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

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

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

Date: Monday 25 May 2026
Time: 4 pm
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Membership Ngā Mema

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

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19 May 2026

Meeting Advisor

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

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

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

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

To view copies of Agendas and Notes, go to:

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



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The time allocated for this Information Session/Workshop is 45 minutes.	
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The time allocated for this Information Session/Workshop is 30 minutes.	
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The time allocated for this Information Session/Workshop is 15 minutes.	

Karakia Whakamutunga

Karakia Tīmatanga

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

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Update on CNC Downstream Effects Management Plan (DEMP) May 2026



Reference Te Tohutoro: 26/564100

Presenter(s) Te Kaipāhō: David Sun – Project Manager, Transport
 Tom Williams - Senior Transport Engineer

1. Detail Te Whakamahuki

Timing	This information session is expected to last for 45 minutes.
Purpose / Origin of the Information Session	<p>This briefing provides the Board with an update on the progress of the Christchurch Northern Corridor (CNC) Downstream Effects Management Plan (DEMP) project and related activities within the DEMP area. Key items to be covered include:</p> <ul style="list-style-type: none"> • March 2026 traffic monitoring update memo issued to the Board • Courtenay Street options analysis • Construction of the Cranford Street Bus Lane, which commenced on 18 May • Completion of construction works on Flockton Street, which reopened to traffic on 8 May
Background	This briefing is intended to keep the Board informed of progress, investigations, and key developments relating to the DEMP programme.
Key Issues	<ul style="list-style-type: none"> • Managing traffic diversion effects while responding to public concerns regarding increased traffic volumes • Balancing the transport needs of the wider network with the needs and expectations of affected residents
Next Steps	<ul style="list-style-type: none"> • Staff to report back to the Board by August with Courtenay Street options for public consultation • Staff to continue updating the Board and local residents on the construction progress of the Cranford Street Bus Lane
Useful Links	Not applicable

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Papanui-Innes Community Board DEMP update - 25 May 2026	26/1019156	7

Signatories Ngā Kaiwaitohu

Author	David Sun - Project Manager
Approved By	Jim Stainwall - Team Leader Project Management Transport Jacob Bradbury - Manager Planning & Delivery Transport

Item 2

Downstream Effects Management Plan (DEMP)

Waipapa Papanui-Innes-
Central
Community Board update
25 May 2026

Purpose of this Briefing

- **Provides an update to the Board on the progress of DEMP Project**
 - March 2026 traffic monitoring update memo issued to the Board
 - Courtenay Street options analysis
 - Construction of the Cranford Street Bus Lane started on 18 May
 - Flockton Street construction completed. Reopened to traffic on 8 May

1. DEMP Traffic Monitoring

Table 2 - DEMP Traffic Monitoring (Changes Compared to 2018 in %)

Location of Traffic Monitoring	Road Classification	Nov-20	May-21	Mar-22	Mar-23	Sept-23	Mar-24	Sept-24	Mar-25	Sept-25	Mar-26
Cranford St (Innes - Knowles)	Major arterial	-1%	15%	16%	22%	30%	32%	32%	38%	34%	42%
Cranford St (Dee - Malvern)	Minor arterial	-3%	6%	3%	13%	12%	17%	15%	18%	13%	24%
Cranford St (Berwick - Westminster)	Minor arterial	-2%	6%	1%	11%	10%	14%	16%	13%	12%	20%
Cranford St (Winton - Berwick)	Minor arterial	-5%	0%	-4%	3%	1%	4%	-10%	12%	7%	13%
Innes Rd (Rutland - Roosevelt)	Minor arterial	17%	14%	5%	17%	19%	15%	13%	19%	18%	19%
Innes Rd (Cranford - Mersey)	Minor arterial		-7%	-15%	-6%	-5%	-14%	-22%	-11%	-13%	-13%
Berwick St (Cranford - Forfar)	Minor arterial	24%	25%	23%	35%	35%	43%	27%	27%	23%	34%
Westminster St (Cranford - Mersey)	Collector	-26%	-29%	-32%	-20%	-22%	-5%	-22%	-12%	-10%	-10%
Rutland St (Knowles - Weston)	Collector	9%	-9%	-27%	-13%	-13%	-12%	-14%	-12%	-13%	-2%
Rutland St (South of Innes)	Collector	23%	7%	-12%	6%	5%	9%	8%	12%	9%	6%
Courtenay St (St Albans - Trafalgar)	Collector	-8%	2%	-9%	10%	16%	32%	33%	38%	32%	40%
Barbadoes St (Warrington - Edward)	Collector	-10%	1%	-4%	3%	4%	-29%	-4%	-5%	2%	0%
Forfar St (Winton - Edgeware)	Collector	-28%	-24%	-33%	-28%	-31%	-13%	-37%	-37%	-33%	-31%
Springfield Rd (Kinloch - St Albans)	Collector	22%	11%	-50%	12%	9%	15%	11%	14%	10%	19%
McFaddens Rd (Cranford - Jameson)	Local road	-13%	-20%	-33%	-28%	-27%	-17%	-20%	-24%	-29%	-25%
McFaddens Rd (Kenwyn - Cranford)	Local road	-19%	-14%	-28%	-17%	-15%	-8%	-13%	-16%	-18%	-14%
Westminster St (Carrington - Courtenay)	Local road	-30%	-29%	-34%	-30%	-29%	-19%	-25%	-27%	-18%	-22%
Weston Rd (Cranford - Jameson)	Local road	-43%	-54%	-58%	-60%	-59%	-51%	-43%	-54%	-61%	-61%
Weston Rd (Rutland - Cranford)	Local road	-34%	-39%	-39%	-26%	-28%	-23%	-21%	-20%	-25%	1%
Knowles St (Cranford - Jameson)	Local road	-41%	-52%	-56%	-55%	-58%	-34%	-34%	-52%	-54%	-54%
Knowles St (Rutland - Cranford)	Local road	-26%	-24%	-36%	-12%	-10%	-3%	8%	16%	19%	51%
Jameson Ave (Innes - Knowles)	Local road	64%	54%	54%	35%	65%			63%	61%	71%
Thames St (Norah - Malvern)	Local road	6%	-83%	-18%	0%	-3%	-33%	-15%	-9%	-11%	-6%
Severn St (Malvern - Dee)	Local road	-44%	-70%	-59%	-53%	-56%	-60%	-54%	-54%	-53%	-50%
Mersey St (Malvern - Dee)	Local road				-8%	-18%	14%	-2%	-9%	-17%	-11%
Francis Ave (Westminster - Norah)	Local road						19%	8%	6%	12%	38%
Francis Ave (Warrington - Westminster)	Local road	149%	115%	76%	100%	104%	95%	93%	113%	131%	376%
Flockton St (Squire - Archer)	Local road	40%	47%	22%	42%	38%	44%	40%	49%	42%	-
Roosevelt Ave (Dee - Malvern)	Local road	16%	18%	-11%	18%	19%	33%	32%	35%	28%	54%
Malvern St (Carrington - Roosevelt)	Local road	-23%	-32%	-47%	-20%	-24%	-20%	-30%	-21%	-28%	-22%
Malvern St (Cranford - Mersey)	Local road		-74%	-73%	-74%	-71%	-66%	-73%	-70%	-74%	-71%

2.1 Courtenay Street - Background

- Ongoing traffic monitoring has identified that Courtenay Street has experienced an increase in daily traffic volumes of 38% since 2018 (from 2,675 vehicles in 2018 to 3,704 vehicles in March 2025).
- Although only 12.3% of this growth is directly attributed to CNC-related trips, the independent traffic expert has advised that the impacts resulting from the additional CNC-related trips, in conjunction with background traffic growth, are "more than minor in terms of road safety and the level of service

2.2 Courtenay Street – Early Engagement

- Meeting with St Albans School - 17 October 2025
 - Where the kids cross on Westminster was the school's biggest concern
- Early engagement - 10 November 2025 to 30 November 2025
- Courtenay Street residents meeting – 24 November 2025

2.2 Courtenay Street – Early Engagement Overview

59 submissions received from:

- Commuters (drive or cycle) - 42 (71%)
- Residents who live on Courtenay Street - 11 (19%)
- Property owners that don't live there - 2 (3%)
- Business/worker - 1 (2%)
- Organisations - 3 (5%)
 - Blind Low Vision NZ
 - Spokes Canterbury
 - St Albans Residents' Association
 - (Prosser Building Limited is counted within the resident group)

2.2 Concerns raised by Residents and Property Owners (13 submissions)

- Speeding and unsafe driver behaviour (7)
- Use as a short cut from Cranford and St Albans Street (5)
- Narrowness, congestion, and difficulty exiting driveways (5)
- Housing intensification and townhouse developments increasing demand (5)
- Child safety, particularly around St Albans Primary School (4)

2.2 Concerns raised by Commuters (42 submissions)

- Narrowness of street, parked cars creating one-lane bottleneck (17)
- Lack of viable alternative routes / forced onto Courtenay due to Rutland/Westminster turning restrictions, Innes Rd and Cranford St congestion (14)
- School-related congestion and decreased safety (9)
- Cycling/pedestrian danger on the street (8)
- Townhouse development increasing parking demand (7)
- Traffic Speeds on the street (5)
- Westminster Street intersection visibility/safety problems (4)
- Displacement of traffic to Gosset, Westminster, or Trafalgar Streets (3)

2.2 Concerns raised by Organisations (3 submissions)

- **Blind Low Vision NZ:** width of footpaths problematic for prams/wheelchairs/mobility aids; lack of pedestrian visibility at Westminster intersection; lack of enforcement of footpath obstruction by business/trades
- **St Albans Residents' Association:** support for kerb replacement and for calming pending more detail; unsure about parking removal; feel that renewing the road won't fix traffic issues without network changes; requested in-person resident meeting
- **Spokes Canterbury:** support for all four options; recommends one-way with shared cycle/pedestrian path on east side; full pedestrian/cycle crossing at Westminster St (St Albans School); cycle facility improvements; reconsider double cul-de-sac on Trafalgar Street

2.2 Early Engagement – Support/Oppose on Four Potential Changes

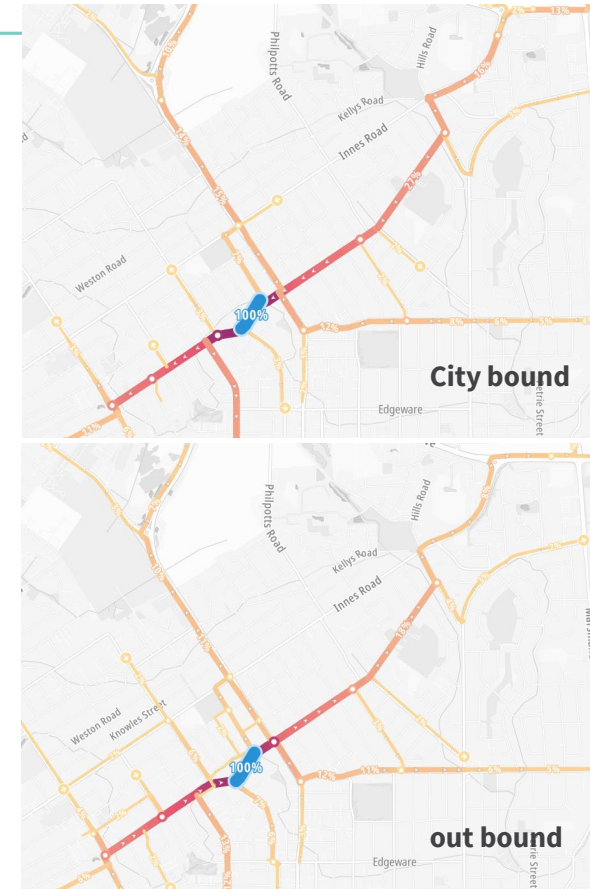
	Traffic calming			Parking removal			One-way			Deep-dish replacement	
	Support	Oppose	Mixed	Support	Oppose	Mixed	Support	Oppose	Mixed	Support	Oppose
Residents (11)	5			3		1	7			2	
Commuters (42)	9	7	4	15	4	8	4	6	1	13	
Property Owners (2)	2						1				
Business (1)		1			1			1			1
Organisations (3)	1		1	1		1	1			2	
Total	17	8	5	19	5	10	13	7	1	17	1

2.2 Courtenay Street – residents meeting

- Courtenay Street residents meeting – 24 November 2025
 - Three elected members presented
 - Concerns about increased traffic, speeding, driving behaviour and congestion, safety for pedestrians and cyclists, driveway access,
 - General support for investigating a one-way arrangement,
 - Limited support for speed humps due to concerns about braking and acceleration noise/behaviour,
 - Desire to retain as much on-street parking as practical.

2.3 Courtenay Street - Council's response

- Analysis of where vehicles were travelling from and going to
- GAP analysis to form the scope of this assessment and identify information gaps
- Development of a longlist of interventions that could be considered to manage the adverse impacts associated with an increase in traffic
- Assessment of this longlist
- Development of a short list of options
- Assessment of the shortlist and consultation recommendations



2.4 Courtenay Street – Longlist options

Option	Shortlist
Traffic calming on Courtenay Street	YES
Movement restrictions – restricting access to Courtenay Street	NO
Changes to traffic signal phasing	NO
Wider network improvements	NO
Street renewal of Courtenay Street	YES
Removal of parking on one side of Courtenay Street	NO
Removal of parking on both sides of Courtenay Street	NO
Courtenay Street one-way eastbound	YES
Courtenay Street one-way westbound	NO
Westminster Street one-way	NO

2.5 Courtenay Street - Shortlist (traffic calming)

This option would generally retain the existing layout of the street but with the inclusion of traffic calming to encourage reduced speeds.

Advantages:

- ✓ Influences safety through reduced operating speed.
- ✓ Relatively simple and cost-effective to implement depending on calming device.

Considerations:

- Vertical treatment devices have been ruled out.
- The street is already constrained due to width and parking, therefore speed-calming devices may have limited effect on speed.
- May exacerbate congestion issues given the traffic volumes experienced.

2.6 Courtenay Street - Shortlist (street renewal)

This option would involve a full street renewal to develop a layout more consistent with Courtenay Street's function as a collector road and appropriate for the traffic volumes experienced.

This would include the removal and replacement of existing deep-dish kerb and channel, and roading / services changes associated with this.

This option would result in some on-street parking loss to improve traffic flow.

Advantages:

- ✓ Layout can be designed to be more consistent with the function of Courtenay Street.
- ✓ Opportunity to address infrastructure deficiencies, such as replacement of the deep-dish kerb and channel.

Considerations:

- Higher cost associated with full street renewal.
- Some reduction in on-street parking.
- Replacement of deep-dish kerb and associated stormwater implications adds cost and complexity.

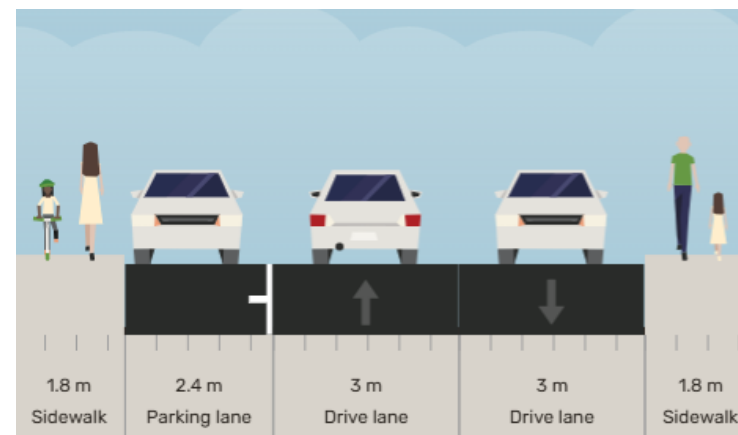
2.6 Courtenay Street - Shortlist (street renewal)

Advantages:

- ✓ Layout can be designed to be more consistent with the function of Courtenay Street.
- ✓ Opportunity to address infrastructure deficiencies, such as replacement of the deep-dish kerb and channel.
- ✓ Wider footpaths

Considerations:

- Parking can alternate between sides (e.g. half on north and half on south)
- Requires the removal of 19 on-street carparks (16 retained)



2.7 Courtenay Street - Shortlist (one-way eastbound)

This option would involve making Courtenay Street one-way only in the eastbound direction.

The intersection of Westminster Street and Courtenay Street would be redesigned to restrict access for incoming vehicles.

Existing deep-dish kerb and channel *could* be retained to reduce cost.

Advantages:

- ✓ One-directional traffic flow improves safety and efficiency.
- ✓ This option would allow more on-street carparking to be retained compared to a two-way option
- ✓ This option may also include a full street renewal

Considerations:

- Impact on accessibility for residents accessing properties from the west.
- Westminster Street will become the primary westbound route, which is not consistent with its function as a local road.
- Creates a significant detour for other road users such as cyclists.

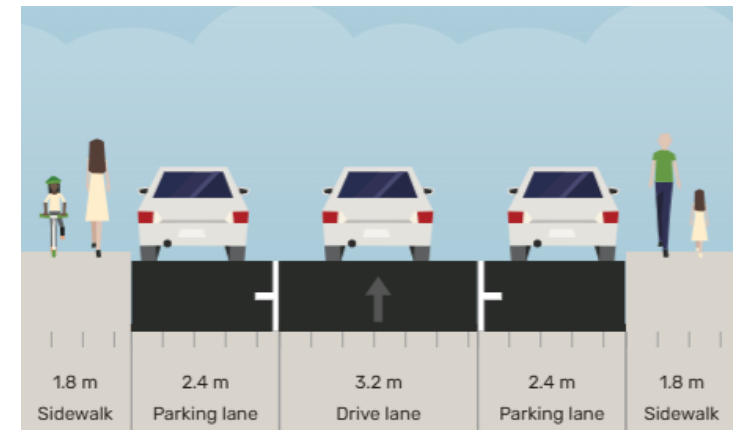
2.7 Courtenay Street - Shortlist (one-way eastbound)

Advantages:

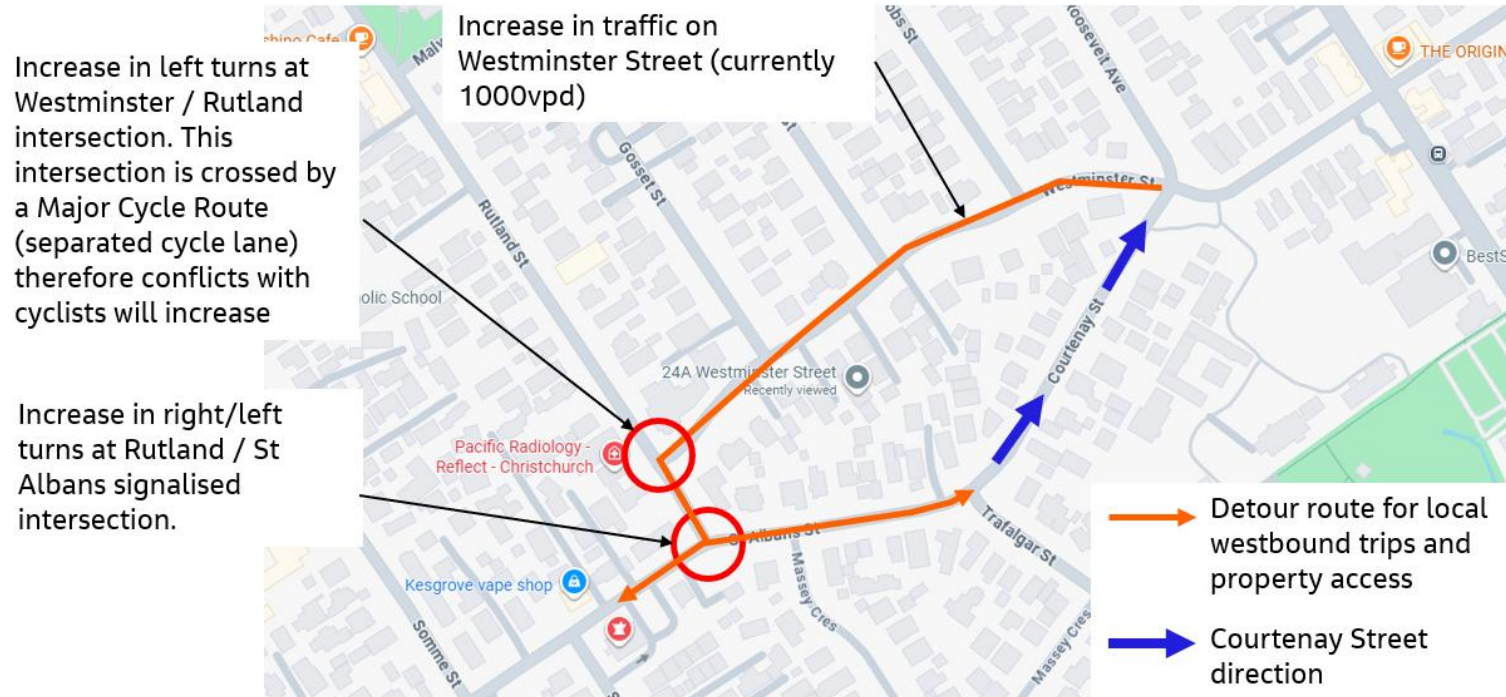
- ✓ Opportunity to address infrastructure deficiencies, such as replacement of the deep-dish kerb and channel.
- ✓ Wider footpaths
- ✓ Retention of more on-street parking

Considerations:

- Higher traffic volumes on Westminster Street
- Longer travel times/inconvenience for residents on Courtenay Street
- Layout of Westminster Street remains unchanged



2.7 Courtenay Street - Shortlist (one-way eastbound)



2.8 Courtenay Street - Consultation recommendations

- Considering consultation on two options

3.0 Cranford Street Bus Lane

- Construction started on 18 May
- To be completed by the end of June

4.0 Flockton Street

- Wastewater pipe renewal and road pavement renewal completed
- Four raised platforms installed to encourage lower speed (40km/h)
- Road reopened to traffic on 8 May 2026



Questions

3. Governance Update

Reference Te Tohutoro: 26/920051

Presenter(s) Te Kaipāhō: John Filsell Head of Community Support & Partnerships

1. Detail Te Whakamahuki

Timing	This information session is expected to last for 30 minutes.
Purpose / Origin of the Information Session	The purpose of this session is for the Board to be updated on a number of topics including Governance Partnership Agreement and the 2027/37 Long Term Plan process. It is also an opportunity for board members to raise and discuss any topical matters within their Board Areas.
Background	Periodically the head of Community Support & Partnerships visits community boards to discuss important and/or topical issues.
Key Issues	<ul style="list-style-type: none"> • Governance Partnership Agreement – “How the Council works with Boards.” • 2027/37 Long Term Plan process. – “Importance of Community Board Plans.” • Discussion on important and topical issues.
Next Steps	<ul style="list-style-type: none"> • Nearer the time Community Governance will canvass Board Members on the topics they would like discussed or any particular information they would like provided.

Attachments Ngā Tāpirihanga

There are no attachments for this report.

Signatories Ngā Kaiwaitohu

Author	Antje Schmidt - Projects & Events Coordinator
Approved By	John Filsell - Head of Community Support and Partnerships

4. Waipapa Papanui-Innes-Central Board Projects 2026-27


Reference Te Tohutoro: 26/819415

Presenter(s) Te Kaipāhō: Stacey Holbrough, Community Development Advisor

1. Detail Te Whakamahuki

Timing	This information session is expected to last for 15 minutes.
Purpose / Origin of the Information Session	The purpose of this briefing is for the Waipapa Papanui-Innes-Central Community Board to consider the Board Projects it would like to undertake in the 2026-27 financial year. Note: These projects will be funded from the Board's 2026-27 Discretionary Response Fund.
Background	Each year, the Board has the opportunity to put forward projects and activities it would like to undertake over the coming financial year.
Key Issues	<ul style="list-style-type: none"> • Staff have five projects and funding options for the Board to consider, with a staff recommendation. <ul style="list-style-type: none"> ○ Youth Recreation Project ○ Community Pride Garden Awards ○ Summer with Your Neighbours ○ Community Liaison ○ Youth Development Fund
Next Steps	<ul style="list-style-type: none"> • At the Board's August meeting, staff will present a report with recommendations for the Board's consideration.
Useful Links	Not applicable.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Board Projects	26/1036729	34

Signatories Ngā Kaiwaitohu

Author	Stacey Holbrough - Community Development Advisor
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

Waipapa Papanui-Innes Central Board Projects 2026-27

May 2026

Youth Development Fund (YDF)

The Community Boards set aside an amount to support young people in their local community for a variety of activities to enhance their development in various areas of interest such as:

- Educational studies
- Cultural studies
- Representation at local, national or international events
- Recreation development
- Capacity building (personal development or growth)



Summer with your Neighbours (SWYN)

Summer with your Neighbours encourages a sense of belonging and strengthens neighbourhood cohesion and community links. It supports the process of individuals and households connecting with others in the neighbourhood.

- Each year the Board decides the amount of funding it will allocate from its Discretionary Response Fund
- Applications open mid-July and close mid-August
- Staff collate the applications, prepare a report with funding amounts recommended on a standard formula of \$2.50 per head per application which goes to the Board's August meeting for consideration
- The applicants are notified of the decision, hold their events and then send in their receipts for reimbursement up to the amount of the grant they receive.



Community Liaison

The Community Liaison project is to deliver a series of hui throughout the year with community group representatives and School Principals. These provide an opportunity to engage, network, and support each other and to connect with the Community Board.

These network meetings continue to have good attendance and provide a great opportunity for groups/schools to share information on their activities and find out about what other groups/schools are doing. There have been good examples of collaboration and project sharing as a result of these.



Youth Recreation



The Youth Recreation project ensures the provision of youth initiatives, programmes, and/or events in the Papanui-Innes-Central Board.

The project ensures that the social and recreational needs of the youth within the board area are met by collaborating with key youth and community organisations. This approach builds both organisational and youth capacity. Initiatives, programmes, and events contribute to the well-being and prosperity of the local community, specifically benefiting youth and their families.

Community Pride Garden Awards

These are an annual event. Judging is completed by the Christchurch Beautifying Association on streets and garden frontages within the Papanui-Innes-Central Board. The budget is for the printing and posting of certificates to the recipients.

The Community Pride Garden Awards is a partnership between Christchurch City Council and the Christchurch Beautifying Association (CBA).

The Awards recognize gardeners who, through their efforts, encourage civic pride and contribute to Christchurch's garden city image by beautifying their streets and garden frontages.

Judging is done in January/February by experienced CBA judges, with the option for a Community Board member from each Board to take part in the final judging of their respective wards.

In 2026, 250 cards for the Papanui-Innes-Central wards were placed in recipients' letterboxes, and 95 cards were returned.



Karakia Whakamutunga

Unuhia, unuhia Unuhia ki te uru tapu nui Kia wātea, kia māmā, te ngākau, Te tinana te wairua i te ara takatā Koia rā e Rongo, whakairia ake ki runga Kia tina! TINA! Hui e! TĀIKI E!	Draw on, draw on, Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Rongo, suspended high above us (i.e. in 'heaven') Draw together! Affirm!
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