakes Road

15. Approves all kerb alignments, traffic islands, and road markings on Blakes Road commencing at its intersection with Radcliffe Road, and extending in a northerly direction for a distance of 183 metres, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
16. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southbound approach of Blakes Road at its intersection with Radcliffe Road be controlled by a Stop Control, as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
17. Approves, 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 as detailed on plan TP362601, Issue 1, dated 12/03/2026 and attached to this report as **Attachment A**.
 - a. On the western side of Blakes Road, commencing at its intersection with Radcliffe Road and extending in a northerly direction for a distance of 183 metres.
 - b. On the easterly side of Blakes Road, commencing at its intersection with Radcliffe Road and extending in a northerly direction for a distance of 183 metres.
18. Requests staff to consider during the detailed design phase:
 - a. A kerb cutdown opposite the Blakes Road intersection to allow cyclists to turn from Blakes Road and enter the Radcliffe Rd shared path.
 - b. Enhanced warning signage for the pedestrian crossing point near the railway crossing.
19. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 5 to 17 above are in place (or removed in the case of revocations).
20. Endorses staff's recommended delivery staging approach to construct the full intended design for Radcliffe Road and Blakes Road, other than the upgrades to the level crossing, as one phase as soon as possible. The railway level crossing will be delivered when ready to do so.

Aaron Keown/David Cartwright

Carried

Community Board Decided FWHB/2026/00022

Part A

That the Waimāero Fendalton-Waimairi-Harewood Community Board recommends that Council:

21. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Radcliffe Road, commencing at a point 172 metres east of its intersection with Main North Road and

- extending in an easterly direction for a distance of 100 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
22. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Radcliffe Road, commencing at a point 280 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 11 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
 23. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Radcliffe Road, commencing at a point 382 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 97 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
 24. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Radcliffe Road, commencing at a point 269 metres east of its intersection with Main North Road and extending in a westerly direction for a distance of 63 metres as detailed on plan TP362601, dated 12/03/2026, and attached to this report as **Attachment A**.
 25. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 21 to 24 above are in place (or removed in the case of revocations).
 26. Approves that for any traffic controls or parking restrictions on land not yet vested with Council as Road Reserve, these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place and when the land has been vested with Council.
 27. Requests advice from staff on lowering the speed limit on Radcliffe Road between Blakes Road and the Northwood Supa Centa.

Aaron Keown/David Cartwright

Carried

10. Marshland Road / Main North Road / Spencerville Road Intersection Improvements Report

Community Board Comment

1. The Community Board accepted the officer recommendations in full, and in addition requested staff to consider using rumble strips or tactile markings on the approach to the give way control.

Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Marshland Road / Main North Road / Spencerville Road Intersection Improvements 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 that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004, that a stop control be placed against Main North Road at its intersection with Marshland Road and Spencerville Road, as detailed on plan TG1509S3 dated 20/01/2026 and attached to this report as Attachment A.
4. Approves that any previously approved resolutions be revoked, in accordance with Section 2 of the Land Transport-Traffic Control Devices Rule:2004, pertaining to traffic controls, made pursuant to any Bylaw, Local Government Act or any Land Transport Rule, to the extent that they are in conflict with, or recommended to be removed, in regard to the traffic controls described in recommendation 3 above.
5. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 3 are in place (or removed in the case of revocations).

Community Board Resolved FWHB/2026/00023

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Marshland Road / Main North Road / Spencerville Road Intersection Improvements 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 that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004, that a stop control be placed against Main North Road at its intersection with Marshland Road and Spencerville Road, as detailed on plan TG1509S3 dated 20/01/2026 and attached to this report as Attachment A.
4. Approves that any previously approved resolutions be revoked, in accordance with Section 2 of the Land Transport-Traffic Control Devices Rule:2004, pertaining to traffic controls, made pursuant to any Bylaw, Local Government Act or any Land Transport Rule, to the extent that they are in conflict with, or recommended to be removed, in regard to the traffic controls described in recommendation 3 above.

5. Requests staff to consider rumble strips or tactile markings on the approach to the give way control.
6. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 3 are in place (or removed in the case of revocations).

Jason Middlemiss/Lucy Keown

Carried

11. Glandovey/Heaton/Rossall/Strowan - Right turn arrows

Community Board Resolved FWHB/2026/00024

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Glandovey/Heaton/Rossall/Strowan - Right turn arrows 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, pursuant to Section 331 and 334 of the Local Government Act 1974:
 - a. All kerb alignments and road markings changes on Glandovey Road, Heaton Street, Rossall Street and Strowan Road as detailed in **Attachment A** of this report.
 - b. The installation of hardware to facilitate traffic signal control of the right turn movement from Rossall Street (south) and Strowan Road (north).
4. Notes that staff will review the operation of the intersection following completion of the three waters and roading projects to determine whether the right turn phases should be retained.

Bridget Williams/David Cartwright

Carried

12. Grant an Easement for Fibre Installation to Enable, at Tulett Park, Casebrook

Community Board Resolved FWHB/2026/00025

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Grant an Easement for Fibre Installation to Enable, at Tulett Park, Casebrook 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 installation of a fibre cable and subsequent granting of an easement in favour of Enable Networks Limited to convey underground utilities within the land described as Reserve 5136 comprising 6.0930 ha (Recreation Reserve) and Lot 126 Deposited Plan 82299 (Recreation Reserve) comprising 6179 m2, known as Tulett Park.
4. Notes that approval is subject to Section 48(1) of the Reserves Act 1977 and is subject to the Minister of Conservation consent to the easement, as delegated to the Council Chief Executive under the Instrument of Delegation for Territorial Authorities dated 12 June 2013. The Community Board recommends the Chief Executive exercise their delegation in this regard.

Jason Middlemiss/David Cartwright

Carried

13. Waimāero Fendalton-Waimairi-Harewood - Better-Off Fund Application for Consideration - Belfast Community Network
Community Board Resolved FWHB/2026/00026

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood - Better-Off Fund Application for Consideration - Belfast Community Network 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. Revokes clause 3. of resolution FWHB/2025/00071 passed on 8 December 2025 which read as follows:
Approves a grant of \$38,000 from its Better-Off Fund to the Anglican Diocese of Christchurch - Parish of Merivale St Albans towards the purchase of a community van for use by groups in the Waimāero Fendalton-Waimairi-Harewood Community Board area.
4. Approves a grant of \$38,000 from its Better-Off Fund to the Belfast Community Network towards the purchase of a community van for use by groups in the Waimāero Fendalton-Waimairi-Harewood Community Board area.

Aaron Keown/David Cartwright

Carried

14. Waimāero Fendalton-Waimairi-Harewood 2025/26 Youth Development Fund Applications - Kaitlyn Adams and Burnside High School Community Board Resolved FWHB/2026/00027

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board resolve to:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood 2025/26 Youth Development Fund Applications - Kaitlyn Adams and Burnside High School 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. Approves a grant of \$750 from its 2025/26 Youth Development Fund to Kaitlyn Adams towards expenses to compete at the Canoe Polo World Championships in Germany from 15 to 19 September 2026.
4. Approves a grant of \$800 from its 2025/26 Youth Development Fund to Burnside High School towards the costs of eight ward-based students participating in the Spirit of Adventure Discovery Voyage from 9 to 14 June 2026.

Aaron Keown/Ben Spittle

Carried

Sam MacDonald returned to the meeting at 5:22 pm during the consideration of item 15.

15. Fendalton-Waimairi-Harewood Youth Development Fund - Approval Process

Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Fendalton-Waimairi-Harewood Youth Development Fund - Approval Process Report.
2. Considers the options below with regards to the approval process for Youth Development Fund applications:
 - a. **Option A** - Increase the Community Governance Manager's delegation to approve applications up to \$1,000.
 - b. **Option B** - Implement a process for Youth Development Fund applications to be approved by the Board via email.
 - c. **Option C** - Staff to complete a full options report to come to a Board meeting for consideration of applications being recommended for over \$500.

Community Board Resolved FWHB/2026/00028

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Fendalton-Waimairi-Harewood Youth Development Fund - Approval Process Report.
2. Approves the following option with regards to the approval process for Youth Development Fund applications:
 - a. **Option A** - Increase the Community Governance Manager's delegation to approve applications up to \$1,000.

Sam MacDonald/Aaron Keown

Carried

16. Waimāero Fendalton-Waimairi-Harewood 2026-28 Community Board Plan **Community Board Resolved FWHB/2026/00029**

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood 2026-28 Community Board Plan 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. Adopts the Waimāero Fendalton-Waimairi-Harewood 2026-28 Community Board Plan.

Jason Middlemiss/Nicola McCormick

Carried

17. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report **- April 2026**

Community Board Resolved FWHB/2026/00030

Officer recommendations accepted without change.

Part B

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - April 2026.

Bridget Williams/Aaron Keown

Carried

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

Part B

Members exchanged information on matters of interest to the Community Board.

Karakia Whakamutunga

Meeting concluded at 5.30pm.

CONFIRMED THIS 18TH DAY OF MAY 2026

**JASON MIDDLEMISS
CHAIRPERSON**

Unconfirmed

7. Jeffreys Reserve Bike Jump Trial and Future Options

Reference Te Tohutoro: 26/340574

Responsible Officer(s) Te
Pou Matua: Millie Stead- Community Partnership Ranger

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval from the Waimāero Fendalton-Waimairi-Harewood Community Board for the proposed bike jump area at Jeffreys Reserve, following completion of the temporary clay bike jump trial.
- 1.2 The report incorporates new information gathered during the trial period, including site use, user diversity, operational impacts, and community feedback.
- 1.3 The report summarises the outcomes of the trial.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Jeffreys Reserve Bike Jump Trial and Future Options 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 development of a permanent asphalt bike jump feature at Jeffreys Reserve proceeding to detailed design and construction, subject to the Board approving a grant towards the construction costs from its 2025-26 Discretionary Response Fund at its next meeting.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 At its meeting on 7 May 2025, the Waimāero Fendalton-Waimairi-Harewood Community Board approved temporary bike jumps at Jeffreys Reserve for a trial period of eight months.
- 3.2 The clay jump was built on 29 May 2025 with local tamariki.
- 3.3 Staff have monitored the site to assess usage as well as operational, community and environmental impacts.
- 3.4 Throughout the trial, the jump area was used and interacted with by a significantly broader range of user groups than initially anticipated, including families, young children on balance bikes, intermediate and teenage riders, and Council's cycle safety and skills teams.
- 3.5 The diversity of users demonstrated that the space caters to a wide range of ages and abilities, with natural progression opportunities created by multiple jump sizes, angles and lines.
- 3.6 Feedback from community engagement before and after the trial indicated overall support for a designated bike jump area at Jeffreys Reserve, while also identifying some concerns relating to safety, amenity and visual impact.
- 3.7 These insights have informed the staff assessment of the trial and the options presented.

4. Background/Context Te Horopaki

- 4.1 There is a history of informal bike jump construction in surrounding parks. These have previously resulted in damage to garden beds, noise and safety concerns.
- 4.2 In response to this and a request by a local parent, a clay bike jump area was established at Jeffreys Reserve in May 2025 for a trial period of 8 months.
- 4.3 Council staff organised clay for tamariki to build their own jumps and supervised the trial.
- 4.4 Following construction, staff have monitored the site and engaged with users to understand how the space is being used and whether it is meeting its intended purpose.
- 4.5 Tamariki remained involved with the trial, advocating for the jumps via public deputation and attending planning and building workshops.
- 4.6 The following related memos/information were circulated to the meeting members:

Date	Subject
11/09/2023	Public forum by local parent- request for bike jumps.
12/05/2025	Public deputation by Tamariki- support for bike jump trial.
12/05/2025	Public deputation by local parent- support for bike jump trial.
12/05/2025	Public deputation by local resident- opposing bike jump trial.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.7 The following reasonably practicable options were considered and are assessed in this report:
 - 4.7.1 **Option 1:** Develop a permanent asphalt bike jump feature.
 - 4.7.2 **Option 2:** Retain the clay bike jumps.
 - 4.7.3 **Option 3:** Remove clay jumps and end trial.
- 4.8 The following options were considered but ruled out:
 - 4.8.1 Construct a pump track utilising some existing pathways within the reserve. This option was ruled out as the size, scale, and cost did not reflect community views.

Options Descriptions Ngā Kōwhiringa

- 4.8.1 **Preferred Option:** Develop a permanent asphalt bike jump feature.
- 4.8.2 **Option Description:** Remove the existing clay jump and construct an asphalt bike jump feature that reflects the current layout as created by community use and activities observed during the trial.
- 4.8.3 **Option Advantages**
 - Lower ongoing maintenance requirements and reduced staff time.
 - Provides a permanent, durable solution suitable for year-round use.
 - Mimics the current range of jump sizes and lines created by community use and supports different ages and skill levels.
 - Visually provides clean lines and precise shapes with an urban aesthetic for neighbours concerned with the look of a dirt jump.
- 4.8.4 **Option Disadvantages**
 - Higher upfront construction cost.

- A more visually prominent built feature within the reserve.
- Removes the ability for tamariki to shape and modify the jumps themselves.

4.9 **Option 2:** Retain the clay bike jumps.

4.9.1 **Option Description:** Continue with the existing clay jump area, adding more clay and rock material for structure and durability.

4.9.2 Option Advantages

- Allows tamariki to shape and interact with the jumps directly.
- Lower initial cost compared to a permanent structure.

4.9.3 Option Disadvantages

- High ongoing maintenance and staff time requirements.
- Ongoing visual and amenity concerns.

4.10 **Option 3:** Remove clay jumps and end trial.

4.10.1 **Option Description:** Remove the clay jumps, re-turf the area and end trial.

4.10.2 Option Advantages

- Addresses perceived safety and aesthetic concerns.

4.10.3 Option Disadvantages

- Missed opportunity for youth involvement.
- Informal jump construction may increase.

Analysis Criteria Ngā Paearu Wetekina

4.11 Specific location of the bike jumps is limited due to district planning requirements for noise setbacks and flood management. The current location is the only suitable location in the park that complies with district planning requirements.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option-Asphalt Jump Feature	Option 2 – Retain clay and remediate	Option 3 – Remove clay jumps and end trial
Cost to Implement	\$15,500	\$1000	\$500
Maintenance/Ongoing Costs	Will be absorbed by existing OPEX budgets.	Will be absorbed by existing OPEX budgets.	Will be absorbed by existing OPEX budgets.
Funding Source	FWH Community Board DRF TBC- (\$9000) CPMS #61803 (\$6500)	N/A	N/A
Funding Availability	FY27	N/A	N/A
Impact on Rates	No impact	No impact	No impact

5.1 The Parks unit would be able to fund costs associated with design, consenting (if required) and future maintenance of the permanent asphalt option. There is currently no budget to complete the construction of the project. The Community Board may consider funding this portion from their 2025-2026 Discretionary Response Fund.

- 5.2 The above costs are indicative only. A contingency of 30% has been applied to allow for inflation and the potential for cost increases between the current estimate and construction. Any increase would reflect wider global influences, including fuel supply pressures and increases in construction costs.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The condition of the clay jumps has varied throughout the course of the trial.
- 6.2 No additional material was supplied during the trial to get an accurate assessment of how the area would perform with regular use.
- 6.3 Through monitoring, staff found the clay material is not suitable for long term use at this site due to compaction, erosion and exposure.
- 6.4 This can be partially mitigated by adding additional clay material, supplemented with stones to improve the structure of the jumps.
- 6.5 A permanent asphalt feature would significantly reduce maintenance demands. This type of jump could be expanded on in future if so desired by the community.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.6 Statutory and/or delegated authority to undertake proposals in the report:
- 6.6.1 The Community Board has delegation to approve options presented in this report.
- 6.7 Other Legal Implications:
- 6.7.1 There is no legal context, issue, or implication relevant to this decision

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.8 The required decision
- 6.8.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
- 6.8.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 6.8.3 Is consistent with Council's Plans and Policies including the Public Open Space Strategy 2010-2040.
- 6.9 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.10 Parks, Heritage and Coastal Environment
- 6.10.1 Activity: Parks and Foreshore
- Level of Service: 6.8.5 Resident satisfaction with the overall availability of recreation facilities within the City's parks and foreshore network - >= 70%
 - Level of Service: 6.8.2.3 Parks are managed and maintained in a clean, tidy, safe, functional, and equitable manner (Asset Performance) - At least 90% of parks and associated public recreational assets are available for safe public use during opening hours
 - Level of Service: 6.0.3 - Customer satisfaction with the presentation of Community Parks - >=60%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.11 Consultation started on 18 February and ran until 4 March 2026.

- 6.12 Details including links to the [Kōrero mai | Let's Talk](#) webpage were advertised via:
- Consultation letters delivered to 80 surrounding households, and available at Fendalton Library.
 - Emails sent to 17 previous submitters who live outside of the letter distribution area.
 - Emails sent to Wairarapa Cobham Intermediate, Medbury School and Tūora Fendalton School asking them to share consultation information through their newsletters.
 - A post on the [Bishopdale/Papanui/Bryndwr & Surroundings Community](#) Facebook page, which reached over 998 people.
 - Two signs in the reserve.

6.13 The [Kōrero mai | Let's Talk](#) page had 236 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.14 Submissions were made by Wairarapa Cobham Intermediate and 37 individuals. All submissions are available on our [Kōrero mai webpage](#).
- 6.15 Overall, the majority of submitters supported making the bike jump area permanent (25, 66%), 5% (2) somewhat supported, and 29% (11) did not support.
- 6.16 Wairarapa Cobham Intermediate supported making the bike jump area permanent, noting that the jump has provided active recreation opportunities and supported civic participation.
- 6.17 Submitters supported the proposal for the following reasons:
- It is a great initiative (20)
 - Tamariki enjoy it (11)
 - The local area is good/safe to practice and socialise (8)
- 6.18 Submitters did not support the proposal for the following reasons:
- The reserve is relatively small and may impact other users, including dog walkers (6) and play space users (3)
 - Concerns of damage to newly planted trees and landscaping (5)
 - Amenity and visual concerns (5)
- 6.19 Submitters who somewhat support the proposal, suggested:
- Keeping the clay jumps so tamariki can continue to be involved in jump building (3)
- 6.20 In addition, out of scope suggestions included:
- Allocating funding to the tennis area upgrade (2)
 - Installing a pedestrian refuge on Jeffreys Road near the library (1)

6.21 The decision affects the following wards/Community Board areas:

6.21.1 Waimāero Fendalton-Waimairi-Harewood Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.22 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.
- 6.23 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.


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 If option 1 is approved, staff will progress detailed design, planning checks, and construction of a permanent asphalt bike jump feature.
- 7.2 Funding allocation and construction timing will be confirmed following Board decisions.
- 7.3 Staff will continue to use learnings from this trial to inform future youth-focused recreation projects across the parks network.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Asphalt Jump Feature Design	26/871970	29

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

Document Name - Location / File Link
Jeffrey's Reserve Bike Jumps - Agenda of Waimāero Fendalton-Waimairi-Harewood Community Board - Monday, 12 May 2025

Signatories Ngā Kaiwaitohu

Authors	Millie Stead - Community Partnerships Ranger Aviva Cui - Engagement Assistant
Approved By	Hannah Murdoch - Team Leader Community Partnership Rangers Bridie Gibbings - Manager Operations - Parks Development Al Hardy - Manager Community Parks Rupert Bool - Head of Parks

ASPHALT 'FUN BOX' LAYOUT.

These drawings are purely concept ideas and may not represent the finished design

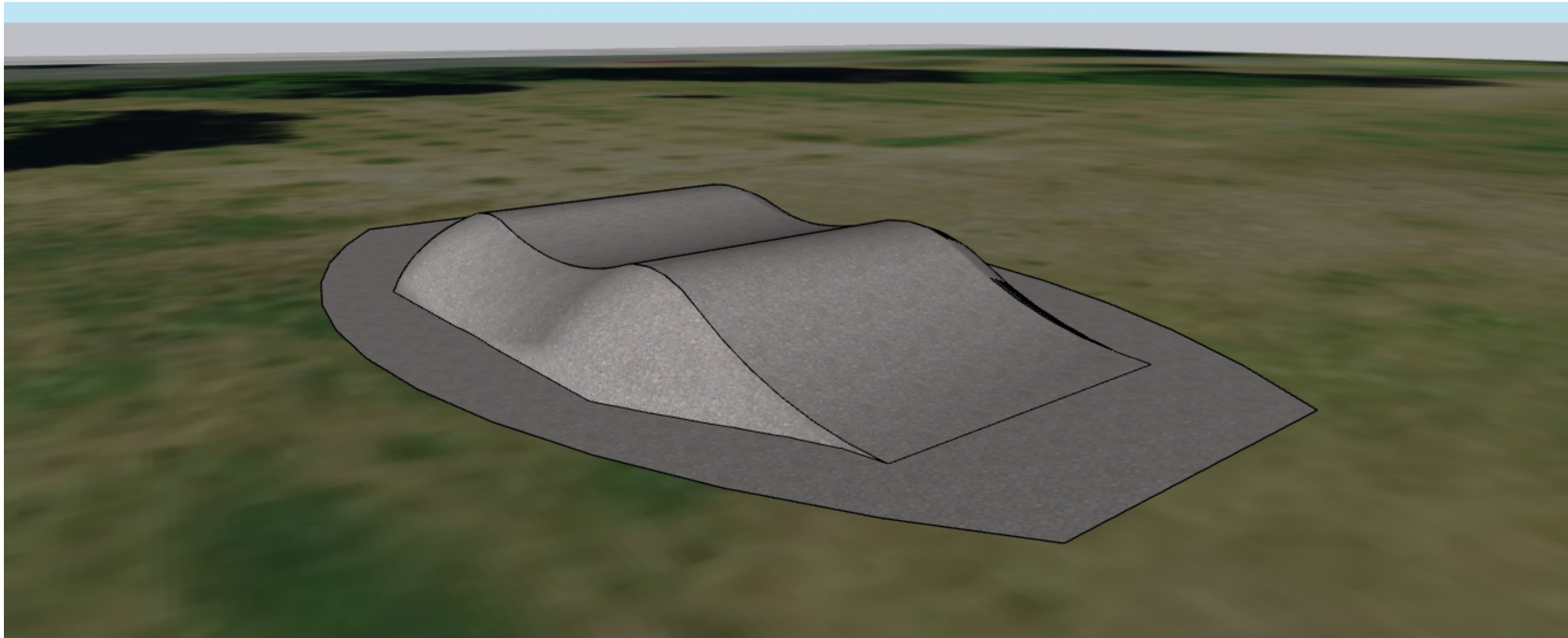


DRAWN BY CB	DESCRIPTION Concept Drawings	PROJECT NO. 160	PROJECT Jeffrey's Reserve Pump Strip	ISSUE 30/01/26	RE-ISSUE 03/02/26	CLIENT CCC
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01

For all skill levels



The concept of this is similar to the Skate park feature called a 'Fun Box', it can be hit from multiple different angles and used in multiple different ways.

Roll over it, manual the rollers, jump it long ways or sideways, use the sides of the rollers to 'hip' jump it.



CLIENT
CCC

ISSUE
30/01/26
RE-ISSUE
03/02/26

PROJECT NO.
160
PROJECT
Jeffrey's Reserve
Pump Strip

DRAWN BY
CB
DESCRIPTION
Concept Drawings

a

02

Indicative Pricing

The Fun Box would be approximately 7m x 4m and the highest point 0.5m high to make this functional. 150x50 treated timber edging so it is durable due to repeated wheels running over it. Compacted AP65 base and 50mm thick asphalt for durability.

This would cost approximately \$7500

Next Steps

After confirming the layout, and what sort of budget you have to work with. A formal quote can be supplied if you are happy with the design and pricing.

Keep in touch

Thanks for the opportunity to undertake this work, we are motivated to come up with a cost effective tailor made package that will meet the needs of your facility.

Regards Cam Bisset

cam@dirtrailbuilding.nz



CLIENT
CCC

ISSUE
30/01/26
RE-ISSUE
03/02/26

PROJECT NO.
160
PROJECT
Jeffrey's Reserve
Pump Strip

DRAWN BY
CB
DESCRIPTION
Concept Drawings



03

8. Gardiners Road Shared Path

Reference Te Tohutoro: 26/548465

Responsible Officer(s) Te Pou Matua: Katharine Jones – Project Manager

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to approve the Gardiners Road shared path scheme design following community engagement and to proceed to construction.
- 1.2 The report is staff generated to address the lack of pedestrian and cyclist facilities along Gardiners Road from Wilkinsons Road to Claridges Road.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board recommends that the Council:

1. Receives the information in the Gardiners Road Shared Path 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 that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the eastern side of Gardiners Road, commencing at a point 291 metres north of its intersection with Claridges Road and extending in a southerly direction up to its intersection with Claridges Road as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026, and attached to this report as **Attachment B**.
4. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the eastern side of Gardiners Road, commencing at its intersection with Claridges Road and extending in a southerly direction for a distance of 192 metres as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026, and attached to this report as **Attachment B**.
5. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the western side of Gardiners Road, commencing at a point 177 metres south of its intersection with Claridges Road and extending in a northerly direction to its intersection with Claridges Road as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026, and attached to this report as **Attachment B**.
6. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the western side of Gardiners Road, commencing at its

intersection with Claridges Road and extending in a northerly direction for a distance of 328 metres as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026, and attached to this report as **Attachment B**.

7. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Claridges Road, commencing at a point nine metres east of its intersection with Gardiners Road and extending in an easterly direction for a distance of six metres as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026, and attached to this report as **Attachment B**.
8. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the northern side of Claridges Road, commencing at a point 15 metres east of its intersection with Gardiners Road and extending in an easterly direction up to its intersection with Kemsley Lane as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026, and attached to this report as **Attachment B**.
9. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be established on the southern side of Claridges Road, commencing at a point 18 metres east of its intersection with Gardiners Road and extending in an easterly direction for a distance of nine metres as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026, and attached to this report as **Attachment B**.
10. Resolves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 3 to 9 above are in place (or removed in the case of revocations).

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

11. Revokes any previous resolutions pertaining to parking and stopping restrictions and traffic controls made pursuant to any Bylaw to the extent that they are in conflict with parking or stopping restrictions described in resolutions 13 to 17 and 19 to 21 and 24 to 28 below.
12. Approves the following resolutions required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.

Gardiners Road (Styx Mill Road to Wilkinsons Road)

13. Approves all kerb alignments, traffic islands, road surface treatments, pathways and road markings on the east side of Gardiners Road commencing at a point 30 metres south its intersection with Styx Mill Road and extending in a northerly direction for a distance of 394 metres, as detailed in plan RD3853S6a, Issue 1, dated 21/04/2026 and attached to this report as **Attachment A**.
14. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the westbound approach of Styx Mill Road at its intersection with Gardiners Road be controlled by a Stop Control, as detailed on plan RD3853S6a, Issue 1, dated 21/04/2026 and attached to this report as **Attachment A**.

15. Approves, 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 as detailed in plan RD3853S6a, Issue 1, dated 21/04/2026 and attached to this report as **Attachment A**:
 - a. On the east side of Gardiners Road, commencing at its intersection with Styx Mill Road and extending in a northerly direction for a distance of 85 metres.
 - b. On the east side of Gardiners Road, commencing at a point 265 metres north of its intersection with Styx Mill Road and extending in a northerly direction for a distance of 86 metres.
 - c. On the east side of Gardiners Road, commencing at its intersection with Styx Mill Road and extending in a southerly direction for a distance of 30 metres.
16. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the eastern side of Gardiners Road, commencing at a point 40 metres north of its intersection with Styx Mill Road and extending in a northerly direction for a distance of 39 metres, as detailed in plan RD3853S6a, Issue 1, dated 21/04/2026, and attached to this report as **Attachment A**, be resolved as a southbound Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Styx Mill Road

17. Approves, 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 as detailed in plan RD3853S6a, Issue 1, dated 21/04/2026 and attached to this report as **Attachment A**:
 - a. On the north side of Styx Mill Road, commencing at its intersection with Gardiners Road and extending in an easterly direction for a distance of 32 metres.
 - b. On the south side of Styx Mill Road, commencing at its intersection with Gardiners Road and extending in an easterly direction for a distance of 33 metres.

Gardiners Road (Claridges Road to South of Styx Mill Road)

18. Approves all kerb alignments, traffic islands, road surface treatments, pathways and road markings on Gardiners Road commencing at a point 190 metres south of its intersection with Claridges Road and extending in a northerly direction for a distance of 523 metres, as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026 and attached to this report as **Attachment B**.
19. Approves, 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 as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026 and attached to this report as **Attachment B**:
 - a. On the east side of Gardiners Road, commencing at its intersection with Claridges Road and extending in a northerly direction for a distance of 291 metres.
 - b. On the east side of Gardiners Road, commencing at its intersection with Claridges Road and extending in a southerly direction for a distance of 192 metres.
 - c. On the west side of Gardiners Road, commencing at its intersection with Claridges Road and extending in a northerly direction for a distance of 328 metres.
 - d. On the west side of Gardiners Road, commencing at its intersection with Claridges Road and extending in a southerly direction for a distance of 177 metres.
20. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the eastern side of Gardiners Road, commencing at its

intersection with Claridges Road and extending in a northerly direction for a distance of 319 metres, as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026, and attached to this report as **Attachment B**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

21. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the eastern side of Gardiners Road, commencing at its intersection with Claridges Road and extending in a southerly direction for a distance of 192 metres, as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026, and attached to this report as **Attachment B**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Claridges Road

22. Approves all kerb alignments, traffic islands, road surface treatments, pathways and road markings on Claridges Road commencing at its intersection with Gardiners Road and extending in an easterly direction up to its intersection with Kemsley Lane, as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026 and attached to this report as **Attachment B**.
23. Approves all kerb alignments, traffic islands, road surface treatments, pathways and road markings on Claridges Road commencing at its intersection with Gardiners Road and extending in a westerly direction for a distance of 20 metres, as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026 and attached to this report as **Attachment B**.
24. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the westbound approach of Claridges Road at its intersection with Gardiners Road be controlled by a Give Way, as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026 and attached to this report as **Attachment B**.
25. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the eastbound approach of Claridges Road at its intersection with Gardiners Road be controlled by a Give Way, as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026 and attached to this report as **Attachment B**.
26. Approves, 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 as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026 and attached to this report as **Attachment B**:
 - a. On the north side of Claridges Road, commencing at its intersection with Gardiners Road and extending in a westerly direction for a distance of 20 metres.
 - b. On the south side of Claridges Road, commencing at its intersection with Gardiners Road and extending in a westerly direction for a distance of 20 metres.
 - c. On the north side of Claridges Road, commencing at its intersection with Gardiners Road and extending in an easterly direction up to its intersection with Kemsley Lane.
 - d. On the south side of Claridges Road, commencing at its intersection with Gardiners Road and extending in an easterly direction for a distance of 33 metres.
27. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Claridges Road, commencing at its intersection with Gardiners Road and extending in an easterly direction up to its intersection with Kemsley Lane, as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026, and attached to

this report as **Attachment B**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

28. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Claridges Road, commencing at a point seven metres east of its intersection with Gardiners Road and extending in an easterly direction for a distance of 11 metres, as detailed in plan RD3853S2a, Issue 1, dated 21/04/2026, and attached to this report as **Attachment B**, be resolved as a bi-directional Shared Path, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road users only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
29. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 6 to 9 and 11 to 13 and 16 to 20 above are in place (or removed in the case of revocations).

Tree removal

30. Approves tree removal as detailed in **Attachment B** of this report, with the tree numbers listed below, noting that these will be retained if on-site assessment allows.
 - a. Tree 163168 (corner of Gardiners Road and Claridges Road). This is a Yoshino Cherry, in good condition.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 At the August 2025 Waimāero Fendalton-Waimairi-Harewood Community Board Information Session/Workshop to brief the Board on the feasible options for Gardiners Road, the Board provided feedback to staff on their preferred options and priority rankings for each section of the corridor.
 - 3.1.1 Staff took the feedback collected at the workshop and revised their programme of works to provide the funding necessary to deliver on the top two options as noted by the Board. These are referred to as:
 - Stage 1 – Styx Mill Road – Wilkinsons Road
 - Stage 2 – Claridges Road – south of Styx Mill Road
 - 3.2 Two options for each of Stage 1 and Stage 2 have been considered, with a secondary sub-option for lighting on Stage 2:
 - 3.2.1 Stage 1 options are:
 - Grit footpath construction, including associated intersection improvements, kerb and channel, signage and line marking as shown on **Attachment A**.
 - Do Nothing
 - 3.2.2 Stage 2 options are:
 - Sealed shared path construction, including associated intersection improvements, kerb and channel, signage, and line marking as shown on **Attachment B**. This would have full street lighting upgrades.

- A further option with the physical layout as shown on **Attachment B**, but with minimal lighting upgrades.
 - Do Nothing
- 3.3 The recommended options are to install the above improvements [with minimal lighting upgrades for Stage 2] in accordance with **Attachments A and B**. Key features of these options are:
- Improve walkability through the addition of two sections of footpath along Gardiners Road and one section of pathway along Claridges Road
 - Improve safety and amenity through the addition and upgrading of crossings on Styx Mill Road and Claridges Road
- 3.3.2 Staff have recommended these options as they will help achieve the desired community outcome of expanding on the existing infrastructure by installing a continuous pathway on the eastern side of Gardiners Road from Wilkinsons Road to south of Claridges Road, improving pedestrian and cyclist safety, connectivity and amenity.
- 3.3.3 Full lighting upgrades are not recommended at this time due to the high cost. There are likely to be opportunities to provide road and path lighting to current standards in future when subdivisions are developed.

4. Background/Context Te Horopaki

Scope Development

- 4.1 At the August 2025 Waimāero Fendalton-Waimairi-Harewood Community Board Information Session/Workshop, Council staff presented the feasible options for delivering improvements along Gardiners Road, including rationale, advantages and disadvantages for each option.
- 4.1.1 The Board members asked questions of staff and provided feedback on which option(s) they preferred, as well as the prioritisation of each section of the corridor.
- 4.1.2 Staff used the feedback provided by the Board and revised the programme of works to obtain the funding required to deliver on the top two sections of the Gardiners Road corridor.
- 4.2 The top priority (noted as Stage 2) was for a section of sealed pathway from south of Styx Mill Road to Claridges Road. The second priority (noted as Stage 1) was for a section of grit pathway from Wilkinsons Road to Styx Mill Road.
- 4.3 The inclusion of the top two sections of Gardiners Road to the capital programme was in response to the lack of connectivity and amenity for active and public modes (e.g., walking and cyclist), and the following objectives were developed:
- 4.3.1 Additional footpaths and shared paths to increase infrastructure provision
- 4.3.2 Upgraded intersection crossings to improve safety and amenity

Network Context

- 4.4 Gardiners Road is classified as a Collector Road.
- 4.4.1 Traffic volumes are 6050 vehicles per day between Wilkinsons Road and Claridges Road. The posted speed limit is 60 km/h, with the operating speed of 53 km/h.
- 4.5 Claridges Road is classified as a Collector Road.

- 4.5.1 Traffic volumes are 910 vehicles per day west of Gardiners Road and 850 vehicles per day east of Gardiners Road. The posted speed limit is 60 km/h, with the operating speed of 47 km/h.
- 4.6 A tree assessment has been completed during the development of the scheme design. This identified that one street tree may need to be removed to allow this project to progress (see **Attachment B**). Based on the Council's Tree Policy, two trees would need to be planted to compensate for this. Locations for these new street trees will be determined during detailed design.

Lighting Assessment

- 4.7 A lighting assessment was completed by Connetics for Stages 1 and 2 to determine what level of lighting upgrades and/or new installations would be required to meet current lighting compliance for both the carriageway and pathways.
 - 4.7.1 The assessment for both stages concluded that upgrades to the existing lighting and new lighting installations (including poles) are required to comply with current standards on Gardiners Road. The existing lighting on Claridges Road is currently compliant and would need no further upgrades.
 - 4.7.2 The assessment also concluded that, if the lighting was to remain on the eastern [path] side of the roadway, the undergrounding of an existing overhead 11kV cable would be required if new lighting was to be installed. The pole infrastructure and cable are owned by Orion, and Connetics have indicated that permissions from Orion would be required to complete these upgrades. There would be no undergrounding required if the upgrades were limited to existing lights.
- 4.8 Connetics provided an alternate option and high-level costing for lighting the Stage 2 works by installing lighting infrastructure on the western side of the roadway in lieu of the eastern side. This option would still require permissions from Orion to trench for power, but would remove the need to underground the 11kV power cable.
 - 4.8.1 The high-level cost for these works is estimated to be \$150,000.
- 4.9 Council staff have reached out to Orion to query if permissions are likely to be granted for any upgrades to existing and/or installation of new infrastructure.
 - 4.9.1 Orion have indicated that permissions are likely to be granted for upgrades to existing infrastructure on the eastern [path] and/or the installation of new infrastructure on the western side.
 - 4.9.2 However, it is likely that permissions would not be granted for the installation of new infrastructure on the eastern [path] side without the provision for undergrounding.
 - 4.9.3 Council staff queried with Orion the high-level costs for undergrounding the 11kV cable on the eastern [path] side. A response is forthcoming; however, based off a previous estimate from another project the high-level cost for the underground works is estimated to be in the region of \$300,000.
- 4.10 In conjunction with these conversations, staff have investigated several options for each stage around lighting:
 - 4.10.1 Include full lighting upgrades on the eastern side to current standards and the undergrounding of the 11kV cable
 - 4.10.2 Include the installation of new lighting infrastructure on the western side to current standards

- 4.10.3 Include only the installation of upgrades to the existing lighting on the eastern side, recognising this would be an improvement to the existing but substandard.
- 4.10.4 Keep the existing lighting configuration in lieu of any upgrades and undergrounding, recognising the current configuration is substandard.

Engagement

4.11 Informed engagement was undertaken with residents to understand their issues and to gather any feedback, which was to be used to determine if the scheme design addresses their concerns and aligns with their views (see Section 6.9-6.11)

4.11.1 No feedback was received.

4.12 The following related memos/information were circulated to the meeting members:

Date	Subject
20 March 2026	Notification of Consultation: Gardiners Road shared path

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.13 The following reasonably practicable options were considered for each stage and are assessed in this report:

- 4.13.1 **Preferred Options for Stages 1 and 2** – Footpath/shared path construction, including associated intersection improvements, kerb and channel, signage and line marking as shown in **Attachments A and B**.
- 4.13.2 **Alternate Option for Stage 2** – Similar to Preferred Option for Stage 2 but with full lighting upgrades on the western side of Gardiners Road as shown in **Attachment B**.
- 4.13.3 **Do nothing.**

4.14 The following options were considered but ruled out:

- 4.14.1 A number of high-level options around scope, construction and priorities were considered and ruled out by the board during a workshop in August 2025. These can be seen in the agenda and minutes of this meeting:
 - Agenda: https://christchurch.infocouncil.biz/Open/2025/08/ISWF_20250825_AGN_10097_AT.PDF
 - Minutes: https://christchurch.infocouncil.biz/Open/2025/08/ISWF_20250825_MIN_10097_AT.PDF

4.14.2 Constructing Stages 1 and 2 after lighting upgrades and undergrounding of 11kV Orion power cable completed.

The works for Stage 1 would likely be completed in tandem with any residential development in this location. Requirements to upgrade the road frontage, including adequate shared path facilities, would be included as part of any consent conditions for future development. This would subsequently eliminate the need for any interim improvements at this location. This option would also delay the implementation of the Stage 2 improvements, which have been identified as the Board’s top priority for this corridor. As a result, this was ruled out as an option.

- 4.14.3 Constructing Stage 1 with either upgrades to existing lighting and/or fully upgraded lighting and undergrounding of 11kV power cable.

The lighting assessment for the Stage 1 works concluded that lighting on the western side was not possible and that the preferred option was to upgrade the existing lighting, install new lighting and underground the 11kV power cable on the eastern [path] side. The additional costs for this option are disproportionate in line with the costs for the construction of the grit pathway and other associated improvements. In addition, any poles within the limits of Stage 1 would likely be moved and/or removed with future development, thus making these works redundant. Due to the above, this was ruled out as an option.

Options Descriptions Ngā Kōwhiringa

4.15 **Preferred Option Stage 1 – Footpath/shared path construction, including associated intersection improvements, kerb and channel, signage and line marking**

4.15.1 **Option Description:**

- Construction of a 1.5-metre-wide grit pathway on the eastern side of Gardiners Road from the intersection of Wilkinsons Road and Styx Mill Road, construction of sections of kerb and channel, pedestrian crossing at Styx Mill Road, associated seal widening and the construction of short section of shared path at the Styx River road culvert on Gardiners Road.

This option does not include any upgrades to existing lighting.

4.15.2 **Option Advantages**

- Meet the project objectives of delivering increased footpath and shared path connections and associated improvements.
- Respond to concerns around lack of connectivity from residents.
- Provides increased safety, connectivity and amenity for active and public modes (e.g., walking and cycling).

4.15.3 **Option Disadvantages**

- Disruption during construction to residents and commuters through possible road closures and detours.
- Loss of on-street parking due to one pedestrian cutdown located at intersection (approximately 1 space).
- Existing light falls below current standards for both roadway and pathway lighting.

4.16 **Preferred Option Stage 2 – Footpath/shared path construction, including associated intersection improvements, kerb and channel, signage and line marking**

4.16.1 **Option Description:**

- Construction of a 2.5-metre-wide shared pathway on the eastern side of Gardiners Road from south of Styx Mill Road to Claridges Road and on Claridges Road, construction of sections of kerb and channel, formalisation of the existing path along Gardiners Road south of Claridges Road as a shared path, provisions for a cycle lane on the western side of Gardiners Road, minor intersection upgrades, associated seal widening and minor realignment to accommodate.

This option also includes upgrades to the existing lighting on the eastern [path] side of Gardiners Road.

4.16.2 **Option Advantages**

- Meet the project objectives of delivering increased footpath and shared path connections and associated improvements.
- Respond to concerns around lack of connectivity from residents.
- Provide increased safety, connectivity and amenity for active and public modes (e.g., walking and cycling).
- Provide improvements to existing lighting configuration and may comply with pathway lighting standards.

4.16.3 **Option Disadvantages**

- Disruption during construction to residents and commuters through possible road closures and detours.
- Loss of on-street parking due to realignment of the carriageway (approximately 11 spaces) and one pedestrian refuge islands located at intersection (approximately 1 space). The existing parking demand is low with limited opportunities with narrow sealed road shoulder.
- Lighting improvements would fall below current standards for roadway lighting.

4.17 **Alternative Option (Stage 2 only) – Footpath/shared path construction, including associated intersection improvements, kerb and channel, signage and line marking and full lighting upgrades on the western side**

4.17.1 **Options Description:** This option is physically identical to Stage 2, Option 1 apart from the lighting upgrades.

This option seeks to complete full lighting upgrades on the western side of Gardiners Road in lieu of the eastern [path] side of the roadway.

4.17.2 **Options Advantages**

- Meet the project objectives of delivering increased footpath and shared path connections and associated improvements.
- Respond to concerns around lack of connectivity from residents.
- Provide increased safety, connectivity and amenity for active and public modes (e.g., walking and cycling).
- Provides full lighting upgrades to meet roadway and pathway lighting standards.

4.17.3 **Options Disadvantages**

- Installation of the lighting upgrades would incur additional unbudgeted costs.
- Disruption during construction to residents and commuters through possible road closures and detours.
- Loss of on-street parking due to realignment of the carriageway (approximately 11 spaces) and one pedestrian refuge island located at intersection (approximately 1 space). The existing parking demand is low with limited opportunities with narrow sealed road shoulder.

4.18 **Do Nothing (Stages 1 and 2)**

4.18.1 **Options Description:** Gardiners Road will remain as-is with no safety or connectivity improvements.

4.18.2 **Options Advantages**

- Project funding can be spent elsewhere.

4.18.3 **Options Disadvantages**

- Do not respond to concerns around lack of connectivity from residents.
- Do not improve pedestrian and cyclist safety.
- Do not provide improved amenity to active and public modes.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Preferred Option(s) Stages 1 and 2	Alternate Option Stage 2	Do nothing
Cost to Implement <i>(includes costs to date)</i>	\$0.5M (Stage 1) \$1.3M (Stage 2) Total \$1.8M	\$1.4M Total \$1.9M [if built with Stage 1]	\$0.3M
Maintenance/Ongoing Costs	Additional costs of \$1425/year, covered by the existing roading maintenance contract	Additional costs of \$1470/year, covered by the existing roading maintenance contract	No change
Funding Source	65986 – Gardiners Road Shared Path – Wilkinsons to Claridges Road	65986 – Gardiners Road Shared Path – Wilkinsons to Claridges Road	65986 – Gardiners Road Shared Path – Wilkinsons to Claridges Road
Funding Availability	\$1.6M – funding available \$200K Shortfall – Budget to be sought from the 'Programme – Network Improvements' budget if project is approved.	\$1.6M – funding available \$300k Shortfall [if built with Stage 1] –Budget to be sought from the 'Programme – Network Improvements' budget if project is approved.	Funding available
Impact on Rates	0.00048% FY 27 0.00134% FY 28	0.00072% FY 27 0.00201% FY 28	No further impact on rates

5.1 The Costs to Implement show the total cost for the project including spend to date, with a 20% contingency on future construction items and professional fees. This is considered appropriate given the state of design development and investigation.

5.2 The project has also spent around \$270k on design development and consultation to date.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 **Construction Risks:** These are considered Business as Usual (BAU) and can be mitigated by using a qualified and competent contractor to complete the works.

6.2 **Safety:** Lighting for Stages 1 and 2 have been assessed to be below standard currently.

No lighting upgrades are planned for Stage 1. It is expected that a permanent path, with full lighting upgrades, will be installed when the subdivision is developed. The installation of lighting at this time would therefore be high cost, and it is expected that the developer would need to alter this anyway.

Only minimal lighting upgrades are planned for Stage 2. To install lighting to standard would require undergrounding the existing services, which is high cost. Improvements to the existing can be made, although these are not expected to be fully compliant. Further development is expected along this section in the medium to long term, which may provide opportunities for further improvement.

Therefore the staff recommendation will mean that light levels are below current standards, which may have safety and CPTED implications.

The mitigation is that Council staff will monitor pathway usage post construction, particularly nighttime usage, and staff will log any requests or concerns around the lighting. If it is deemed that any lighting upgrades are warranted, staff will discuss options at the appropriate time.

6.3 **Future Development:** Staff will continue to communicate with developers on the progress and timing of any future works. Should any upcoming development be cancelled or the timing be delayed beyond what is currently anticipated, Council staff will discuss appropriate options and may seek to include further upgrades to the interim pathway in future programmes/budgets.

Legal Considerations Ngā Hīraunga ā-Ture

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

6.4.1 The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

6.4.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.4.3 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.

6.5 Other Legal Implications:

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

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 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.

- 6.6.3 Are consistent with Council's Plans and Policies.
- 6.7 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.8 Transport
 - 6.8.1 Activity: Transport
 - Level of Service: 16.0.9 Improve resident satisfaction with footpath condition - >=43%
 - Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction
 - Level of Service: 10.5.2 Improve the perception (resident satisfaction) that Christchurch is a cycling friendly city - >=67%
 - Level of Service: 10.5.41 Increase access within 15 minutes to key destination types by walking (to at least four of the five basic services: food shopping, education, employment, health, and open spaces) - >=50% of residential addresses with a 15- minute walking access

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.9 Consultation started on 21 March and ran until 7 April 2026.
- 6.10 The limited number of affected residents on Gardiners Road were informed about the proposed scheme design via a letter. Residents were provided the details of the project and how to provide feedback.
- 6.11 No feedback was received. Given the low significance and less than minor impacts of the proposed works, this is in line with the level of responses expected through engagement.
- 6.12 The decision affects the following wards/Community Board areas:
 - 6.12.1 Waimāero Fendalton-Waimairi-Harewood Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.13 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.
- 6.14 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.



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The decisions in this report are likely to:
 - 6.15.1 Contribute neutrally to adaptation to the impacts of climate change.
 - 6.15.2 Contribute positively to emissions reductions.
- 6.15 The proposals in this report are expected to have a relatively small impact on climate change considerations, due to the nature and scope of the project. However, safer footpaths and improved connectivity for residents may encourage more walking and cycling.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved staff will progress the schemes to detailed design, tender and construction.

Attachments Ngā Tāpirihanga

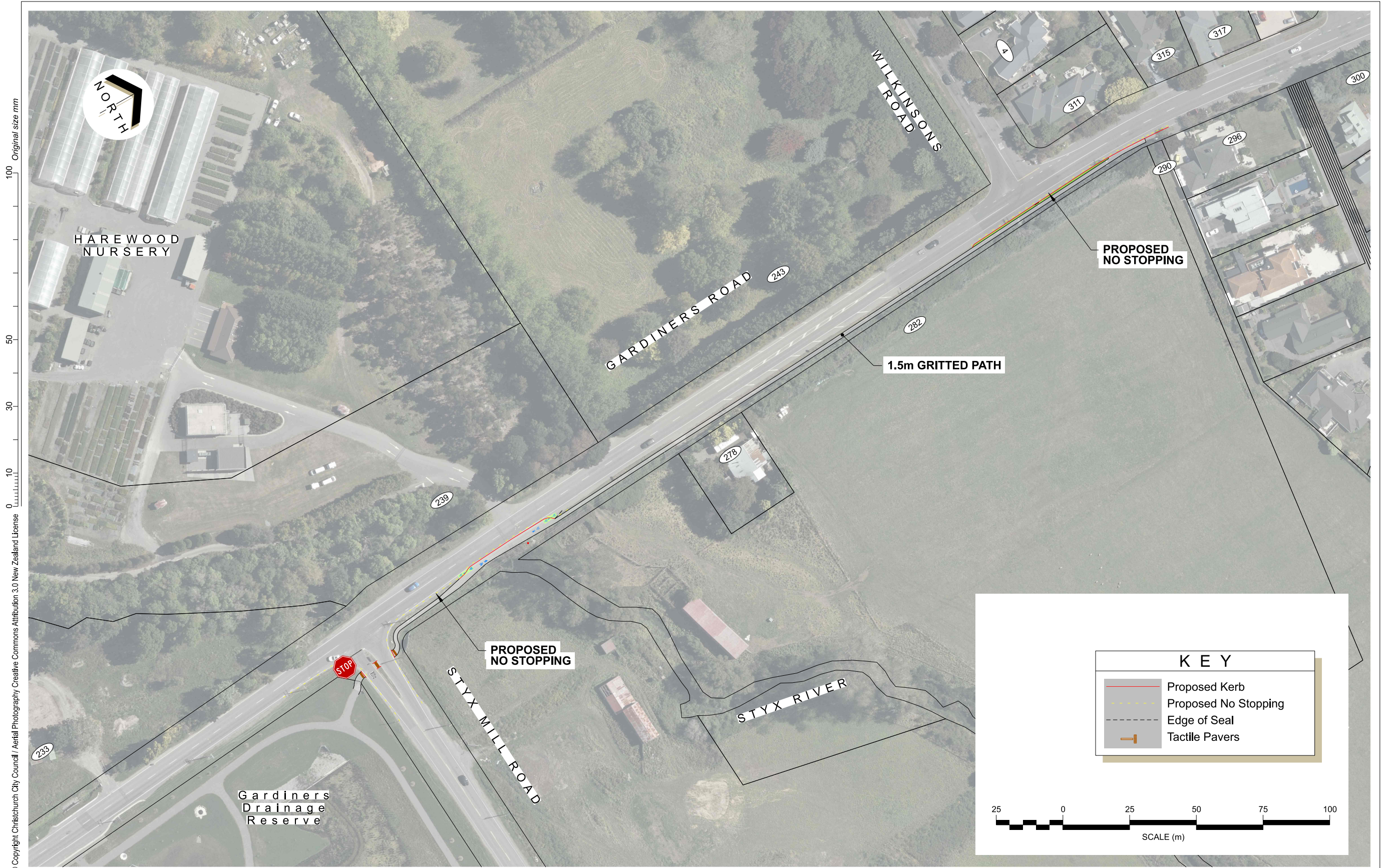
No.	Title	Reference	Page
A 	Attachment A: Gardiners Road Shared Path - Styx Mill Road to Wilkinsons Road - Stage 1	26/824909	47
B 	Attachment B: Gardiners Road Shared Path - Claridges Road to south of Styx Mill Road - Stage 2	26/824910	48

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

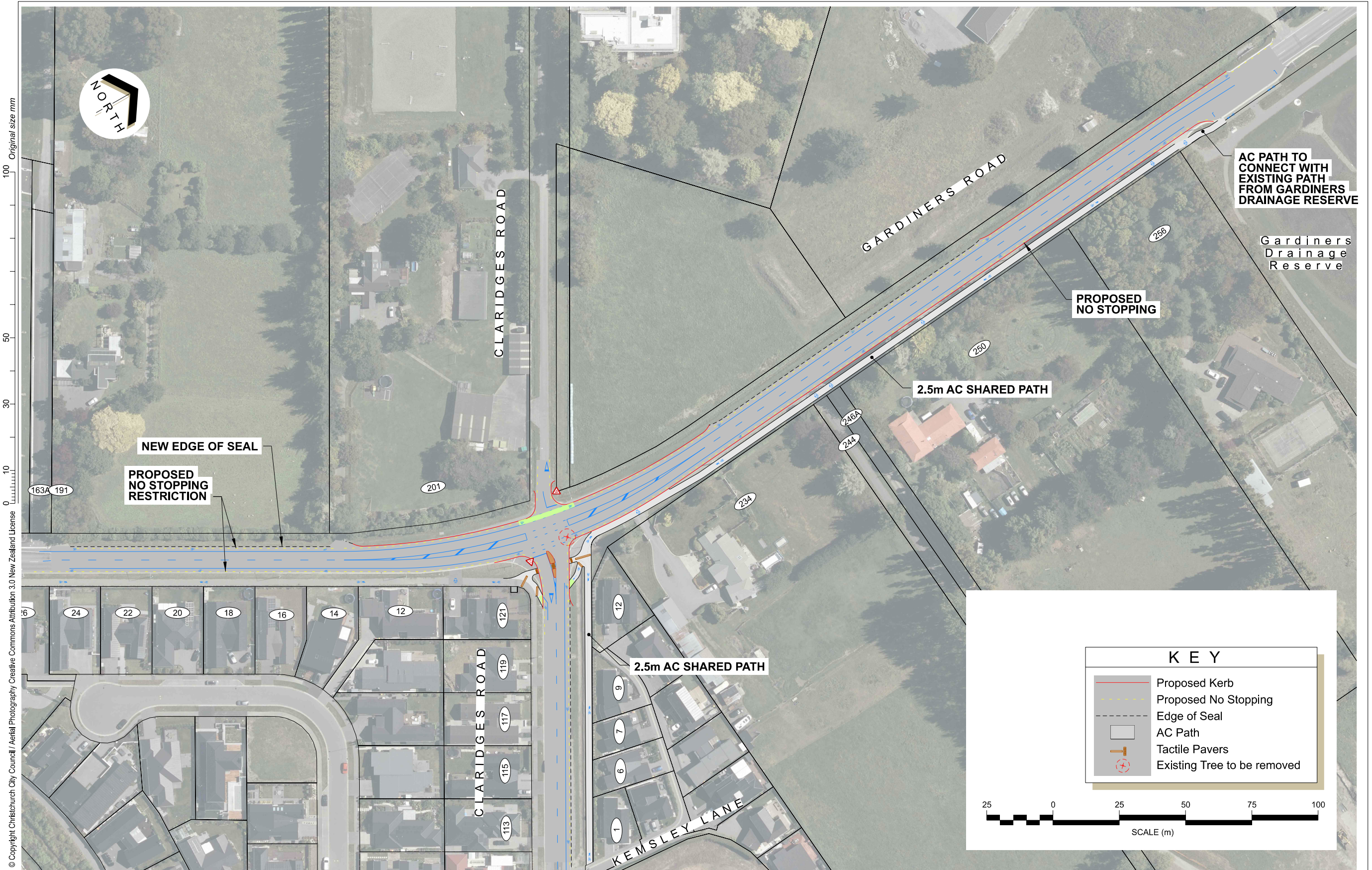
Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Katharine Jones - Project Manager May Wong - Engineer - Traffic Investigations Daisy-Bea Scrase - Engagement Advisor Jenny Rankin - Senior Project Manager
Approved By	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Stephen Wright - Head of Transport & Waste Management



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9. Bus stop upgrades within Waimāero Fendalton-Waimairi-Harewood Community Board area

Reference Te Tohutoro: 26/378015

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 within Waimāero Fendalton-Waimairi-Harewood Community Board area.
- 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 Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Bus stop upgrades within Waimāero Fendalton-Waimairi-Harewood Community Board area 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 14 below.

Bus stop 19999 – 150 Cavendish 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 Cavendish Road commencing at a point 115 metres north of its intersection with Sturrocks Road and extending in a southerly direction for a distance of approximately 3.6 metres.
5. Approves that hardstand area be installed at the bus stop 19999 outside 150 Cavendish Road, as shown on **Attachment A**.

Bus stop 16764 – 126 Wairakei Road (Attachment A)

6. 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 Wairakei Road commencing at a point 63 metres south of its intersection with Blighs Road and extending in a southerly direction for a distance of approximately 3.6 metres.

Bus stop 16362 – 20 Rossall Street (Attachment A)

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 Rossall Street commencing at a point 27 metres south of its intersection with Rhodes Street and extending in a southerly direction for a distance of approximately 3.6 metres.

Bus stop 10308– 198 Maidstone Road (Attachment A)

8. 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 northern side of Maidstone Road commencing at a point 112 metres west of its intersection with Radbrook Street and extending in an easterly direction for a distance of 12 metres.
 - b. Approves that a Bus Stop be installed, on the northern side of Maidstone Road commencing at a point 100 metres west of its intersection with Radbrook Street and extending in an easterly direction for a distance of 14 metres.
9. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the northern side of Maidstone Road commencing at a point 93 metres west of its intersection with Radbrook Street and extending in an easterly direction for a distance of approximately 3.6 metres.
10. Approves that tactile pavers and hardstand area be installed at the bus stop 10308 outside 198 Maidstone Road, as shown on **Attachment A**.

Bus stop 24268 – 1 Bentley Street on Cutts Road (Attachment A)

11. 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 Cutts Road commencing at a point 31 metres south of its intersection with Bentley Street and extending in a northerly direction for a distance of 4 metres.
 - b. Approves that a Bus Stop be installed, on the western side of Cutts Road commencing at a point 27 metres south of its intersection with Bentley Street 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 Cutts Road commencing at a point 13 metres south of its intersection with Bentley Street and extending in a northerly direction to its intersection with Bentley Street.
12. Approves that tactile pavers and hardstand area be installed at the bus stop 24268 outside 1 Bentley Street on Cutts Road, as shown on **Attachment A**.

New bus stop – 56 Merrin Street (Attachment A)

13. 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 northern side of Merrin Street commencing at its intersection with Withells Road and extending in an easterly direction for a distance of 42 metres.
 - b. Approves that a Bus Stop be installed, on the northern side of Merrin Street commencing at a point 42 metres east of its intersection with Withells Road and extending in an easterly direction for a distance of 14 metres.
 - c. Approves that the stopping of all vehicles be prohibited at any time, on the northern side of Merrin Street commencing at a point 56 metres east of its intersection with Withells Road and extending in an easterly direction for a distance of 2 metres.
14. Approves that a seat, tactile pavers, and hardstand area be installed at the proposed new bus stop outside 56 Merrin Street, as shown on **Attachment A**.

15. Approves that these resolutions, described in clauses 4 to 14 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
150 Cavendish Road - 19999	Community	Shelter installation
126 Wairakei Road - 16764	Community	Shelter installation
20 Rossall Street - 16362	Community	Shelter installation
198 Maidstone - 10308	Community	Shelter installation, minor relocation, and line marking
1 Bentley Street - 24268	Community	Minor relocation and line marking
56 Merrin Street - NA	(Multiple) Community	New bus stop

- 3.2 The proposed plans include seats, tactile pavers, and hardstand areas, where required, to improve accessibility and waiting areas, including for people getting on and off the bus.
- 3.3 These upgrades have been prioritised based on patronage, special land use (e.g. retirement village), and community requests.

4. Background/Context Te Horopaki

- 4.1 Table 2 shows average boarding patronage per day, the bus routes that are served, and the existing conditions for each bus stop. In this table, standard line marking for a bus stop refers to approximately 12 metres of lead-in no-stopping restriction, a 14 metre bus box, and approximately 6 metres of lead-out no-stopping restriction.

Table 2: Patronage, bus routes, and existing conditions for each bus stop.

Address and ID	Patronage/day	Bus route	Current conditions
150 Cavendish Road - 19999	11	27	Standard line marking, tactile pavers, signage, and a seat
126 Wairakei Road - 16764	32	8	Standard line marking, tactile pavers, signage, and a seat
20 Rossall Street - 16362	29	8	Standard line marking, tactile pavers, signage, and a seat
198 Maidstone Road- 10308	58	3	Bus box marking and signage
1 Bentley Street - 24268	4	140	Signage

56 Merrin Street - NA	NA	130	NA
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- 4.2 Staff have received community requests for shelter installation at the first four bus stops in Table 2.
- 4.3 A bus stop is deemed well-used if, on average, it serves around 20 or more passengers daily. This is the traditional Council threshold for bus shelter installation.
- 4.4 Bus stop 19999 outside 150 Cavendish Road does not meet the Council patronage threshold to install a shelter. However, in addition to the patronage threshold, staff also consider requests from elderly individuals, schools, hospitals, retirement villages, and people with disabilities, who are highly reliant on public transport. Staff therefore propose to install a shelter at this bus stop.
- 4.5 Bus stop 10308 outside 198 Maidstone Road includes an oversized bus box (approximately 17 metres) compared with the standard 14-metre bus box. It also blocks the driveway at 204 Maidstone Road and lacks the required lead-in and lead-out no-stopping restrictions. In addition, the stop lacks a hardstand area, meaning passengers currently step onto the grass berm when boarding or alighting from the bus.
- 4.6 Bus stop 24268 outside Bentley Street mainly performs as a drop-off bus stop. Staff have received complaints about buses blocking the driveway of 1 Bentley Street. The paired bus stop, 24544 outside 2/2 Bentley Street, has 30 boardings per day, on average.
- 4.7 Staff have received multiple community requests, including from Summerset at Avonhead Retirement Village, to install a new eastbound bus stop on Merrin Street closer to Avonhead Mall. Currently, passengers use either bus stop 47775 outside 26 Merrin Street (approximately 200 metres away) or bus stop 10349 outside 88 Merrin Street (approximately 250 metres away) and walk to the mall. While these distances meet the NZTA guidance for suburban areas, staff have considered the request due to its origin from elderly community members and a retirement village whose residents are highly reliant on public transport. The preferred location is outside 56 Merrin Street, which is currently a 120-minute parking restriction area.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

150 Cavendish and 126 Wairakei Roads and 20 Rossall Street – 19999 & 16764 & 16362

- 4.8 The following reasonably practicable options were considered and are assessed in this report:
 - 4.8.1 Shelter installation.
 - 4.8.2 Do nothing.

198 Maidstone Road - 10308

- 4.9 The following reasonably practicable options were considered and are assessed in this report:
 - 4.9.1 Shelter installation, minor relocation, and line marking.
 - 4.9.2 Do nothing.
- 4.10 The following options were considered but were not assessed as reasonably practicable:
 - 4.10.1 Shelter installation without further improvement.
 - The existing oversized bus box blocks a driveway. In addition, this bus stop lacks the required lead-in and lead-out no-stopping restrictions. In addition, the stop lacks a hardstand area, meaning passengers currently step onto the grass berm when boarding or alighting from the bus. Given the number of passengers boardings at this stop (58 passenger/day on average), this option would represent poor value for money.

1 Bentley Street on Cutts Road - 24268

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

4.11.1 Minor relocation and line marking.

4.11.2 Do nothing.

4.12 The following options were considered but were not assessed as reasonably practicable:

4.12.1 Relocation of bus stop to locations south of existing location (e.g. 41 and 39 Cutts Road).

- Increase the distance between the inbound and outbound stops.
- Bus stop interruption with driveways.
- Tree removal.

56 Merrin Street – New bus stop

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

4.13.1 New bus stop outside 56 Merrin Street.

4.13.2 Do nothing.

4.14 The following options were considered but were not assessed as reasonably practicable:

4.14.1 Other locations for the new bus stop like outside 52, 54, and 66 Merrin Street.

- Bus stop interruption with driveways.
- Tree removal.
- More on street parking loss compared to preferred option.
- Longer walking distance and the need for passengers to cross two roads to reach the mall.

Options Descriptions Ngā Kōwhiringa

150 Cavendish and 126 Wairakei Roads and 20 Rossall Street – 19999 & 16764 & 16362

4.15 **Preferred Option:** Shelter installation.

4.15.1 **Option Advantages**

- Improves customer satisfaction by providing weather protection for passengers.

4.15.2 **Option Disadvantages**

- Costs associated with shelter cleaning and maintenance.

4.16 **Do nothing Option.**

4.16.1 **Option Advantages**

- The Council will not incur any costs.

4.16.2 **Option Disadvantages**

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

198 Maidstone Road - 10308

4.17 **Preferred Option:** Shelter installation, minor relocation, and line marking.

4.17.1 **Option Advantages**

- Improves customer satisfaction by providing weather protection for passengers.
- Improved access to bus stop for buses.
- Improved access to and from the bus for passengers.
- No interruption with driveway.

4.17.2 **Option Disadvantages**

- Costs associated with shelter cleaning and maintenance.
- 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.

1 Bentley Street on Cutts Road - 24268

4.19 **Preferred Option:** Minor relocation, and line marking

4.19.1 **Option Advantages**

- No interruption with driveway.
- Improved access to bus stop for buses.
- Improved access to and from the bus for passengers.

4.19.2 **Option Disadvantages**

- On-street parking loss (1 space)

4.20 **Do nothing Option.**

4.20.1 **Option Advantages**

- The Council will not incur any costs.

4.20.2 **Option Disadvantages**

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

56 Merrin Street – New bus stop

4.21 **Preferred Option:** New bus stop installation outside 56 Merrin Street.

4.21.1 **Option Advantages**

- Improves public transport accessibility to a major trip generator (Avonhead Mall), particularly benefiting elderly people and individuals with disabilities.
- Located close to the pedestrian crossing at the roundabout.

4.21.2 **Option Disadvantages**

- On-street parking loss (2 spaces)

4.22 **Do nothing Option.**

4.22.1 **Option Advantages**

- The Council will not incur any costs.

4.22.2 **Option Disadvantages**

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

5. Financial Implications Ngā Hiraunga 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.

150 Cavendish Road – 19999

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$31,000	\$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

126 Wairakei Road – 16764

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$31,000	\$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

20 Rossall Street – 16362

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$31,000	\$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

198 Maidstone Road - 10308

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$36,000	\$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

1 Bentley Street on Cutts Road - 24268

	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

56 Merrin Street – New bus stop

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$7,000	\$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.

6.9 Canterbury Regional Council (CRC) support the proposed upgrades.

6.10 Staff did not receive any submissions regarding the proposed plans for bus stops 16764 outside 126 Wairakei Road, 16362 outside 20 Rossall Street, and 24268 outside 1 Bentley Street on Cutts Road.

6.11 Staff received one submission regarding the proposed plan for bus stop 19999 outside 150 Cavendish Road. The submitter, on behalf of the Summerset on Cavendish Retirement Village, supported the proposed plan:

- “There are 500 people living across the road from the bus stop plus staff. As well as residents some staff would use the bus. Particularly in the winter it is often a very cold wait for the bus to arrive. The village social committee organises mystery bus trips weekly which are well attended. A bus shelter would be like a gift from heaven. A lot of residents in the village either don't have a car or have lost their licence due to old age. ...”

6.12 Staff received one objection regarding the plan proposed for bus stop 10308 outside 198 Maidstone Road. In summary, following concerns/recommendations were provided (please see the detailed submission in **Attachment B**):

6.12.1 **Consultation letter, plan, and process:** The submitter raised concerns and provided suggestions regarding the detail, clarity, and dimensions shown in the consultation letter and plan. They also raised concerns and suggestions about staff response times and the consultation deadline.

Staff response: Staff advised that the consultation letter and plan follow standard Council practice. Under this approach, the consultation material outlines the main upgrades, while detailed specifications are provided on request to affected residents. Staff also confirmed that the concerns and suggestions have been shared with the relevant teams for future consideration. Staff also extended the consultation deadline (1 week) following an on-site meeting with the affected resident.

6.12.2 **Justification for upgrades:** The submitter raised concerns that the average number of daily boarding passengers is insufficient to justify installing a shelter. They also noted there is no clear evidence that a shelter would increase patronage. They further stated that the shelter may be underutilised due to social distancing, and that current passengers already use nearby tree cover for shelter. In addition, they suggested that, with reliable real-time information, passengers do not wait long at stops and are exposed to weather while walking, so a shelter may provide limited additional benefit.

Staff response: Staff advised that the use of average patronage is intended to capture broader usage trends over time, rather than a single point measure. More importantly, shelters are primarily provided to improve weather protection and amenity for existing users, rather than to directly attract new patronage. Factors such as reliance on tree cover or assumptions around social distancing are not valid or sufficiently significant to offset the need for formal shelter infrastructure. Furthermore, while real-time information can reduce uncertainty, it does not remove waiting time entirely, and passengers may still be exposed to adverse weather conditions.

6.12.3 **Plan details:** The submitter also raised detailed questions and suggestions regarding elements of the plan, including the shelter location and type, tactile paving, rubbish bins, etc.

Staff response: Staff responded to each matter in line with best practice and public transport guidelines. They confirmed the shelter size and position, glass type, and bus stop sign location, and advised that a rubbish bin would not be included. Recommendations regarding the shelter rear panel facing the road, the hardstand area, and tactile pavers were not supported, as they do not align with the relevant guidelines. Other suggestions, including those relating to rubbish bins, have been referred to the appropriate team.

6.13 Staff received 2 submissions from affected residents regarding the plan proposed for the new bus stop proposed to be installed outside 56 Merrin Street. In summary, following concerns/recommendations were provided (please see the detailed submissions in **Attachment C**):

6.13.1 **Proximity to roundabout, traffic volume, and queue build up**

Staff response: Staff advised that the current legislation permits vehicles to park up to 6 metres from an intersection. Relevant guidance recommends that bus stops be located at least 20 metres from an intersection. The proposed bus stop is positioned approximately 40 metres from the roundabout and therefore exceeds this recommendation. In addition, a 4-metre-wide traffic lane will remain adjacent to the stop, allowing vehicles to pass a stationary bus without interruption to traffic flow.

6.13.2 **Safe sight line:** The submitter raised concerns that currently, the vehicles parked in the concerned location interrupts the sight line for oncoming traffic views.

Staff response: Staff advised that it is important to note that the proposed bus stop would improve the current conditions. Once installed, the space will remain clear for most hours of the day. Buses will only be present a few times per day and typically for a short duration of around 30 seconds.

6.13.3 **Passenger crossing**

Staff response: Staff advised that passengers using the proposed stop will access the shopping centre via the pedestrian refuge at the roundabout. This roundabout has undergone safety improvements in recent years, and significant safety risks should have been addressed through those works.

6.13.4 **Bus stop interrupting the driveway, timing point**

Staff response: Staff advised that the standard bus box length used by Council is 14 metres, in accordance with CCC guidance. This has been standard practice for many years and has worked well in accommodating the range of bus sizes operating in Christchurch. Another important factor is providing sufficient lead-in “no stopping” restriction before the bus box. This ensures buses have enough space to safely pull into the stop and correctly position themselves within the marked bus box. For this reason, we do not see a notable risk of buses blocking nearby driveways. CCC can also raise with CRC that this bus stop should not be used as a timing point.

6.13.5 **On-street parking loss**

Staff response: Staff advised that the new bus stop will remove 2 kerbside parking spaces. Kerbside space is limited and must be managed to serve all road users, particularly public transport, which is often an essential mode of travel for disabled individuals, older people, and children. It is important to note that the Council’s Suburban Car Parking Policy prioritises kerbside space for bus stops over general parking. In addition, other on-street parking remains available along Merrin Street and Withells Road for residents and visitors.

6.13.6 **Existing bus stops**

Staff response: Currently, passengers use either bus stop 47775 outside 26 Merrin Street (approximately 200 metres away) or bus stop 10349 outside 88 Merrin Street (approximately 250 metres away) and walk to the mall. While these distances meet the NZTA guidance for suburban areas, staff have considered the request due to its origin from elderly community members and a retirement village whose residents are highly reliant on public transport.

6.13.7 **Solution suggested by submitters:** Outside 66 Merrin Street

Staff response: Staff advised that the location outside 66 Merrin Street was considered but not assessed as reasonably practicable for the following reasons:

- It is located further from the shopping centre and would require an additional road crossing for passengers. Given that the request originated from elderly members of the community, this was considered a significant factor.
- It would result in the loss of two additional parking spaces compared with the proposed plan.
- It would require the removal of a tree.

6.13.8 The Avonhead mall property management and Piccadilly Bookshop also raised the same concerns on passenger crossing and safe sight lines. Staff provided above answers to them as well.

6.14 The decision affects the following wards/Community Board areas:

6.14.1 Waimāero Fendalton-Waimairi-Harewood Community Board.

6.14.2 Fendalton, Waimairi, and Harewood Wards.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.15 The 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.

6.16 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

6.17 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

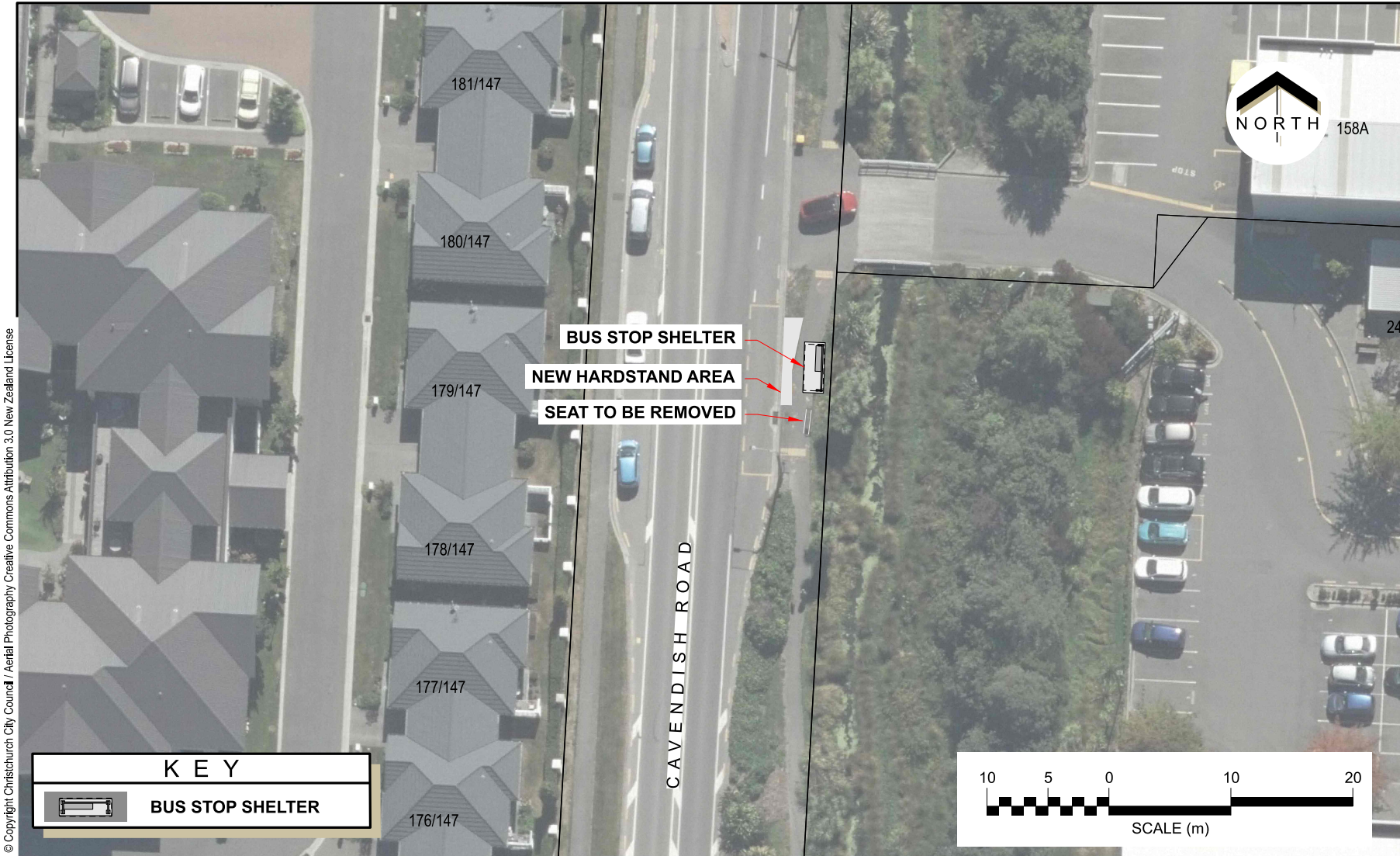
No.	Title	Reference	Page
A  	Attachment A: Proposed bus stop improvements	26/751680	62
B  	Attachment B: Resident's feedback - Bus stop 10308 outside 198 Maidstone Road	26/769928	68
C  	Attachment C: Two submissions from affected residents by new bus stop outside 56 Merrin Street	26/771551	76

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

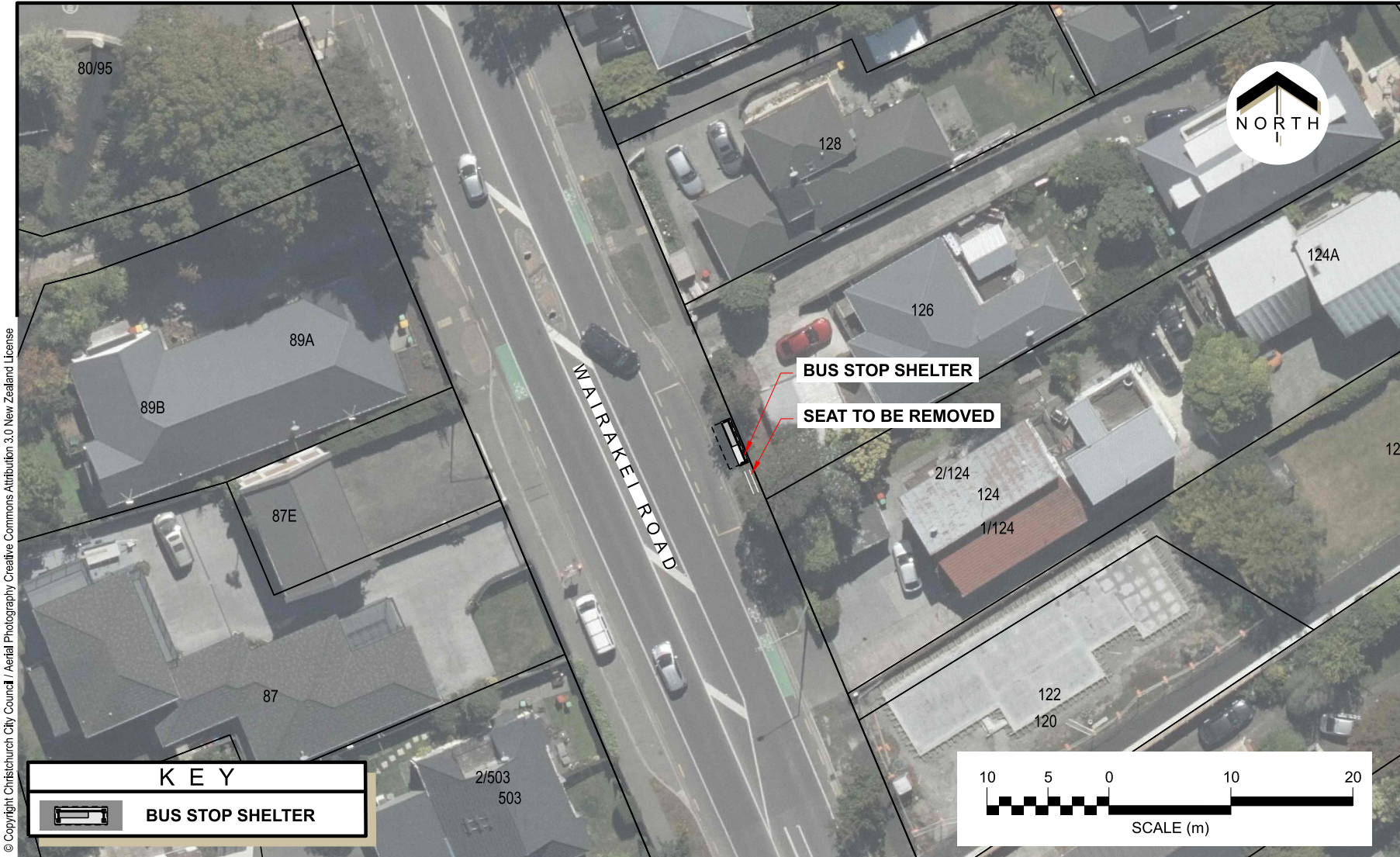
Author	Mansour Johari - Passenger Transport Engineer
Approved By	Kathy Graham - Acting Operations Manager Tony Richardson - Finance Business Partner Stephen Wright - Head of Transport & Waste Management




Christchurch
City Council

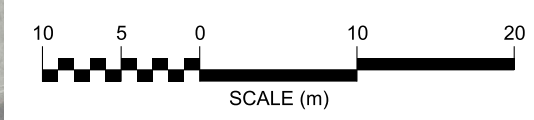
150 Cavendish Road (Bus Stop #19999)
Bus Stop Upgrades Project 2025/26
For Community Board Approval

Original Plan Size: A4
Drawn: GA Issue 1 02/2026
Designed: TW Drawing: TG152718
Approved: BLH Project: CP503348



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KEY	
	BUS STOP SHELTER

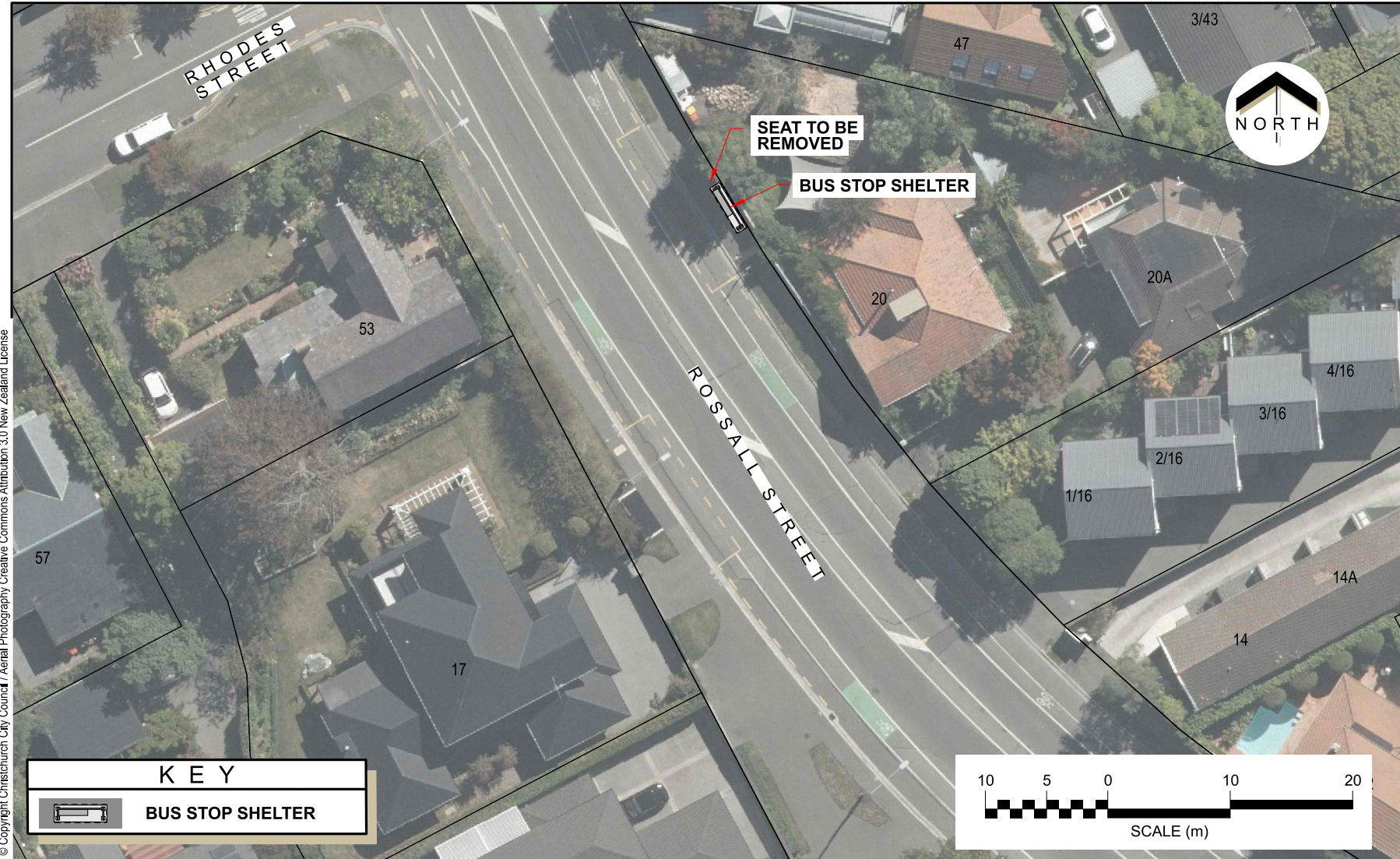


Christchurch
 City Council



126 Wairakei Road (Bus Stop #16764)
 Bus Stop Upgrades Project 2025/26
 For Community Board Approval

Original Plan Size: A4
 Drawn: GA Issue 1 04/2026
 Designed: TW Drawing: TG152724
 Approved: BLH Project: CP503348






20 Rossall Street near Rhodes Street (Bus Stop #16362)
Bus Stop Upgrades Project 2025/26
For Community Board Approval

Original Plan Size: A4
Drawn: GA Issue 1 02/2026
Designed: TW Drawing: TG152707
Approved: BLH Project: CP503348



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KEY	
	BUS STOP SHELTER
	TACTILE PAVERS
	NO STOPPING RESTRICTION



198 Maidstone Road (Bus Stop #10308)
Bus Stop Upgrades Project 2025/26
For Community Board Approval

Original Plan Size: A4
Drawn: MJR Issue 1 02/2026
Designed: MJ Drawing: TG149103
Approved: BLH Project: CP503348



1 Bentley Street (Bus Stop #24268)
Bus Stop Upgrades Project 2025/26
For Community Board Approval

Original Plan Size: A4
Drawn: MJR Issue 1 02/2026
Designed: MJ Drawing: TG149103
Approved: BLH Project: CP503348



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56 Merrin Street
Bus Stop Upgrades Project 2025/26 - New Bus Stops
For Community Board Approval

Original Plan Size: A4
Drawn: MJR Issue 1 02/2026
Designed: MJ Drawing: TG135694
Approved: BLH Project:

Feedback on Proposal to Upgrade Bus Stop 10308
Submitted by Owners of Property at 198 Maidstone Road

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Feedback on Proposal to Upgrade Bus Stop 10308 — North side of Maidstone Road near Colina Street

About this feedback

This feedback is submitted by the owners of the property at 198 Maidstone Road in response to the proposal outlined in a consultation letter and plan dated 17 February 2026 from the Christchurch City Council Traffic Operation Team.

The Proposal

The proposal outlined in the consultation letter and plan is to upgrade bus stop 10308 on the north side of Maidstone Road near Colina Street as follows:

- The existing bus stop will be slightly relocated, and standard line marking will be painted.
- A bus shelter will be installed at the existing bus stop.
- A hardstand area and tactile pavers will be provided.

The consultation letter includes a link to a page on the Christchurch City Council website¹ that provides a small amount of additional information about the upgrade options and link to make a submission.

Feedback

Summary

The consultation letter and plan lacked detail, and the Traffic Operation Team were slow to respond to requests for more information. Bus patronage data is sparse at best, and no evidence was presented that the upgrade would change bus patron's social distancing behaviour. There is therefore currently little evidence that the upgrade will achieve the goals of the upgrade programme and provide value for ratepayers' money in the current constrained financial environment.

Recommendation 1: The upgrade of bus stop 10308 should be postponed until more comprehensive patronage data is available and there is evidence that providing a bus shelter will change bus patron's natural social distancing behaviour. In any case, the plan needs significant changes to allow access to the affected property for maintenance in line

¹ Christchurch City Council. (n.d.). *Have your say on our bus stop upgrades*. ccc.govt.nz/the-council/get-involved/bus-stop-upgrade

with NZTA guidelines², provide a greater safety margin between the tactile pavers and the driveway to the affected property, and orient the bus shelter away from the southerly and south-westerly winds most often associated with rain³.

Consultation process

In this section we provide feedback on the consultation process.

Consultation letter and plan

The consultation letter and plan lack important details, and where present the details are small scale, inaccurate or inconsistent.

The letter describes the proposal in just three, one-line bullet points and states that the attached consultation plan shows the proposed upgrades in more detail.

The consultation plan is a small-scale map based on satellite imagery and annotated with elements of the proposal. There are inaccuracies and inconsistencies in the information presented on the plan, and important details are missing.

- The plan does not include accurate dimensions of the elements. Instead, a scale bar is provided which requires the reader to use a ruler to measure an element and then compare that measurement to the scale bar to estimate the size of the element. At the scale of the map, this introduces inaccuracies. For example, using the scale bar we estimated the size of the proposed bus shelter to be approximately 4.2m wide by 1.8m deep positioned hard against the front boundary of our property. This size is inconsistent with the standard bus shelter sizes (3.8m wide by 0.5m, 1.0m or 1.4m deep) subsequently provided by the Traffic Operation Team.
- The plan is annotated with property boundaries, but these marked boundaries don't align with the actual property boundaries.
- The depiction of the bus shelter on the map does not match the depiction of the bus shelter in the map key.

The lack of detail meant that we had to request more information from the Traffic Operation Team and undertake our own research to properly understand the proposal and its potential impacts. Responses from the Traffic Operation Team were slow (see [Communication timeline](#) below), particularly early in the consultation process, and some information such as patronage data was provided very late in the consultation process.

² NZ Transport Agency Waka Kotahi. (2026). *Street furniture*. nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-framework/integrated-planning-and-design/public-transport-design-guidance/bus-stop/bus-stop-design/bus-stop-components/street-furniture

³ McGann, R. P. (1983). *The Climate of Christchurch*. New Zealand Metrological Service, now NIWA. webstatic.niwa.co.nz/library/nzmsmp167-2.pdf

Feedback on Proposal to Upgrade Bus Stop 10308
Submitted by Owners of Property at 198 Maidstone Road

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Recommendation 2: We recommend that the Christchurch City Council develop a consultation document template specific to the bus upgrade project that provides more complete and accurate information about the proposed upgrade in a language and style that is more appropriate to a broad target audience. The template should include:

- » Pre-approved boilerplate text including static (always there) text, clearly defined variable content and embedded author instructions. The boilerplate text should be sufficiently comprehensive that the creation of a consultation document will require the author to remove content rather than create new content in all but exceptional circumstances. This will greatly simplify both the creation and review of consultation documents.
- » Brief descriptions of each upgrade element (shelter, hardstand, tactile pavers, seats, road markings) including photograph, purpose, construction, and dimensions where relevant (for example, any proposed bus shelter). Some of this information already exists on the Christchurch City Council website⁴.
- » Definitions of industry terminology.
- » A large-scale dimensioned diagram of the proposed position of upgrade elements with respect to the affected property or properties.

Communication timeline

The way in which the Christchurch City Council conducted the consultation process compressed the time available to us to consider and respond to the proposal. While the deadline for consultation was ultimately extended by a week, we received some information only five days before the extended deadline.

The consultation letter was dated 17 February with a deadline for feedback of 10 March 2026, giving 21 calendar days for the consultation process.

The consultation letter and plan were sent to our postal address, rather than emailed to the email address we registered for receiving communications from the Christchurch City Council. As a result, we did not receive the consultation letter and plan until effectively Sunday 22 February, five days into the consultation period.

Recommendation 3: If the ratepayer has registered an email address for communications from the council, consultation documents should be sent to both the ratepayers postal address and the email address.

Responses from the Christchurch City Council to our requests for further information were often slow, especially early in the consultation period.

- The consultation letter was dated 17 February 2026 with a deadline for feedback of 10 March 2026, giving a consultation period of 21 days.
- As a result of the timing of postal services in our area, and our own activities, we did not see the letter until 22 February 2026, 5 days into the 21-day consultation period.

⁴ Christchurch City Council. (n.d.). *Bus stop upgrades*. letstalk.ccc.govt.nz/BusStopUpgrades

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Feedback on Proposal to Upgrade Bus Stop 10308
Submitted by Owners of Property at 198 Maidstone Road

- On 23 February 2026 we sent an email to the address specified in the consultation letter requesting further details. We followed up with phone calls on 27 February 2026 and 2 March 2026, and left messages.
- We finally received a call followed by an email with information on 3 March 2026, 14 days into the 21-day consultation period.
- A site visit on 9 March 2026 was very productive. During this site visit we agreed an extension of the deadline for consultation and requested further details.
- We received the requested details on 12 March 2026, 5 days before the extended deadline.

We still believe that we have not yet received all the information we need to properly understand the proposal and its potential impacts; however, we concede that the Christchurch City Council might not actually have this information (for example, comprehensive bus patronage data).

Much of the communication between us and the Christchurch City Council was related to requests for further information, and this would have been largely avoided with a more comprehensive consultation document as suggested in Recommendation 2.

Recommendation 4: The Christchurch City Council should review their processes for handling communications during consultation so that responses to communications from a ratepayer are not dependent on a single staff member who for good reason may be unavailable to respond immediately.

Christchurch City Council website issues

The consultation letter refers to ccc.govt.nz/bus-stop-upgrade which redirects to ccc.govt.nz/the-council/get-involved/bus-stop-upgrade. This page states “Below are some of the options we might consider when upgrading a bus stop”. Why not include all available options?

Recommendation 5: Update the URL to include all options available when upgrading a bus stop, and include these options in the consultation document (see Recommendation 2).

While researching information for our response, some pages on the Christchurch City Council website returned security warnings from our anti-virus software. For example, attempting to access archived.ccc.govt.nz/council/agendas/1999/November/ShirleyPapanui/Clause9Attachment.pdf returns the warning “Suspicious page blocked for your protection. Your connection to this web page is not safe due to an untrusted security certificate.”

Recommendation 6: Review and update the security certificates for all Christchurch City Council websites.

Feedback on Proposal to Upgrade Bus Stop 10308
Submitted by Owners of Property at 198 Maidstone Road

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Justification for upgrade

In this section we provide feedback on the justifications for the proposed upgrade.

Criteria for selecting upgrade options

The Christchurch City Council has established criteria based on bus patronage for determining which options are installed when a bus stop is upgraded¹:

- Seats will be installed at bus stops that have at least 5 people catching the bus each day.
- Bus shelters will be installed at bus stops that have at least 20 people catching the bus each day.

The criteria do not specify a qualifying time period; is it 20 people on at least one day in the last year, or 20 people every day for the last month, quarter, or year? Are the criteria based on daily counts or an average over a week, a month, or a year?

This is important when assessing actual bus patronage data against the criteria to determine what upgrade options should be installed at a bus stop.

We asked the Traffic Operation Team for the bus patronage data for bus stop 10308 that was used to determine that bus stop 10308 qualified for a bus shelter. We received a single data point — 58 passengers per day — and were advised that this was the average over March 2025. We were further advised that the patronage data provided to the Traffic Operations Team for each bus stop was limited to a single number each year, being an average over the month of March for that year.

We do not believe that a single data point, being the average of a single month, is a valid or reasonable data set against which to test the criteria for a 4-year, \$3.2m project⁵.

There is no justification for extrapolating bus patronage for a single month to an entire year, especially when bus patronage can be affected by so many influences, including large social events (such as Canterbury University Orientation Week), weather, and global events (such as the current fuel crisis). For example, we have observed this March that on at least two occasions unusually large groups of young people boarded the bus at stop 10308. We believe these people were university students heading to an event.

In our view there is insufficient evidence that bus stop 10308 meets the criteria for a bus shelter.

Evidence that the upgrade will achieve the stated goals

The stated purpose of the bus stop upgrades is to make catching the bus easier¹, and therefore to increase the number of people using public transport.

However, we can find no evidence on the Christchurch City Council website or elsewhere to support the idea that providing a bus shelter will increase bus patronage sufficiently to justify the cost. The URL referenced in the consultation letter provides no such data or links to such data.

⁵ Christchurch City Council. (n.d.). *Delivery Package – Public Transport Stops, Shelters & Seatings Installation*.

budget.ccc.govt.nz/public/Transport%20&%20Waste/Transport%20Environment/Delivery%20Package%20-%20Public%20Transport%20Stops,%20Shelters%20&%20Seatings%20Installation

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Feedback on Proposal to Upgrade Bus Stop 10308
Submitted by Owners of Property at 198 Maidstone Road

Our observations suggest that few people will use the bus shelter:

- Bus patrons maintain social distancing while waiting for the bus. This is typically of the order of a metre between waiting patrons. When there are multiple patrons waiting for the bus, the queue can stretch more than the full width of our property frontage (18.28 m) and at times, on to our drive.
- The current bus stop is actually located in front of a neighbouring property, which has several large trees. Branches from these trees overhang the footpath and provide some shelter from the rain, and yet when it's raining few patrons make use of the shelter.
- The metroinfo.co.nz web site provides real time information about when the next bus will arrive at stop 10308, and this information is generally accurate to within a minute or two. Bus patrons can therefore predict with reasonable accuracy when they need to be at the bus stop. Bus patrons will therefore spend at least as much time walking to the bus stop as they will standing at the bus stop waiting for the bus. While walking to the bus stop they will be exposed to the elements. Any protective gear will protect them equally while walking to the bus stop and standing at the bus stop.
- The consultation plan shows the bus shelter positioned to face directly into the southerly and south-westerly winds most often associated with rain in Christchurch³, providing little protection to waiting bus patrons during the worst of Christchurch weather.

Upgrade details

In this section we provide feedback on specific elements of the proposed upgrade.

Bus shelter

The consultation plan shows a bus shelter measuring approximately 4.2m wide by 1.8m deep positioned hard against the front boundary of our property. This size is inconsistent with the standard bus shelter sizes (3.8m wide by 0.5m, 1.0m or 1.4m deep) and the location prevents us accessing the front of our property for activities such as maintenance.

The consultation plan also shows the bus shelter positioned to face the road, which means the open side is facing a few degrees west of due south, directly into the southerly and south-westerly winds most often associated with rain in Christchurch³. This will offer little protection to waiting bus patrons during the worst of Christchurch weather.

Recommendation 7: The bus shelter should be one of the standard sizes, preferably 3.8m wide by 0.5m deep, but no larger than 3.8m wide by 1.0m deep.

Recommendation 8: The bus shelter should be positioned no closer than 600mm from our front boundary as per NZTA guidelines² to enable access for maintenance and other activities, and as close as possible to the property boundary between 198 Maidstone Road and 204 Maidstone Road while meeting guidelines for separation from service access points such as telephone and fibre.

Recommendation 9: The bus shelter should be positioned so that the rear panel of the shelter faces toward the road, and set back from the road by 1m in line with NZTA guidelines². This will provide bus patrons with more effective protection from the southerly and south-westerly winds most often associated with rain in Christchurch³.

Feedback on Proposal to Upgrade Bus Stop 10308
Submitted by Owners of Property at 198 Maidstone Road

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Recommendation 10: While there has been some discussion in social media about vandalism and broken glass at bus stop shelters, this appears to mainly affect bus shelters with Adshel panels. The proposed upgrade, and our recommendation, is for a standard bus shelter which does not have Adshel panels. Alternatives to glass, such as Perspex or polycarbonate, are not immune to vandalism. The bus shelter should be constructed using toughened glass rather than Perspex or polycarbonate for the panels, as per the standard designs provided by the Traffic Operation Team, for visibility and passive security.

Recommendation 11: The bus stop sign should be affixed to the roof of the bus shelter. This would allow the post to be removed, improving the pedestrian through route.

Hardstand

If the bus shelter is positioned as per Recommendation 9, then the concrete pad that the bus shelter is bolted to will replace some of the grass verge. This will reduce the amount of new hardstand required as the existing footpath will no longer be covered by the bus shelter and will contribute to the overall hardstand area.

Recommendation 12: Revise the size and position of the hardstand to reflect the revised size and position of the bus shelter.

Tactile pavers

The consultation plan includes tactile pavers to provide visual cues that assist people who are blind or have low vision when boarding the bus.

Recommendation 13: Move the tactile pavers further west in line with the revised position of the bus shelter, to increase the distance between the tactile pavers and our property driveway.

Rubbish bins

Rubbish bins are installed at bus stops close to shops, or when requested.

Littering is a perennial issue; the Christchurch City Council spent more than \$2.7m in the 2024/2025 financial year⁶.

We regularly find litter dumped on our property, ranging from the usual fast-food packaging, bottles and cans to the unusual — on two separate occasions an old bicycle and a used feminine hygiene product. We acknowledge that a very small minority of bus patrons are responsible. Unfortunately, as is so often the case, a very small minority can have an impact far exceeding their number.

The purpose of the bus stop upgrades is to make catching the bus easier¹, and therefore to increase the number of people using public transport.

We expect that if the bus stop upgrade is successful, then there will be more litter. However, we do not believe that installing a rubbish bin is a viable solution. We believe that this would encourage the dumping of household rubbish and exacerbate the problem.

⁶ Girao, L. (2026, March 16). *Illegal dumping leaves Greater Christchurch ratepayers with almost \$3m cleanup bill*. The Press Te Matatika. www.thepress.co.nz/nz-news/360963545/illegal-dumping-leaves-greater-christchurch-ratepayers-almost-3m-cleanup-bill

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Feedback on Proposal to Upgrade Bus Stop 10308
Submitted by Owners of Property at 198 Maidstone Road

Recommendation 14: A rubbish bin should not be installed at the bus stop.

Recommendation 15: Christchurch City Council should consider installing signage at all bus stops encouraging people to take their rubbish with them, warning of the fine for littering, and providing information about how to report littering.

Recommendation 16: As part of Christchurch City Council's on-going work to reduce the cost to ratepayers of illegal dumping and enhance the city's image as the garden city, the Christchurch City Council should investigate options for reducing littering including education, promotional campaigns, better enforcement, and ways to acknowledge ratepayers for cleaning up litter.

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March 5th, 2026,

Submission regarding Proposed Bus Stop, Merrin Street opposite the Avonhead Mall.

Intro

There is no objection to an additional stop but I consider the proposed site is inappropriate.

I would suggest that the planner has failed to recognize the traffic congestion and bottleneck created by vehicles on the north side of Merrin attempting to enter the Avonhead Mall, Baileys Real Estate and the Merrin Shopping Centre.

Merrin Street is a busy through road carrying traffic from the ring road (Grahams plus Memorial Ave) with vehicles exiting Merrin east into Withells Road. It's estimated that only 1 in 55 cars continue onto Merrin St west. Busy times along Merrin St, are from 7.30 that laps into school traffic at 8.40 until 9.30am, then 2.45 to 3.30pm and then 4.15 until about 6pm.

The following points have been identified:

- a) The proposed site is 14.8m in length. The Metro Bus web site indicates its buses range from 13.5m to 10.5m. Route 130 appears to use the 13.5m bus to service this route. A bus entering the proposed site has a 1.3m surplus leeway. It is likely buses stopping at the proposed site will overlap the residents' driveways of Nos 56 and 54 if not staying within the stop precinct.
Already high sided or large vehicles parked in that current time zone, restrict oncoming traffic views including vehicles queued to enter the Merrin Shopping Centre, Bailey's Real Estate offices and the Avonhead Mall. As happens now with views restricted by high sided vehicles when we turn left we have to be alert when there is a buildup of cars waiting to turn into the 3 car parks particularly the Avonhead Mall. There is also a further safety concern is that when vehicles including motorcycles exit the roundabout at speed, which occurs frequently, there is a danger of rear end collisions.
- b) Buses delaying departures to maintain arrival schedules will contribute to further traffic congestion and create another blind spot

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when residents and visitors exiting both Nos 54 or 56. Taking a line from the south side of the Mall egress point across the road, to the front of the proposed stop is just under 4m. It's not unusual to see 4 or more vehicles waiting to turn right into the Mall car park. A bus stopped to collect passengers or delaying its departure will exacerbate the congestion issue. There will be no clear way through when a car or cars are parked alongside the bus waiting to turn right more so into the Avonhead Mall car parks and to a lesser extent the Merrin Shopping Centre and Bailey's.

- c) Merrin Street east from the roundabout corner to past Merrin Primary is some 240m and is time zone parking. This area also includes an existing bus stop nearly opposite the school. These zones are well utilized by parents visiting the school, and Merrin Shopping Centre (7 businesses), staff and visitors entering Baileys Real Estate offices (they have 23 staff members and 8 car parks available) and the Mall. The proposed bus stop site will reduce a further 3 to 4 parking spaces. The Avonhead Mall car park is utilized by parents who then walk their children to the Merrin school gate or when meeting them after school.
- d) The mail out uses a generalized comment on community demand for the proposed stop. I wish to query and be advised the numbers requesting the change. Information has come to hand from a long-term resident that there used to be a bus stop on the proposed site. This begs the question why was it moved?

A suggested solution:

- e) Consider siting the proposed stop to the west side of the roundabout from the Merrin/Withells corner. The west portion of Merrin attracts minimal traffic. Traffic congestion or roadway conflict would be massively reduced compared to what occurs with vehicles accessing the car parks of the Merrin Shopping Centre, Bailey's and the Mall. The suggested site has space between driveways that is 20.4m which has surplus space of approximately 6.8m for bus egress as against 1.3m on the proposed site. Overlaps of the neighboring driveways by

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the bus when stopping would unlikely occur because of the ample space available. Vehicles exiting these properties would not have to contend with the traffic flow as we do.

f) Foot access to the pedestrian crossing precincts is:

*The proposed bus site to the east of the roundabout adjacent the 4 units at 56 and 2 units at No 54 is: 31.4m.

*The suggested site on the west side of the roundabout is; 25m.

Summary:

Siting the proposed stop to the west of the roundabout makes more sense with the benefits outlined above due to the minimal traffic along this portion of Merrin Street.

There is greater bus stop space and more maneuverability available adjacent No 66 Merrin for the suggested site rather than the proposed site.

The walking distance for patrons to cross Merrin Street between the proposed bus stop site and the suggested site adjacent No 66 is negligible.

There is less risk and greater safety features regarding the suggested site from vehicle accidents as per the proposed site.

Utilising the suggested site will not create a worse bottleneck or greater congestion that exists currently as when vehicles are trying to access the three carparks.

The existing bottle neck and congestion is currently caused by vehicles wanting to turn right into the 3 car parks. The proposed site I believe affects 14 residences on 6 properties as well as impacting the shopping centre, Bailey's and the Mall. The suggested site would affect 4 residences on 3 properties.

Note: There are several of my neighbour's adjacent that are disturbed that are disturbed by the proposed bus stop proposal. I am also requesting speaking rights when the Community Board discusses this proposal.

Paul McOscar,

Resident; Unit 3/56 Merrin Street. E: pwmgtl@gmail.com

Proposal for new bus stop on Merrin Street

Thank you for the advisory letter detailing the proposal for a new bus stop on Merrin Street, intended to be situated outside the address of 56 Merrin Street.

I have been a resident at this address since September 2011 and have been able to observe the traffic patterns along this street. It is a very busy street at all times but heavily congested around peak times, particularly at the start and end of the nearby Merrin Street school hours between 8am and 9.30am and 2.30pm and 3.30pm. every weekday.

The volume of traffic from the North and South of Withells Road feeds into Merrin street and from an Easterly direction from Avonhead Road. During the above mentioned times there is constant congestion of vehicles stopped and cued up by traffic unloading and picking up school children. As well, vehicles turning, entering and exiting from the Avonhead Mall car park and adjacent cafe and business places, contribute to the smooth flow of traffic. Motorists travel swiftly when rounding left off Withells Road and accelerating, as do those turning right once through the roundabout.

I personally requested the City Council traffic management team some three or four years ago to remove the single parking space on the corner of Withells Road and Merrin street to avoid any danger of collision that may occur by swiftly turning vehicles appearing before elderly residents of 56 Merrin Street could leave the four townhouse block because of large vehicles obscuring their vision. It was accepted and the parking space replaced by a yellow no-parking line.

The bus stop's planned location, close to the corner, will also present a danger of collisions by inattentive motorists confronted by stopped, cued vehicles, particularly during busy congested times.

One has to ask for the reasons for this new selected location. Should a handy place be required for another bus stop along a Merrin St. location close to the shopping Mall, the Merrin Street Brewery bar and other nearby businesses, then a better alternative would be West of the roundabout outside the property of 68

Merrin Street. The traffic flow is considerably less both ways at all times on that side of the intersection.

Presently there are two bus stops along that block, one near the corner of Hawthornden Road and Merrin Street and the other is situated between Westgrove Avenue and Glenburn Place. The latter could well be relocated nearer the intersection of Merrin Street and Withells Road outside No 68 Merrin Street.

Access to the Merrin Street Mall, school, cafe and business block is also somewhat dangerous for pedestrians without a handy pedestrian crossing available, apart from the walkways at the roundabout which are not strictly pedestrian crossings and rely on the courtesy of motorists towards pedestrians. Jay walking is a common sight especially at school times and pedestrians take the risk of serious injury should they be involved in an accident caused by traffic congestion. Any passengers alighting from a bus and wishing to shop across the road will also be placed in a dangerous situation.

In our quadrangle at 56 Merrin Street, only two of the four town houses are occupied by owners. The other two (1 & 4) are rented. All occupants however have similar views about the repositioning of a new bus stop.

Caution when exiting the property is imperative and requires a patient, skilful, manoeuvre to avoid vehicles suddenly and very quickly emerging from Withells road. For people walking across, even more so.

These situations become increasingly risky with large vehicles parked alongside the curb outside our address obscuring the view of oncoming traffic from an Easterly direction.

Safety precautions and common sense seem to be paramount before a bus stop is placed in the proposed position.

Yours thoughtfully,

Reon Murtha.

10. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - May 2026

Reference Te Tohutoro: 26/891230

Responsible Officer(s) Te Maryanne Lomax, Community Governance Manager,
Pou Matua: maryanne.lomax@ccc.govt.nz

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. [Receives the information in the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - May 2026.](#)

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

3.1.1 Fendalton-Waimairi-Harewood Community Liaison Meeting - April 2026

The April Community Liaison Meeting was hosted by Council staff at the Fendalton Library and Service Centre, with strong attendance from across the network (approximately 20 representatives from community organisations and agencies). It was also positive to have three Waimāero Fendalton-Waimairi-Harewood Community Board members in attendance, reflecting continued Board support and engagement.

The meeting provided an opportunity to share updates, strengthen relationships, and highlight key initiatives across the community.

Christchurch City Council's Active Communities Team presented on a range of accessible recreation programmes, including discounted organisation memberships, women-only swim sessions, free swimming for under-5s during term time, and inclusive sensory-friendly activities. An update was also provided on Jellie Park, where essential strengthening works are underway, with staged reopening expected from late 2026.

Neighbourhood Support Christchurch outlined its role in supporting safer, more connected communities through local neighbourhood groups, information sharing, and emergency preparedness.

Upcoming initiatives were noted, including the May 2026 Funding Hui (with both daytime and evening sessions to meet demand), a Cultural Connections Hui planned for July, and a Youth Hui scheduled for September. These initiatives aim to support capability building, strengthen inclusion, and respond to community-identified priorities.

Community organisations also shared updates on local services and programmes, including parenting and budgeting courses, expanded community centre services, and support for migrant communities. A reminder was provided on the importance of maintaining up-to-date information in the Citizens Advice Bureau Community Directory to support effective referrals.

Overall, the meeting reflected a well-connected and collaborative community network, with a continued focus on accessibility, inclusion, and supporting local organisations.

The next meeting is on 10 June 2026.

3.1.2 **Nepal Reserve - Community-Led Activation Update**

There continues to be strong momentum at Nepal Reserve, led by local residents and supported by Council staff working behind the scenes.

A recent highlight was the City Nature Challenge Bioblitz held on 26 April, organised by community members, including Beulah Pragg. The event also featured support from 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).

The Bioblitz provided a hands-on opportunity for families to explore local biodiversity as part of a global citizen science initiative. Feedback reflected strong engagement, with one student sharing they “liked seeing all the different plants and insects,” while another highlighted spotting a huhu grub that “just jumped out of the soil.”

A special acknowledgement is extended to Beulah Pragg, whose leadership has been instrumental in establishing the Friends of Nepal Reserve group and driving ongoing activity in the space.

Council staff have supported the group to build capacity and sustainability, including training a member as a first aider, providing a first aid kit, and supplying volunteer-at-work signage to support safe and visible working bees and events.

The group continues to build momentum, with their third monthly working bee scheduled for Sunday, 3 May, supported by Community Park Ranger Annaliese Caukwell-Mills.

The Parks team has also confirmed upcoming wildflower planting within the reserve. These areas are being prepared to enhance biodiversity, support pollinators such as bees and butterflies, and add seasonal interest, while remaining accessible through mown pathways. While the areas may initially appear bare, planting will establish



over winter, with flowering expected through spring and summer. Early community feedback has been positive, with one resident noting the planting “sounds pretty cool and something different.”

Overall, this reflects a strong example of community-led stewardship, supported by Council, resulting in increased activation, environmental enhancement, and community connection within the reserve.

3.1.3 **Bryndwr Banter - Update and Latest Edition**

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

Following a review earlier this year and feedback from the Burnside Bryndwr Community Network engagement project last winter, the working group agreed to increase the publication from 8 to 12 pages. This will also allow the inclusion of a community directory.

Feedback highlighted that the Bryndwr Banter is highly valued for its consistency, accessibility, and role as a trusted source of local information, with residents also requesting more community stories and local content.

The group considered a range of options to create more space for community content, including separating the directory. It was ultimately agreed that increasing the publication size was the most effective approach while maintaining its current format.

The Bryndwr Banter will continue to be published three times per year (Autumn, Winter, and Spring/Summer).

A key longer-term action is identifying a community volunteer(s) to take on editorial responsibilities in future editions.

The latest edition is currently being delivered to 3,000 residents in Bryndwr and can be viewed [here](#).



3.1.4 **ANZAC Day Service - Harewood**

This year’s ANZAC Day service at the Harewood Cenotaph drew an estimated 400-450 people, a strong and diverse gathering that reflected the enduring significance of remembrance within our community.

The service was led by Rev. Joe Keighley from the Burnside Harewood Anglican Parish and Rev. Rob Thomson, chaplain in the Royal NZ Navy Volunteer Reserves. 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 offered waiata and a haka, which was appreciated by those gathered. We were also fortunate to have RNZNR Lieutenant Rebecca Nelson sing Whakaaria Mai, a contribution that added depth to the service.

Overall, it was a well-supported and meaningful commemoration, marked by a steady sense of respect and shared remembrance. The growing numbers of attendees show that our community continues to value both what this day represents and the unity that we embody in our coming together.

Lest We Forget.



3.2 Community Funding Summary

3.2.1 A status report on the Board's 2025-26 Discretionary Response Fund and Youth Development Fund as at 30 April 2026 is attached (refer to **Attachment A**).

3.2.2 Youth Development Funds approved under delegation of Community Governance Manager:

- Samuel Allan - Australasian Intervarsity Debating Championship - \$250
- Sophie Lampe - World Triathlon Finals in Spain - \$500
- Rina Kim – Badminton NZ U17 Melbourne - \$350
- Badminton Canterbury Inc – NZ Junior Championships (9 players from our Board area - \$1,00
- Soeren Wells – Oceania Swimming Championships in Fiji - \$500

3.2.3 Better-Off Fund Report Back – Nomads United AFC

On behalf of our entire club community, we would like to extend our heartfelt thanks to the CCC Better Off Fund for their incredible financial support, which made our clubroom bathroom renovations possible.

The clubroom bathrooms had not been updated since the original construction of the facility in the 1970s. Thanks to your generous contribution, we 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.

This renovation has made an enormous difference, not only to our club members but also to the wider community who visit our clubrooms each week for games, trainings, and social gatherings. It has enhanced the comfort and experience of all who walk through our doors.

We're also proud to share that much of the renovation work was carried out by local tradespeople who are also members of our football club. Being able to support local talent within our community added an extra layer of meaning to the project and helped strengthen the bond we share as a club.

Once again, thank you to the CCC Better Off Fund for your belief in community sport and for helping us create a facility we can all be proud of for many years to come.

Before

After



3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan







- The 2026-28 Waimāero Fendalton-Waimairi-Harewood Community Board Plan was adopted by the Board at their meeting on 20 April 2026. A six-month progress report will be provided in September 2026.
- **Council Engagement and Consultation**
 - Current open consultations in our Board area:
 - Elmwood Park Bowling Club lease – The Elmwood Park Bowling Club has applied for a lease for the existing bowling green near Heaton Street. More information is available [here](#). Consultation closes 24 May 2026.
 - Recently closed consultations:
 - Aorangi Road street renewal and cycleway – closed on 3 May 2026.

A full list of open consultations city-wide is available at <https://letstalk.ccc.govt.nz/>

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

- 4.1 Customer Service Request Report - Hybris monthly report for Marcy 2026 attached, providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported (refer to **Attachment B**).
- 4.2 Fendalton-Waimairi-Harewood Graffiti Snapshot - March 2026 (refer to **Attachment C**).
- 4.3 SWN - Strowan intersection - investigation works (night works) (*circulated 1 April 2026*)
- 4.4 SWN - Glandovey/Heaton/Rossall/Strowan intersection - signal upgrades (*circulated 10 April 2026*)
- 4.5 SWN - Wairakei Road - water main renewal (*circulated 17 April 2026*)
- 4.6 SWN - Hawthorne St, Walnut Ave, Lansbury Ave - wastewater main renewals - works update (*circulated 17 April 2026*)
- 4.7 SWN - Main North Road - road resurfacing (night works) (*circulated 22 April 2026*)
- 4.8 SWN - Harewood Road - water main renewal (*circulated 22 April 2026*)
- 4.9 Road maintenance letters:
 - Martbern Crescent - road resurfacing (*circulated 2 April 2026*)
 - Waimairi Road (between Greers and Tudor) - footpath resurfacing (*circulated 10 April 2026*)
 - Old West Coast Road - essential road repairs update (*circulated 10 April 2026*)
 - Annell Place - footpath resurfacing (*circulated 10 April 2026*)
 - Gregan Crescent (rescheduled) - road resurfacing (*circulated 10 April 2026*)
 - Wairakei Road - footpath resurfacing (*circulated 17 April 2026*)
 - Fairford Street - essential road repairs (*circulated 17 April 2026*)
 - Harakeke Street - road resurfacing (*circulated 24 April 2026*)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Fendalton-Waimairi-Harewood - Board Funding Update - May 2026	26/891569	88
B  	Fendalton-Waimairi-Harewood Hybris Ticket Report - March 2026	26/892000	89
C  	Fendalton-Waimairi-Harewood Graffiti Snapshot - March 2026	26/892280	91

Signatories Ngā Kaiwaitohu

Author	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Fendalton-Waimairi-Harewood Discretionary Response Fund	Allocation 2025-26	Board Approval (Date)
Budget 2025-26		
<i>Carried Over from 2024-25</i>	\$ 52,654	
<i>Remaining Funds from SCF 2025-26</i>	\$ 112,854	
Total for 2025-26 Financial Year	\$ 165,508	
<i>Allocations made</i>		
Youth Development Fund - Opening Balance allocation	\$ 12,000	
<i>Allocations made (by the Board)</i>		
Kaitlyn Adams (<i>Canoe Polo World Championships in Germany</i>)	\$ 750	20-Apr-26
Burnside High School (<i>Spirit of Adventure Discovery Voyage</i>)	\$ 800	20-Apr-26
Delegation: Community Governance Manager Fendalton-Waimairi-Harewood to approve YDF applications up to \$1,000		
Anna Lee School of Dance (<i>Barnaby Domigan - Hip Hop Unite World Champs</i>)	\$ 200	13-Aug-25
Olivia Zeng (<i>Youth American Grand Prix Competition - Sydney</i>)	\$ 250	13-Aug-25
Neve Hendry (<i>Rhythmic Gymnastics National Championships</i>)	\$ 100	13-Aug-25
Jordan Whittleston (<i>Johor Cup Hockey Tournament</i>)	\$ 400	26-Aug-25
Hamish Giddens (<i>Royal Ballet School London</i>)	\$ 500	26-Aug-25
Charlie Helmore (<i>Spirit of Adventure</i>)	\$ 250	15-Sept-25
Empire Senior Marching Team (<i>National Marching Event in Wellington</i>)	\$ 150	24-Oct-25
Jessica Willetts (<i>NZ Secondary Schools Touch Tournament in Rotorua</i>)	\$ 200	24-Oct-25
Sione Havea (<i>China Study Tour</i>)	\$ 400	5-Dec-25
Cameron Smillie (<i>Auckland Orchestra Summer School</i>)	\$ 150	16-Jan-26
Christchurch Girls High School (<i>Nataional Volleyball Championships</i>)	\$ 400	3-Feb-26
Danielle Taylor (<i>NZ Secondary School Volleyball Championships</i>)	\$ 150	12-Feb-26
Jox Blue Blades Rowing Society (<i>Maadi Cup in Twizel</i>)	\$ 300	17-Mar026
Lara Strelestsky (<i>NZ Swimming Championships in Napier</i>)	\$ 300	25-Mar-26
Sam Allan (<i>Australasian Intervarsity Debating Championship</i>)	\$ 250	1-Apr-26
Sophie Lampe (<i>World Triathlon Finals - Spain</i>)	\$ 500	16-Apr-26
Rina Kim (<i>Badminton NZ U17 - Melbourne, Australia</i>)	\$ 350	30-Apr-26
Badminton Canterbury Inc (<i>NZ Junior Championships - 9 players from our area</i>)	\$ 1,000	30-Apr-26
Soeren Wells (<i>Oceania Swimming Championships in Fiji</i>)	\$ 500	30-Apr-26
Youth Development Fund Balance - Available for allocation	\$ 4,100	
Discretionary Response Fund - Total Allocation	\$ 165,508	
Celebrate Bishopdale 2025 (<i>Board Project</i>)	\$ 8,000	11-Aug-25
2025-26 Youth Development Fund (<i>Board Project</i>)	\$ 12,000	11-Aug-25
Summer with your Neighbours (<i>Board Project</i>)	\$ 3,500	11-Aug-25
Garden Pride Awards 2026	\$ 3,750	11-Aug-25
Youth Events and Activities (<i>Board Project</i>)	\$ 6,000	11-Aug-25
Community Liaison Meetings (<i>Board Project</i>)	\$ 2,000	11-Aug-25
Youth Achievement Event (<i>Board Project</i>)	\$ 2,500	11-Aug-25
St Mark's Presbyterian Church (<i>Chairs and handrail</i>)	\$ 4,000	11-Aug-25
St Christopher's Anglican Church (<i>Security cameras</i>)	\$ 2,000	11-Aug-25
Avonhead Community Trust (<i>Community Expo</i>)	\$ 1,748	8-Sept-25
Burnside Squash Rackets Club Inc (<i>Court flooring</i>)	\$ 12,000	8-Dec-25
St Margaret's Presbyterian Church Bishopdale (<i>Heat pumps</i>)	\$ 5,000	8-Dec-25
Yaldhurst School Tōtara Tūkaha (<i>Community pool swipe card system</i>)	\$ 4,526	8-Dec-25
Anglican Diocese of Christchurch Parish of Burnside Harewood (<i>Kia Ora Burnside - Connect@Kendal</i>)	\$ 2,900	8-Dec-25
Kiribati Federation Aotearoa Inc (<i>Saturday Night Sport project</i>)	\$ 1,500	8-Dec-25
Belfast Area Residents' Association (<i>Operating costs</i>)	\$ 466	16-Mar-26
Burnside Bowling Club (<i>Car-park re-sealing and improvements</i>)	\$ 4,000	16-Mar-26
Heartfelt New Zealand Harvest Trust (<i>Community Drop-in Centre</i>)	\$ 3,550	16-Mar-26
Wildlife Veterinary Trust (<i>Purchase of a sump and wages for volunteer coordinator</i>)	\$ 10,000	16-Mar-26
Discretionary Response Fund Balance	\$ 76,068	

Ticket Report

01 03 2026 - 28 03 2026

Filter by Ward

Fendalton-Waimairi-Harewood

Filter by month

2026 (Year) + March (Month)

3390

Reported Tickets last month

91.09%

Resolved within SLA

Status as of Report Date

Closed/Resolved

68.35%

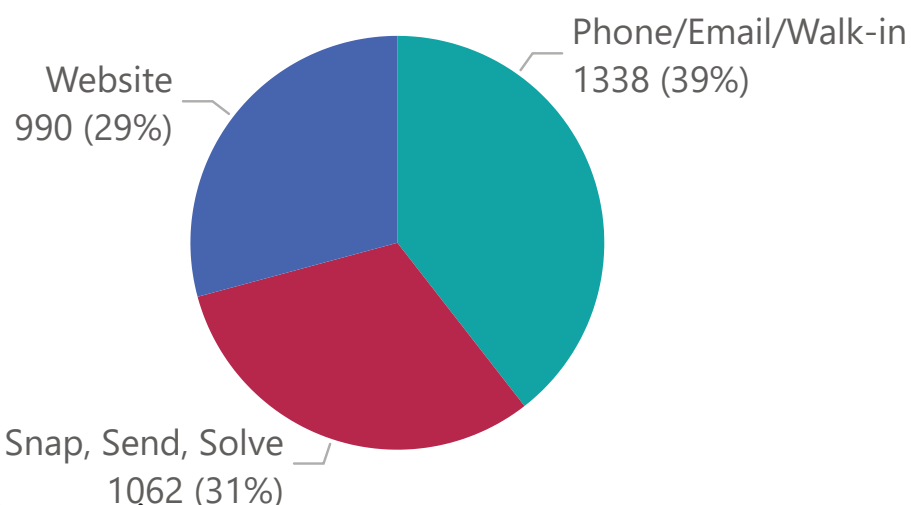
Open

29.38%

Programmed Work

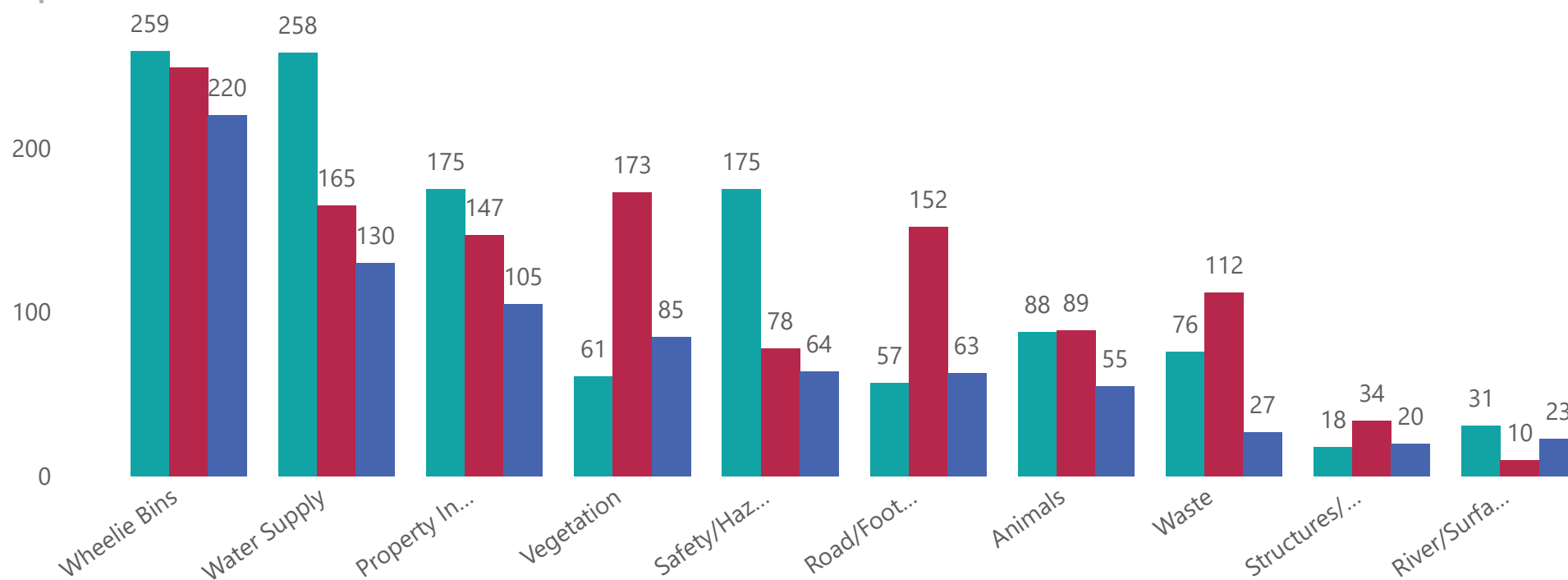
2.27%

Channels



Top 10 Incident Categories

Fendalton Harewood Waimairi



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
336	Water Leak	57
264	Damaged Bin	-6
239	Bin Not Collected	53
220	Trees	56
191	Residential Property Files	10
186	Litter	27
141	Residential LIM	-15
100	Missing Bin	29
99	Footpath	51
94	Water Supply	32

Report date:
31 Mar 2026

Ticket Report

01 09 2025 - 28 03 2026

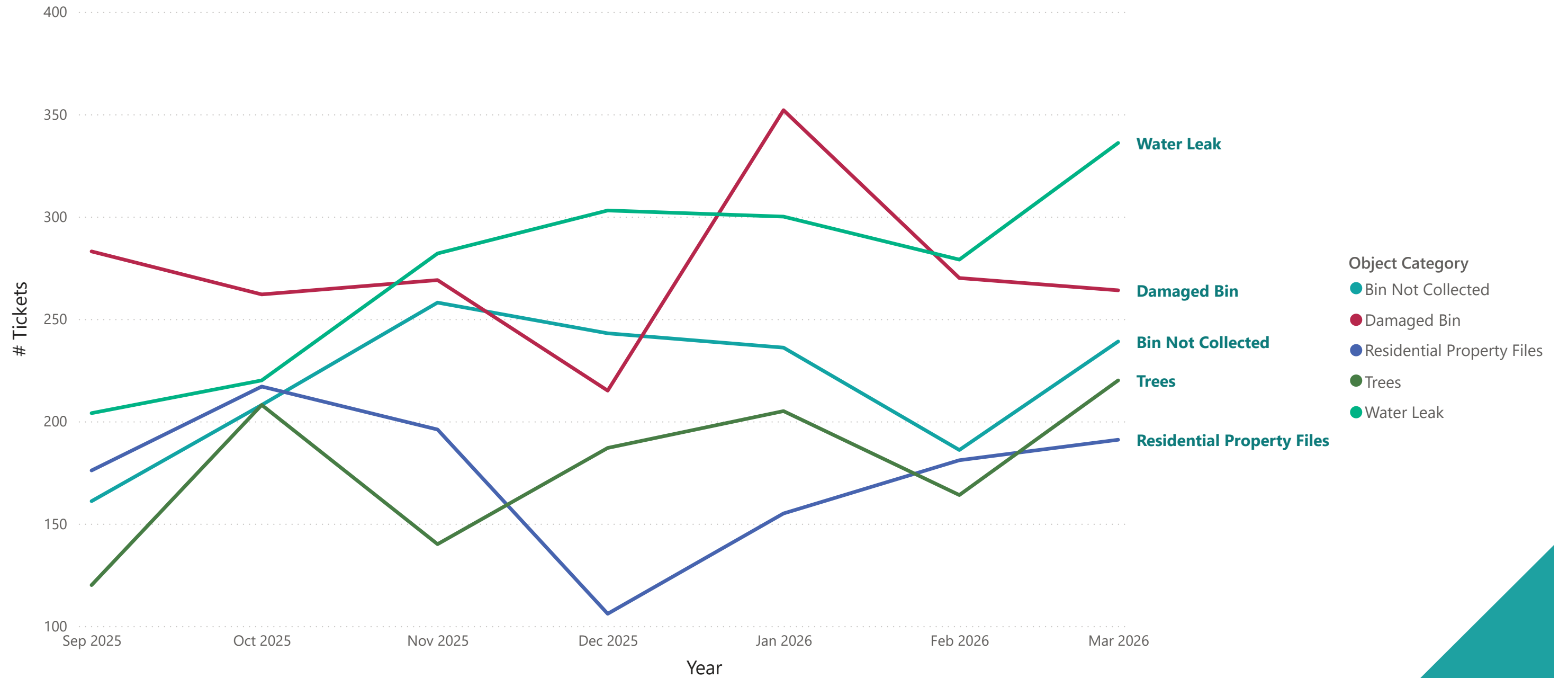
Filter by Ward

Fendalton-Waimairi-Harewood

Filter By Date

01/09/2025 31/03/2026

Top 5 Object Categories



Report date:
31 Mar 2026

Graffiti Insight

Fendalton-Waimairi-Harewood

March 2026



By Ward

Ward	# of Tickets - Latest Month	# of Tickets - Previous Month	% Monthly Change	Cleaned Graffiti Square Metres
Fendalton	21	27	-22% ●	17
Waimairi	2	12	-67% ●	5
Harewood	19	69	-72% ●	113

By Suburb

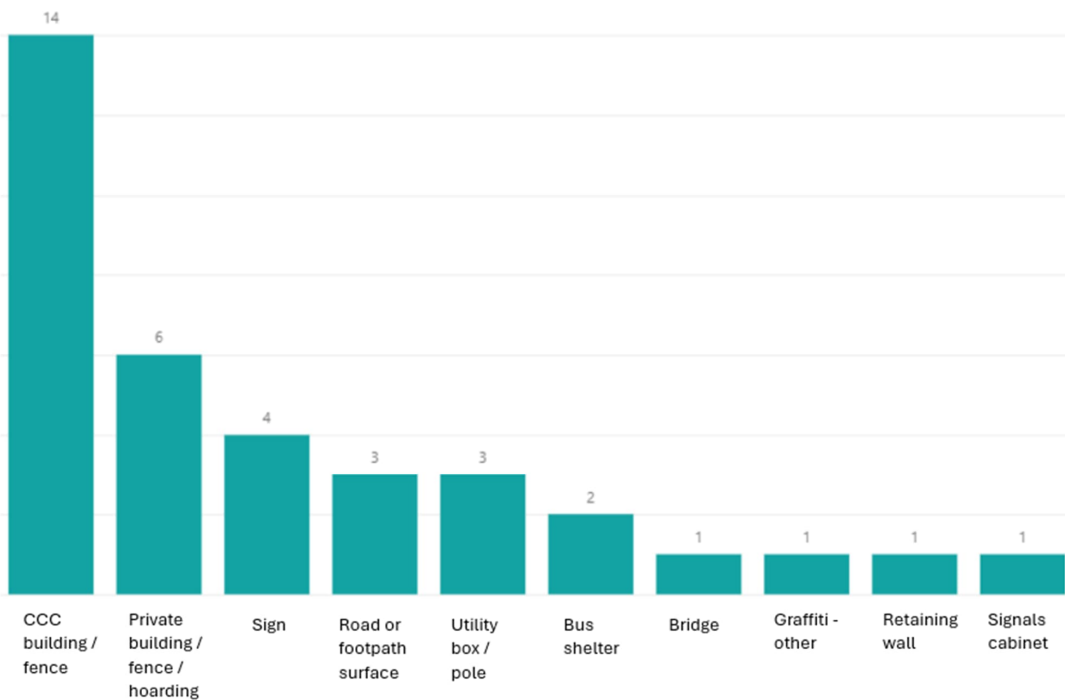
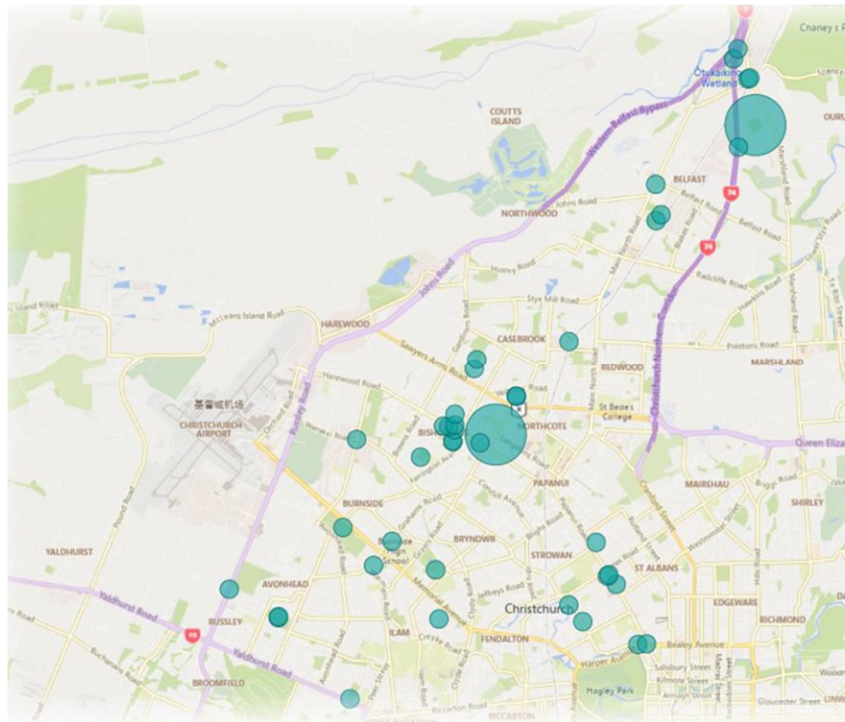
Suburb	# of Tickets - Latest Month	# of Tickets - Previous Month	% Monthly Change	Cleaned Graffiti Square Metres
Bishopdale	9	9	0% ○	4
Bryndwr	0	3	-100% ●	
Belfast	3	3	0% ○	3
Harewood	3	0		57
Burnside	2	1	100% ●	1
Fendalton	1	4	-75% ●	3
Avonhead	1	1	0% ○	1
Ilam	2	1	100% ●	
Merivale	5	7	-29% ●	2
Russley	2	2	0% ○	56
Styx	1	1	0% ○	

Reporter Type	Total
Non Volunteer	34
Individual Volunteer	7
Friend Volunteer	2
Group Volunteer	1

Graffiti Insight

Fendalton-Waimairi-Harewood
Map View

March 2026



11. 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
Jellie Park Recreation & Sport Centre Storeroom	16 March 2026	15 June 2026	RS&E	Operations
Fendalton-Waimairi-Harewood Youth Development Fund - Approval Process	20 April 2026	20 July 2026	CS&P	CS&P - Governance (Fen-Wai-Har)
Grant an Easement for Fibre Installation to Enable, at Tulett Park, Casebrook	20 April 2026	20 July 2026	F&P Unit	Property Consultancy
Radcliffe Road Corridor Improvement	20 April 2026	20 July 2026	Transport & Waste	Project Management
Waimāero Fendalton-Waimairi-Harewood 2026-28 Community Board Plan	20 April 2026	20 July 2026	CS&P	CS&P - Governance (Fen-Wai-Har)
Public Forum - Nicholas Tyler	9 June 2025	1 August 2026	Transport & Waste	Traffic Operations
Proposed P120 Parking Restrictions - Staveley Street	8 December 2025	14 December 2026	Transport & Waste	Traffic Operations
Bryndwr Road Street Renewal	8 September 2025	30 June 2027	Transport & Waste	Project Management

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
Poynder Avenue and Garden Road bridges - No Stopping Restrictions and Footpaths	16 February 2026	18 May 2026	4 May 2026	Transport & Waste	Project Management
Wairakei Road Intersections	16 February 2026	18 May 2026	4 May 2026	Transport & Waste	Traffic Operations
Glandovey/Heaton/Rossall/Strowan - Right turn arrows	20 April 2026	20 July 2026	4 May 2026	Transport & Waste	Traffic Operations
Marshland Road / Main North Road / Spencerville Road Intersection Improvements Report	20 April 2026	20 July 2026	21 April 2026	Transport & Waste	Traffic Operations
Proposed Road Names - 232 Highsted Road, Casebrook	20 April 2026	20 July 2026	21 April 2026	Planning & Consents	Resource Consents
Proposed Road Names - 65 Grampian Street, Casebrook	20 April 2026	20 July 2026	21 April 2026	Planning & Consents	Resource Consents
Waimāero Fendalton-Waimairi-Harewood - Better-Off Fund Application for Consideration - Belfast Community Network	20 April 2026	20 July 2026	29 April 2026	CS&P	CS&P - Governance (Fen-Wai-Har)
Waimāero Fendalton-Waimairi-Harewood 2025/26 Youth Development Fund Applications - Kaitlyn Adams and Burnside High School	20 April 2026	20 July 2026	21 April 2026	CS&P	CS&P - Governance (Fen-Wai-Har)