

Kōrero mai | Let's talk

Submissions on Bryndwr Road renewal draft scheme

Aug 01, 2025 - Aug 17, 2025

Response No:
1

Contribution ID: 38899

Q1 Are you responding:

Multi Choice On behalf of a recognised organisation

Q2 Full name

Short Text Anne Scott

Q3 Name of organisation/business

Short Text Spokes Canterbury

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text Please see document which I will email as there is no upload option on the form.

Please see the attachment on the following page.



Bryndwr Road Renewal

Submission from Spokes Canterbury

Reference: [Bryndwr Road renewal | Kōrero mai | Let's talk](#)

August 2025

Tēnā koutou katoa

Thank you for the opportunity to comment on the **Bryndwr Road Renewal**

Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,300 followers. Spokes is affiliated with the national Cycling Action Network (CAN – <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch and Canterbury areas. Spokes has a long history of advocacy in this space including writing submissions, presenting to councils, and working collaboratively with others in the active transport space. We focus on the need for safe cycling for those aged 8 to 80. Spokes also supports all forms of active transport, public transport, and has an interest in environmental matters.

Proposal

Bryndwr Road is a normally quiet cut through between Ilam and Glandovey Roads for cyclists. It is popular with children cycling to school to Tūora Fendalton School, St Patricks and Christchurch Boys' High. The area has a lot of elderly, some using mobility scooters, who are slow crossing the road. You have to watch out for them at the Jeffreys Road intersection in particular. Bryndwr Road has got busier lately with vehicles moving faster than before. This has eased a little since Wairakei Road returned to two way but not completely.

Overall this is a good outcome for cyclists and pedestrians using Bryndwr Road.

Overall Spokes supports:

1. Resurfacing and flattening of the road camber. The road surface is poor where cyclists are likely to ride and the current road camber is disconcerting for less confident riders and those using three wheeled bikes.

2. Removal of deep-dish gutters to address ponding and flooding. Debris has been regularly blocking these gutters. Shallower kerbs are also easier for those with mobility issues walking in the area or accessing vehicles on the street.
3. Introduction of a give way control at the Ilam Road and Glandovey Road intersections, although we would strongly prefer a Stop control at the busy Glandovey intersection. We support keeping the existing Stop controls on Jeffreys Road.
4. The renewal and standardisation of the existing speed humps to 75mm at Ilam Road, Jeffreys Road, and Glandovey Road. The current humps are not having any effect on slowing traffic as they have subsided in places and are too low.
5. Road narrowing and yellow no-stopping lines for safer crossing points outside Fendalton Retirement Village and 31 Bryndwr Road walkway, with tactile paving for people who are blind or low-vision.
6. Kerb build-outs at the Jeffreys Road intersection, including outside #50 Bryndwr Rd, which will help slow motor vehicles and make the intersection safer for active transport modes.
7. Marking of no stopping areas at Jeffreys Road, Wai-iti Terrace and Glandovey Road intersections to make it clearer where vehicles are not able to stop.
8. Street tree planting, and landscape planting of a suitable height near intersections as this tends to calm traffic.
9. Timed parking outside the Bryndwr Road shops (60min and 15min)
10. Moving the location of the footpath to beside the property boundary, so that wheelie bins and power poles don't obstruct the footpath. It is not clear why some exceptions have been made to this best practice.
11. Keeping the kerb location similar (or making it narrower) and not widening the road, which would lead to increased motor vehicle speeds and decreased safety for all road (including footpath) users.

Spokes Recommendations:

1. The kerb cutdown at the alleyway at #31 Bryndwr Road be shaped wider at the entrance to make it easier for cyclists to navigate. We note the crossing is off centre but believe this is probably a compromise that you had to do for visually impaired pedestrians and to avoid power poles.
2. Add reflective tape to the bollard and a painted diamond on the path at the alleyway entrance (#31) to make it easier to see. Also consider adding way-finding signage indicating the alleyway takes you through to Waiwetū and Jeffreys Reserves via Thornycroft Street.
3. Add sharrows to the narrowed areas of the street roughly near where the no parking has been added to show that this space has to be shared.
4. Better bike stands at the Jeffreys Rd corner shops would be appreciated.
5. When the opportunity arises, reduce the speed to 30 km/h. In the meantime, please consider dropping the speed limit to 40 km/h due to the quiet nature of the street and vulnerable road and footpath users in the area.
6. There is a pedestrian crossing/cut-down with two metal plates taking up half the space that are likely to be slippery when wet. It is hard to tell from the plan if this going to be fixed?

7. Please ensure the footpath is at least 1.5 metres wide, as vegetation often grows over into footpaths, making them too narrow. Please consider removing the strip of grass less than 0.5 metres wide from between the property boundary and the footpath. This is difficult for people to mow, often replaced with stones instead. It is also difficult for posties/Delivery Agents delivering mail (they aren't allowed to ride on the grass).

Thank you for the detailed explanation of why the underground wiring is not happening at the same time as this work, and that you had made a proactive effort to resolve this with Orion. It is a lost opportunity to improve the usability of the footpaths and the accessibility of the neighbourhood. The poor placement of power poles blocking footpaths and intersections is an ongoing issue around Christchurch.

I would like the opportunity to talk to the Waimāero Community Board or staff about this submission and I am happy to discuss or clarify any issues that arise.

Ngā mihi nui,

Submissions Co-ordinator
Spokes Canterbury
submissions@spokes.org.nz

Response No:
2

Contribution ID: 38750

Q1 Are you responding:

Multi Choice On behalf of a recognised organisation

Q2 Full name

Short Text Letitia Welsford

Q3 Name of organisation/business

Short Text Fendalton Retirement Village

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text Thank you for your email and for advising us of the planned works around 73 Bryndwr Road, Fendalton Retirement Village.

Since the village is in the process of closing, the need for a safer crossing point outside the village no longer exists. With an alternative crossing nearby, we believe the proposed works are unnecessary.

Not proceeding with this crossing point will also avoid unnecessary expenditure, delivering a cost saving for the Council.

Response No:
3

Contribution ID: 38850

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Wendy Williamson

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

1. Flatten hump in centre of the entire length of Bryndwr Road and create shallow gutters.
2. The footpaths do NOT require realignment, it is a waste of time and money.
For 66, 68 and 70 Bryndwr Road, it is difficult to see pedestrians until the driver is beyond the neighbours fence. This is the same for all 3 properties, whether exiting property forward or backwards.
3. The safe crossing point outside 66 Bryndwr Road may be positioned elsewhere because Fendalton Retirement Village is closing as a resthome facility on 20 August 2025.
4. All other aspects proposed are excellent, including narrowing entrance of side streets to Bryndwr Road, restricted parking outside dairy. The speed humps should not be any higher as many cars already scrape them

I have lived on Bryndwr Road for 40 years and have heard plans to correct the hump and realign the gutters several times before. I hope this time it actually happens. Thank you

Response No:
4

Contribution ID: 38774

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Cecile Upton

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text [Phone call with Mrs Upton] who felt:
-It was unnecessary to underground powerlines anyway
-Bryndwr Road already has enough trees, but perhaps there are more needed from the Jeffreys to Ilam section, but not between Glandovey and Jeffreys, "we have enough trees on our side, we don't need more leaves". She noted the sweeping of the leaves by Council unfortunately had been very scarce

Response No:
5

Contribution ID: 38775

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Lyndal Joan Allison Hawkins

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text
Plantings not wanted.
Position of asphalt and lawn to remain unchanged.
Retirement village redevelopment may determine other changes.
Sewer attention required.

Response No:
6

Contribution ID: 38777

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Blair Paterson Smith

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text Narrowing of intersection Jeffreys/Bryndwr
Restriction of parking at shops

Response No:
7

Contribution ID: 38778

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Jessie Anne Peate

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text If the footpath and berm are undisturbed in the deconstruction process, my preference would be to leave as is. Bryndwr Rd properties are well treed (lots of trees), do we need more.

Response No:
8

Contribution ID: 38779

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Gillian Latimer

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

- Definitely have the grass as is, next to our fences
- Sufficient trees already, we don't need any more
- Desperately need something done with water when it rains etc. the gutters flood
- Please make our road [flat drawing] not [steep curved camber drawing]
- Gutters too deep, are dreadful when visitors get in & out of cars when on the road. Our car doors get stuck on footpath when they are opened

Response No:
9

Contribution ID: 38780

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Robyn Joy Bateman

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text
Leave pavement & berm in the same position as is.
Prefer grass at intersections
Speed hump not to be raised
Are speed humps necessary at the stop signs?

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Anthony (Tony) William Sewell

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

Thankyou for providing the residents with the masterplan and description of the upgrade proposed for Bryndwr Road and a very special thanks to Paris Porter for he commitment to great communication with the residents /rate payers

In the published feedback you will note that I wrote to Lynette Ellis outlining the residents concerns. Key question in that letter remain unanswered

1. A detailed program of how long to design and construct. Why cant we have an answer?
2. A quote from Orion to underground based on a cost per property, sending this issue back to the residents is not helpful, Surely you can find out for us and then we can decide whether we want to meet the cost or not .

My concerns with the current plan are.

3. CCTV to assist with security in the area particularly to manage the huge increase in burglaries and damage to cars parked on the street.

We asked for footpaths beside the gutters as they are now. exiting a vehicle onto grass is messy in winter. Some of us have watering systems in our kerbside lawns they will now have to go. To water the lawn we will have to run hoses across the footpaths a clear trip hazard.

Bryndwr road has a unique feature of wide grass berms beside our boundaries it is a key feature of the street why change it?

The cost of reforming the kerb line as you have planned is an extra unnecessary cost as current footpaths are totally removed and dug out to put soil in for grass and grass being dug out and removed to put in sub base and asphalt for footpaths. Why don't you watch your budget and save us ratepayers some money ?

Trees. Whilst the question of trees is split among residents please ensure if you do put in trees you choose trees that will not entangle with the overhead lines and please give us assurance that you will water and maintain then, not like the cheery trees at the Glandovey road end that have roots that are all over the place and tree branches that hit your head.

Please confirm that you have liaised with all service providers in Bryndwr road, Power, Fiberoptic, water, sewer, stormwater, street lighting. We do not want a repeat of the Glandovey road fiasco where brand new asphalt road surfaces had to be dug up.

Your 60 minute parking restriction near Jeffreys road does not show much care and support for the church that operates in this location. everyone knows that their services are much longer than 60 minutes, please talk with them and meet their needs.

Cheers
Tony Sewell

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Alexander McKinnon

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

The undergrounding of cables remains important. The recommendation that citizens go to Orion direct seems hollow. CCC owns Orion and if it has had no success creating alignment, then what luck would citizens have? At a broader level, alignment between CC and Orion on these sort of projects seems like it would improve cost efficiency.

This would allow more tree planting on the other/eastern side of street, which would look more balanced.

It will not affect my property directly and so have less to worry about but it would seem fairer to others that the new trees are deciduous. I have no issues with exotic trees being planted. This part of Chch is used to them.

I have noticed a substantial increase in the traffic using Brynwdr Rd for at least morning commute back channel. Would a roundabout make more sense at Glandovey, rather than Give Way, and have added benefit of slowing traffic on both streets?

The main issue with tactile or raised paving - if it is across the road corridor - is that no one ever seems to be clear whether it is a crossing or not, for instance children.

Response No:
12

Contribution ID: 38845

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Louise Phillips

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text We prefer the grass berms to be on the house side so when exiting the car you do not stand on wet grass, We believe that having two strips of grass out side each home is pointless.,we do not need any more trees, we have plenty of established trees down our road.

Response No:
13

Contribution ID: 38848

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Suzanne Rosier

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text Thanks very much for the draft plan! It looks very good to us, and we hope work can begin really soon.

I was wondering why it is proposed to remove the trees at #4, #1/19, #44 and at 76 Wai-iti Terrace? (I have just seen your response regarding 2 Newall Ave, so I imagine there is a good reason, but it would still be good to know.)

It does seem a real shame that the power can't be undergrounded. I will look forward to hearing Orion's information via Louise Phillips.

Many thanks!

Response No:
14

Contribution ID: 38773

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Leigh Stratford

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text [REDACTED] - I see there is a tree planned on the nature strip outside my house. I support the proposal of trees along the street however I already have a reasonable tree planted on my boundary approximately where the plans shows a tree in the nature strip. For this reason would appreciate removing the tree from the nature strip outside my property.

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Glenn Taylor

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

Introduction:

1. This submission is presented by Glenn Taylor and family, a resident at [REDACTED]

2. I would appreciate the opportunity to speak to this submission.

Concerns:

3. While I am generally supportive of the proposed renewal for Bryndwr Road, I have specific concerns regarding the following aspects:

a) The removal of car parking outside 32-36 and 29-33 Bryndwr Road.

b) The dimensions and extent of the build-out adjacent to the Thornycroft Street laneway.

4. The frontage at 32-36 Bryndwr Road comprises six properties, four of which are back sections. Eliminating parking in this area will adversely affect visitors' ability to conveniently access these properties. The additional removal of parking outside 29-33 Bryndwr Road compounds this issue, directly impacting eight properties in total.

5. Of greater concern is the reduction in safety resulting from removing these parking spaces. Data and anecdotal evidence suggest reversing into a driveway enhances safety compared to driving forward, as it helps eliminate blind spots and reduces the risk of pedestrian collisions on the footpath. The proposed loss of car parking outside [REDACTED] would restrict my ability to safely manoeuvre in and out of my driveway, potentially removing my ability to safely reverse into my driveway and upon exit requiring me to reverse toward oncoming traffic and cyclists.

6. Furthermore, the proposed division of the grass berm may introduce additional blind spots by decreasing the buffer between vehicles exiting driveways and the footpath.

Solutions:

7. Potential solutions include:

a) Eliminating the road build-out adjacent to the Thornycroft Street alleyway.

b) Relocating the road crossing to an alternative location that does not directly affect eight properties.

c) Reducing the size and length of the build-out, allowing at least one parking space to remain outside [REDACTED]

8. I am willing to discuss this submission further with CCC staff if required.

Glenn Taylor

Response No:
16

Contribution ID: 38857

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Glen Koorey

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text I support the proposed improvements.
Given the long length of straights, it might be useful to also consider additional speed management options mid-block. If not speed humps, an alternative would be small planted central islands that break up the sight lines down the street.

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Jillian Bonniface

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

We question why the footpath is being moved to against the fence line along the whole street. We believe that moving the footpath location is an unnecessary cost and will create safety issues for pedestrians (especially children), scooter riders, runners and dog walkers in that exiting a property in a motor vehicle you will not be able to see people above pedestrian pace. At the moment with the footpath on the road side there is more opportunity to see people and for them to see the vehicles. We also concerned about having a narrow piece of garden/lawn against the fence which will be difficult to maintain or mow if it is put in lawn. The grass strip being moved to the road side will mean that we will be unable to water the lawn or if you do there will be a tripping hazard with hoses. The narrowing of the street outside No. 66 Bryndwr Road seems unnecessary now that the rest home opposite will be closed. There is also a power pole in the position where the narrowing is planned! We do not want the road hump at the end of Bryndwr Road by the Church to be changed/raised. It is high enough to slow traffic at that intersection.

Q1 Are you responding:

Multi Choice

As an individual

Q2 Full name

Short Text

Dianne Downward

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

I regularly walk and drive down Bryndwr Road and I have read all the feedback.

Everyone wants the camber, curb and channel upgraded as well as enough drainage to avoid ponding or flooding.

The plan offered has not taken into consideration the desire of the MAJORITY of respondents to have the footpath remain next to the road for following reasons:

it's safer to step out onto pavement than slippery wet grass from a car

lower maintenance, with the plan presented there are 2 grass edges to be maintained not just the one, who will maintain these edges?

Some residents like to have gardens along their fence line at no cost to council and to everyone's benefit.

Trees will not need to be removed if footpath is by the road and still room for more trees

footpaths next to fence line often means pedestrians need to dodge overhanging vegetation from property forcing people to walk on the grass.

I acknowledge that some respondents have said they like the look of Garrage St including the group feedback that also stipulated to move the footpath to the road as well as many individual feed backs wanting footpath at road. It will still have the look of Garrage st with new curb and channel and the majority want footpath next to road.

I wider footpath is required especially around power poles but would be appreciated for the whole length of street particularly from Jeffery's rd to Ilam rd. with some using mobility scooters.

5 wanted a wider road and 1 wanted a narrower road, it's hard to tell if the road width has remained the same.

Plants on corner with Ilam road are too high, hiding small pets and children from view and they need costly maintenance.

Any plants at corners need to be low, to no maintenance ground cover.

Others site loss of parking an issue,

Main concern is wider footpath next to road.

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Anne Scott

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

I fully support these changes including reducing the camber, improving the speed humps to slow traffic and redoing the surface of the road which is currently very rough. The changes will make it much more pleasant to bike down Bryndwr Road which I do frequently. I would like to see the entrance from the road to the alleyway (at #33) widened or angled out a bit more so it was easier to turn into using an e-bike or cargo bike.

I still think more needs to be done for those using mobility devices, particularly at the intersection of Bryndwr Road and Jeffries Road where the crossing needs to be widened a bit more. A number of times I have had to stop and help someone in an electric wheelchair who is stuck on the footpath due to a lime scooter poorly parked or a rubbish bin that has ended up in the wrong place. The power poles have certainly not helped. One day that will be me or you in that wheelchair.

Response No:
20

Contribution ID: 38887

Q1 **Are you responding:**

Multi Choice As an individual

Q2 **Full name**

Short Text Kevin Francis Phillips

Q3 **Name of organisation/business**

Short Text

Q8 **Do you have any comments you'd like to share about the draft plan?**

Long Text The trees are not necessary.
The footpath should be by the gutter and not close to the houses
The rest looks very good

Q1 Are you responding:

Multi Choice

As an individual

Q2 Full name

Short Text

Grant and Chris Boniface

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

Thank you for the opportunity to comment on the plans for Bryndwr Road.

Moving the footpaths closer to the property boundary's mean passengers in parked car will have to exit onto lawns which can be a concern for less mobile people. In newer subdivisions' there are no front fences or side boundary fences are dropped down at the street edge to allow for visibility. Many properties on Bryndwr have fences on their front boundaries so by moving the footpath to the property boundaries pedestrians including school children on scooters are at more risk from backing cars.

Also how do you water your berm without having hoses crossing the footpath?

It would seem that swapping berms and footpaths is an unnecessary cost. Also providing small hard to maintain berms & gardens is a problem and they are not required. Key to Bryndwr Rd is reducing the height of the crown and getting rid of the deep gutters.

Restricting the intersection at Wai-iti Terrace will force vehicles further out onto Bryndwr Road into traffic when turning and will the planting of trees may restrict visibility up in down the street.

With the rest home on Bryndwr Road closing, is there any need for a crossing at 66 Bryndwr Road and it is also close to the Newell Ave intersection with Newell as cars come left.

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text William GA and Helen F Watkins

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text We support the proposed plan in general, especially the improved safety features at all the intersections.

Our key point of concern relates to the placing of nearly all the walkways/pathways alongside the property fence-lines. In particular, we think this placement increases the risk to pedestrians, especially children, many of whom walk and scooter along the present pathways. Parents with prams would be at similar risk and also the elderly residents living in the Fendalton Retirement Village, which is very near us (between numbers 67-75). The risk is increased by the many high front fences which definitely obscure the view of drivers coming out their driveways onto Bryndwr Road. We know how much we value the wide grass berm we presently have, which allows one to come out and stop just beyond our high front fence and check the foot path. This safety feature will be lost if the new proposed placement of the footpaths proceeds. The proposed road crossing changes associated with the Retirement Village are welcomed.

Another consideration is the improved safety of kerb-side pathways for any passengers getting out of or into their cars - stepping onto grass can be difficult especially in winter. This is particularly obvious for the many elderly passengers/visitors we see around Fendalton Retirement Village.

Lastly, we do recognise that the proposed many new tree plantings may be a consideration in the footpath design, but there are large sections where no such tree plantings are proposed and this issue will not apply.

We would strongly prefer that the trees planted are species which do not become too large (e.g. oaks), but more along the lines of blossom tress, which are far more manageable.

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Fiona 'Fox' Bennetts

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

I predominantly use Bryndwr Rd to get between Bryndwr/Papanui and Fendalton/UC, riding my bicycle or cargo trike. I also use the alleyway through to Waiwetu Reserve and sometimes stop at the shops on Jeffreys/Bryndwr corner, needing to lock my bicycle.

I fully support:

- Resurfacing and flattening of the road camber. The road surface is poor where cyclists are likely to ride and the current road camber is disconcerting for less confident riders (dodging parked and moving vehicles) and those using trikes, cargo bikes, or bikes towing small trailers.
- Removal of deep-dish kerb and channel to address ponding and flooding. Debris has been regularly blocking these channels, particularly under driveway access bridges. Shallower kerbs are also easier for small children and those with mobility limitations walking in the area or accessing vehicles on the street.
- Introduction of a give way control at the Ilam Road and Glandovey Road intersections, although I would strongly prefer a Stop control at the busy Glandovey intersection. I support keeping the existing Stop controls on Jeffreys Road, if a roundabout cannot be considered.
- The renewal of the existing speed humps at Ilam Road, Jeffreys Road, and Glandovey Road. The current humps are not having any effect on slowing traffic as they have subsided in places and are too low. Please make these humps tall enough that modern motor vehicle suspension doesn't just absorb the impact of hitting these at speed (I see this all the time with shallow humps).
- Road narrowing and yellow no-stopping lines for safer crossing points outside Fendalton Retirement Village and 31 Bryndwr Road walkway, with tactile paving for people who are blind or low-vision.
- Kerb build-outs at the Jeffreys Road intersection, including outside #50 Bryndwr Rd, which will help slow motor vehicles and make the intersection safer for active transport modes.
- Marking of no stopping areas at the Jeffreys Road, Wai-iti Terrace and Glandovey Road intersections to make it clearer where vehicles are not able to stop.
- Street tree planting and landscape planting of a suitable height (under 0.5 metres) near intersections as this tends to calm traffic.
- Time-limited parking outside the Bryndwr Road/Jeffreys Road shops (60 min and 15 min)
- Moving the location of the footpath to beside the property boundary, so that wheelie bins and power poles don't obstruct the footpath.
- Keeping the kerb location similar (or making it narrower - even better, thanks!) and not widening the road, which would lead to increased motor vehicle speeds and decreased safety for all road (including footpath) users.

Some considerations:

- That the kerb cutdown at the alleyway at #31 Bryndwr Road be shaped wider at the entrance to make it easier for cyclists to navigate.
- Adding reflective tape to the bollard and a painted diamond on the path at the alleyway entrance (#31) to make it easier to see. Also consider adding way-finding signage indicating the alleyway takes you through to Waiwetu and Jeffreys Reserves via Thornycroft Street.
- Adding sharrows to the narrowed areas of Bryndwr Rd (i.e. at the new formalised crossing locations) and the intersections with adjoining streets like Jeffreys Rd, Wai-iti Tce and Newall Ave, i.e. roughly near where the no parking has been added to show that this space has to be shared (to discourage vehicles from overtaking cyclists, and encourage cyclists to take the lane).
- Better bike stands at the Jeffreys Rd corner shops would be appreciated.
- When the opportunity arises, reduce the speed to 30 km/h. In the meantime, please consider dropping the speed limit to 40 km/h due to the quiet nature of the street and vulnerable road and footpath users in the area.
- Please ensure the footpath is at least 1.5 metres wide, as vegetation often grows over into footpaths, making them too narrow. Please consider removing the strip of grass less than 0.5 metres wide from between the property boundary and the footpath. This is difficult for people to mow, often replaced with stones instead. It is also difficult for posties/Delivery Agents delivering mail (they aren't allowed to ride on the grass).

Thank you for the detailed explanation of why the underground wiring is not happening at the same time as this work, and that you had made a proactive effort to resolve this with Orion. It is a lost opportunity to improve the

usability of the footpaths and the character of the neighbourhood. The poor placement of power poles blocking footpaths and intersections is an ongoing issue around Christchurch.

Many thanks

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Emma Watkins

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

There's some lovely elderly walkers who enjoy getting out and having chats. They probably would love a bench somewhere too, but I imagine that could be controversial!

We have limited view leaving our driveway. Please ensure the footpath is near the road to reduce the chances of running someone over! I think it would be safer to have the footpath closer to the road. We have an almost blind exit so often I find a walker who is waiting for us to exit our driveway, but sometimes the elderly don't hear the gravel crunching and they get a fright.

Response No:
25

Contribution ID: 38557

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Danny Rood

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text Great stuff, in support of the changes here. Especially the trees, calming the streets, and making it more friendly for pedestrians.

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Justin van Tulder

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text
Would be a good move to flatten the road I believe. Supportive of the works, but two points to add.
It is a missed opportunity not to widen the road at the same time. Especially at the point from Jeffreys to Wai-iti. How congested this gets with cars parked alongside is a current problem. We live on Wai-iti, and the kids aren't safe biking along that road to and from school.
Second point is to question the need to narrow the point where Wai-iti turns into Bryndwr. What is the benefit? Because where Bryndwr rd meets Ilam rd it has been narrowed. This only congests traffic, who are not able to turn left and right at the same time. Is it the purpose to make cars wait longer? Please advise

Response No:
27

Contribution ID: 38331

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Dennis Frost

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text
Just an observation..!
Trees are great , however,they have to be maintained and kept to an acceptable height.
Not sure this is a great idea.
The council struggles to look after trees in other areas of Christchurch.

Response No:
28

Contribution ID: 38334

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Krys Milburn

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text Removing the power lines prior to releveling the road seems like the right time to do it.
We are sick of flooding.
The Bryndwr road and Jeffrey's road intersection is obstructed by cars, plants and power poles.

Response No:
29

Contribution ID: 38381

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Sarah Conroy

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text Please ensure the gardens and planting selected are easy care. The gardens at the moment are not in good condition and are not well maintained. The bark gets all over the footpath as well as the leaves from the huge trees across from the church. Thanks

Response No:
30

Contribution ID: 38385

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Sarah mcleod

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text Can you please give a time line of how long this will take to complete we are looking to sell our home next year and we dont want it on the market while road works are going on
Thank you

Response No:
31

Contribution ID: 38388

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Craig Weaver

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text No more speed bumps, they are a pest for Christchurch drivers and only put in for anti car councillors.
Listen to the people.

Response No:
32

Contribution ID: 38399

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Alan Webb

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text
Given the re-positioning of the footpath due to the new road channel I suggest the footpath be widen to 3m / 3.5m and reduce the width of the roadside grass.
A wider footpath could allow for future "shared bike and footpath" as has been provided on the northern rail link paths.
The wider footpath would also assist push chair/ pram users along with mobility scooters, wheel chairs etc.
It seems an opportune time to "Future proof" potential increased usage of footpath aligned usage.
Regards, Alan

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Myles King

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

Dear Paris
My wife and I have lived at [REDACTED] for approximately 25 years.
I am a career Amenity Horticulturist and am presently employed as Horticultural Advisor for the CCC Community Parks Department. A significant period of my career has been spent managing road side vegetation maintenance contracts.
Can you please confirm (or otherwise) that 1)there will be no change to our existing fence line 2) that there will be no restrictions to parking outside our property and 3) the reprofiled speed humps will be set back far enough from the intersection to allow a vehicle towing a trailer between the hump and the intersection.
Overall we like the proposed changes especially the moving of the grass verge to sit between the path and the road edge. However I notice that there is in front of our property (and others) a narrow strip (i suspect about 300mm) of soft landscape between the path and our street frontage boundary fence. My experience as a Horticulturalist and Operations Manager, is that these narrow strip's are a maintenance nightmare, either as a grass strip or a planted garden. It would be better for us if the path butted up to the fence line and either the path widened or the grass berm increased in size. Happy to discuss further.
Thanks
Myles King

Response No:
34

Contribution ID: 38502

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Julie Growcott

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text My waste water comes out Bryndwr Rd on cross lease section. The three waters running down Bryndwr Rd is very old and I have problems with sewer. Our development is not old so the street should be replaced when this work is done please. Also an old telecommunications cylinder of cables sits within footpath is a risk for pedestrians, Newall Ave corner. A general comment, who is going to maintain the new gardens where you take the grass out. Residents won't and CCC don't maintain. Leave it as grass.

Q1 Are you responding:

Multi Choice

As an individual

Q2 Full name

Short Text

Dr Ross Barnett

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

I like the proposed design of Bryndwr Road and have two additional comments in addition to my previous submission on underground wiring:

1. I think the proposal to relocate footpaths away from the road edge is a good one for two reasons. (i) It provides an added barrier to the road and is safer for children; (ii) the benefits of such designs in improving green space and neighbourhood amenity.

Research by the iRAP (International Road Assessment Programme) suggests that "The safety benefit of a footpath will be greatest if the footpath is separated from the road (for example, by a grass verge or a barrier). Pedestrians also feel more comfortable to walk when there is a wide separation between traffic and the footpath, especially on higher speed roads". Second, the positioning of a green space next to the road provides for a much more natural environment. The impact of green space on health has been well documented in research and any road improvements which enhance green spaces are a positive move.

2. I realise that many motorists dislike street humps but could these be installed around the two crossing points (outside the Fendalton Retirement Village and by the walkway at 31 Bryndwr Road) identified in the plan. They reduce speed and increase the courtesy shown by motorists to pedestrians trying to cross the road. This has been very noticeable elsewhere in the neighbourhood at the Ilam/Clyde Road intersection where many motorists now pause to wave pedestrians across the road.

Response No:
36

Contribution ID: 38328

Q1 Are you responding:

Multi Choice

As an individual

Q2 Full name

Short Text

Jackie and David Curtis

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

I support this draft plan and look forward to work commencing in 2026.

Response No:
37

Contribution ID: 38610

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Christopher Gordon

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text Currently the footpath is adjacent to the roadway, but the proposed plan shows the footpaths moved close to the property boundaries in most areas. Vehicles leaving properties often have limited views, especially vehicles reversing from properties. I believe it is preferable from a safety perspective to leave the footpath closer to the road to give vehicles better visibility. I have had numerous close calls with vehicles when walking and running on footpaths close to the property boundary in the area. Where there is an ability to run the footpath close to the road would it not be safer to do so? Having the foot path close to the road also allows vehicle users parking on the road to step onto the footpath, not onto grass.

The [REDACTED] Bryndwr Road property extends over the berm area and the fence has been constructed on the berm, well beyond the property boundary. Is that fence to remain?

Q1 Are you responding:

Multi Choice

As an individual

Q2 Full name

Short Text

Harry Kipton (Kip) Powell

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

Grass berms:

Currently the grass berms in Bryndwr Road range from good to excellent. Most residents take good care of their lawns.

It would be an unnecessary and costly choice to move the berm lawns from fence-line to kerb:

- If lawns are moved to kerb-side this involves (at least) (i) removing topsoil from current lawn areas and adding and compacting aggregate to support the new footpath, (ii) removing sub-surface aggregate from under the existing footpaths to an appropriate depth and back-filling with soil and replanting of lawns. Both of these steps bear significant costs which are absolutely unnecessary.

- Further, it is noted that the plan shows a small strip of grass retained on fence-line with the footpath bisecting two sections of lawn. Bisecting the lawn doubles the number of lawn edges that have to be maintained by residents for the same area of lawn – hardly future-proofing, as maintaining lawn edges is much more time consuming than mowing lawns!

- In relation to good neighbours who take pride in their lawns, watering of kerb-side lawns in summer would require hoses lying across the footpath, whether hand-held or with sprinkler. This is an unnecessary safety hazard and can be avoided by leaving the lawns as they are.

- Kerb-side lawns require car passengers alighting onto grass, rather than onto firm asphalt. This is considered an inferior option.

Trees:

- I am totally opposed to tree planting outside my property so welcome the fact that there will be no trees on the western side from Wai-iti to opposite Newall. Thank you!

- Again, thinking of future-proofing, and wishing to minimise future obligations of Council staff and residents, I seriously question the need and desirability of adding any trees to what is already a comparatively narrow street (as measured kerb-side to kerb-side) and well-greened and aesthetically pleasing.

Fendalton retirement village:

It is good that the plan is responsive to possible needs of village residents. However, I understand that the Fendalton Retirement Village is to be vacated and demolished mid-August, so some reconsideration is required – e.g. no need for road narrowing outside the village.

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Brana King

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

Firstly my thanks to those individuals , residents and Council staff who have provided the impetus for road renewal. The hump of the existing road is well noted to be both dangerous for car doors and people, and the flooding in particular of known parts due to poor design is a seasonal hazard.

I am disappointed that Orion will not join with this proposal to underground the electricity wires. It would seem that this is the logical time to eliminate the unsightly overhead wires, to co-ordinate with the Council so that the diggers go in once, and achieve this long awaited result without - some years down the line- digging up existing new roading at costs borne by all ,including the disruption to our quiet enjoyment of our street. The lack of flexibilty on the part of Orion's management leave me deeply unimpressed.

Trees seem to polarise Christchurch - there are those that see them as untidy nuisances, and those like myself who love the whole turn of the seasons beauty, the birdlife , the break from the concrete world and yes, the autumn leaves. Not being dead, I don't mind raking leaves up when required. Council has leaf suckers for the gutters. Bring on the trees - not tiny ones please, the birds and the skyline need height.

There seem to be very narrow grass strips outside house boundaries - what width is this?

I am happy to defer to others the minutiae of design, as many relevant and knowledgeable comments have already been made regarding roading /parking issues.

Response No:
40

Contribution ID: 38670

Q1 Are you responding:

Multi Choice

As an individual

Q2 Full name

Short Text

Wayne Boyd

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

Remove the existing speed bumps. Save the ratepayers some money!

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Fransisco Brevoort

Q3 Name of organisation/business

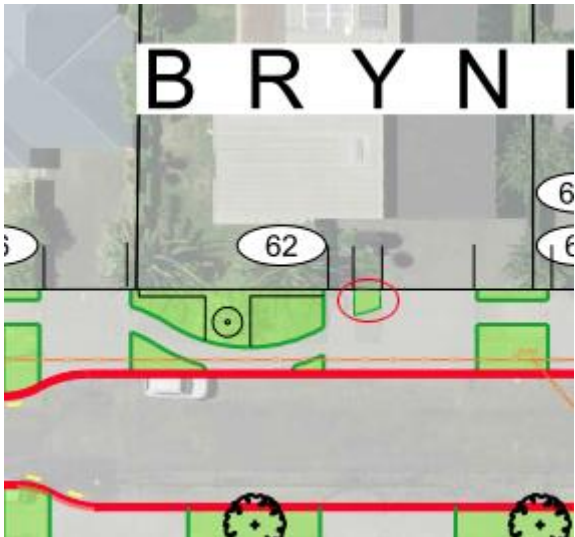
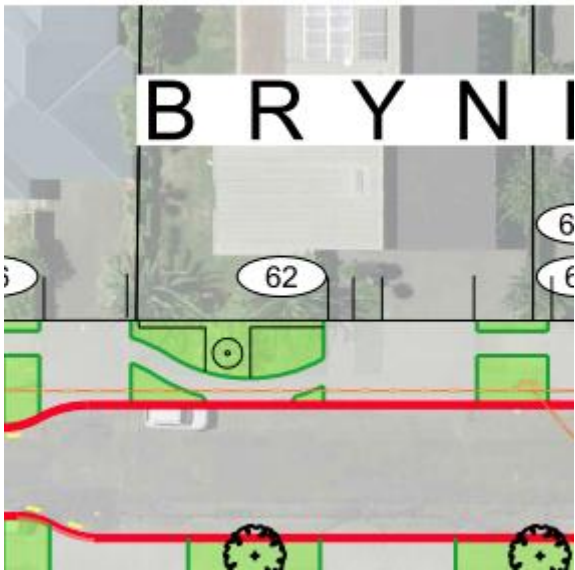
Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text Hi I'm property owner of [REDACTED]

1. can I suggest extending patch of grass near the driveway to provide better flow for the footpath, please see my mock diagram (emailed) , see before and after in the circled area screenshot below
2. also with this work, a lot of the current driveway will need to be resealed, I think this is a good opportunity to resealed my entire driveway, on my side of the property, I'm happy to pay for the added cost. I think this will provide the best out come otherwise the driveway will look mismatched with the different surfaces on the driveway.

Please see the attachment on the following page.



Response No:
42

Contribution ID: 38718

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Stephen Thomas

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

We live close to the Jeffrey Rd Bryndwr Rd intersection. A request is for as much thought as possible goes into this intersection and creating it to effectively inhibit cars parking near the corner particularly on the northern side. Over the years, particularly when church is underway or a related event, numerous cars park around this area and frequently the yellow dashed lines are ignored. We have written to both the Minister of the church and the council with photos however the illegal parking continues. With such parking the intersection becomes extremely hazardous in terms of visibility.

Having the curb protrude out on the shop side may reduce this hopefully, however if anything more can be done on the Bryndwr Rd church side other than mere yellow dashed lines this would be appreciated. Yellow dashed lines are only as good as the extent they're enforced which in the suburbs appears very limited.

Response No:
43

Contribution ID: 38719

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Pip Rowe

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text I'm supportive of the road narrowing outside our house to make it safer to cross to the walkway (to the school), and of the work to improve gutters. Hopefully the gutter will be covered where this road narrowing is so that children can ride bikes straight across it. I'm unsure of the rationale for planting so many tree on an established street when these interfere with powerlines and cause issues with underground services.

Response No:
44

Contribution ID: 38744

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Tony Verdellen

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text The draft plan looks good.

Whenever there is significant rain, there is always flooding on Bryndwr Road near the Glandovey Road intersection. It appears to be a drainage issue unrelated to the deep-dish gutters. It would be good if this could be resolved as part of the plan.

Q1 Are you responding:

Multi Choice As an individual

Q2 Full name

Short Text Jabez Smith

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

Hi Paris,

Louise has forwarded me the draft plans for the Bryndwr Road renewals. Overall the plans look like a positive improvement from the current situation.

I have attached a PDF of the draft plan with comments that is would like considered as the draft design progresses further.

Additionally i note that other residents have expressed a preference for the foot paths to be adjacent to the road (instead of the new grass verge adjacent to the kerb). I would like to add my support to this preference. It is my understanding that from a pedestrian safety perspective, locating a grass setback between the property boundary and footpath provides additional visibility of the footpath when exiting a driveway, improving overall roadsafety.

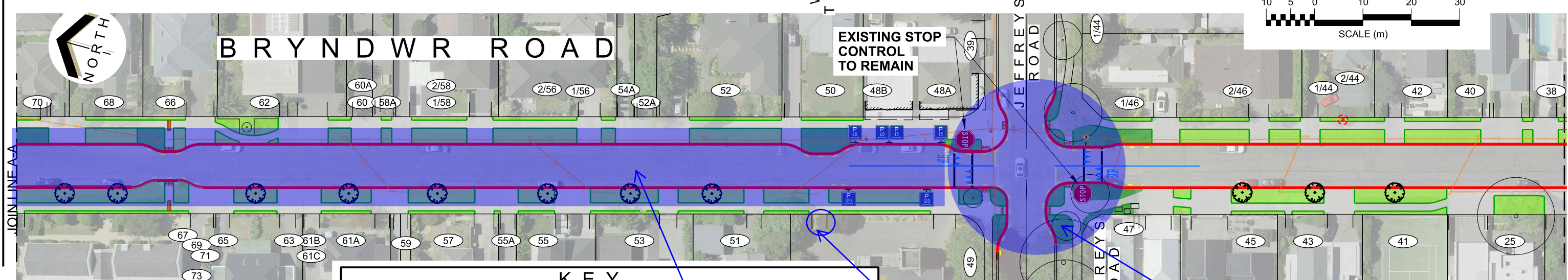
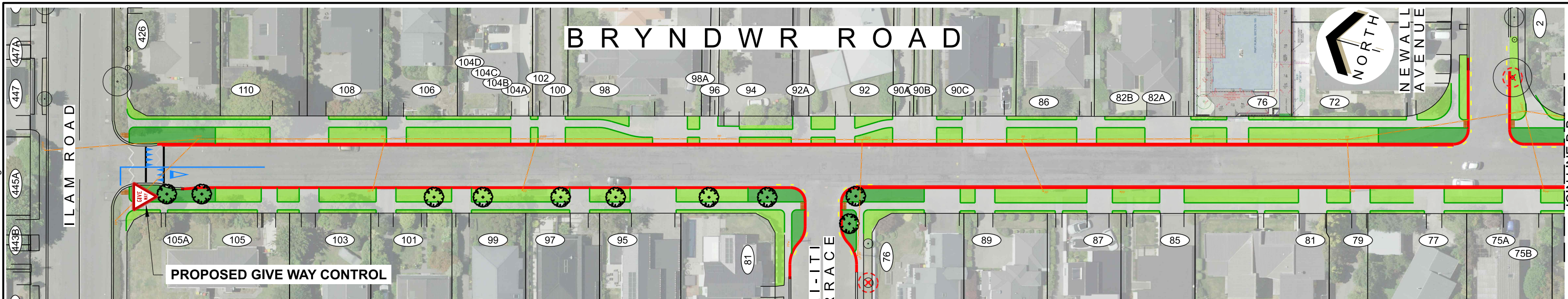
The improvements to drainage are of particular interest to me. My property [REDACTED] can experience significant surface ponding during the heaviest rainfall - this is primarily when the storm water sump at the corner of Brwndwr/Jeffries Roads adjacent to the shops is blocked with leaves causing particularly high levels of ponding in the deep dish gutters. This prevents the stormwater drains on my property effectively draining to the street. If the sump is kept clear during Autumn the ponding is usually minor at worst. I understand that the draft plan isn't intended to show a detailed stormwater design, but without additional sumps installed along the length of the road, the single sump servicing that section of road is likely to remain a point of blockage during Autumn.












I'd appreciate if my comments could be considered during further development/finalisation of the renewal plans for the street.

regards,
Jabez

Please see the attachment on the following page.

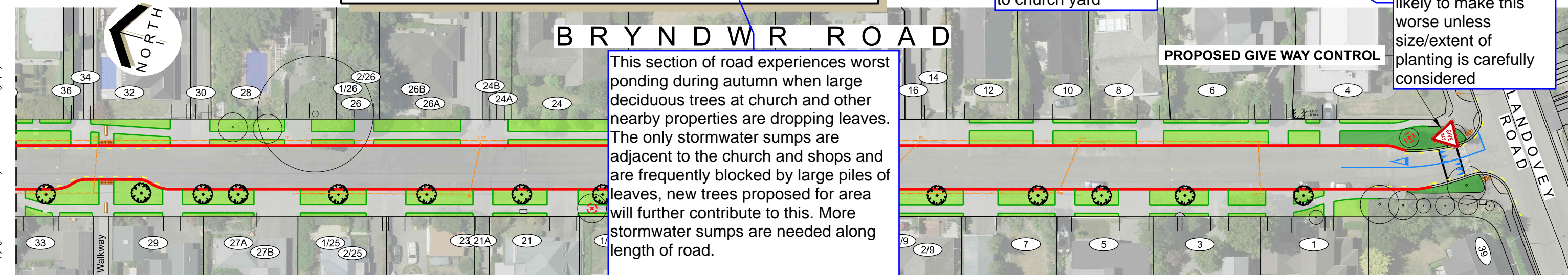
Original size mm
100
50
30
10
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KEY			
	Existing Kerb		Tactiles
	Proposed Kerb		Proposed Tree
	No Stopping Restriction		Existing Tree
	Grass		Existing Tree to be Removed
	Landscape Planting		Existing Speed Hump to be reprofiled
	PP/LP and Overhead Power Line		

This driveway has been fenced over, only pedestrian gate to church yard

this intersection already has poor visibility, further landscape planting is likely to make this worse unless size/extent of planting is carefully considered



This section of road experiences worst ponding during autumn when large deciduous trees at church and other nearby properties are dropping leaves. The only stormwater sumps are adjacent to the church and shops and are frequently blocked by large piles of leaves, new trees proposed for area will further contribute to this. More stormwater sumps are needed along length of road.

Q1 Are you responding:

Multi Choice

As an individual

Q2 Full name

Short Text

Phil & Sandy Morton

Q3 Name of organisation/business

Short Text

Q8 Do you have any comments you'd like to share about the draft plan?

Long Text

Hi Paris,

Many thanks for the proposal for the Bryndwr Road Renewal.

We would like to request your consideration of an amendment to the plan with respect to our property at [REDACTED]

We are set to lose off street parking outside our house, given there is a road narrowing supporting a pedestrian crossing from the laneway.

We understand why this is being done, but would like to request that our driveway is extended to a double width 6m driveway (not single width per your current plan).

- This would align better with our current forecourt area, and
- Allow us to accommodate our guest vehicles on our property, thereby reducing pressure for street parking.

There are a number of back sections, and multi dwelling properties in this immediate area, so having more vehicles off street would hopefully help with potential congestion.

We look forward to hearing from you on this matter. I will follow up with a text to ensure you have received this email.

Kind Regards,

Phil & Sandy Morton
[REDACTED]

Please see the attachment on the following page.

