

Kōrero mai | Let's talk

Submission report - Proposed sale of Somerset and Antigua Reserves

Mar 20, 2026 - Apr 06, 2026

Please note: these are all accepted submissions on The Proposed Sale of Somerset and Antigua Reserves. The views are those of the submitters and may include mis- or disinformation, hearsay and offensive or discriminatory language.

Q1 Are you responding:

Multi Choice On behalf of a recognised organisation or business

Q2 Name of organisation/business

Short Text Spokes Canterbury

Q3 Your role

Short Text Submissions Coordinator

Q4 Full name

Short Text Anne Scott

Q7 Suburb

Select Box Avonhead

Q8 Which reserve would you like to provide feedback on?Multi Choice Somerset Reserve
Antigua Reserve**Q9 Is there anything you think the Community Board needs to consider before making a recommendation to Council?**

Long Text

I am having trouble with the submission form for the Proposed sale of sections of Somerset and Antigua Reserves consultation. I tried with two browsers but it would not give me the page to put in the comments so I am emailing the Spokes submission to you instead.

Spokes has never supported the widening of Brougham Street. This vehicle centric decision divides neighbourhoods and local amenities, and is not in the best interest of the local residents or those who cycle or walk in the area. Adding the third lane has already lengthen the crossing of Selwyn Street for pedestrians and cyclists. A fourth lane makes this even worse. For pedestrians and concerned cyclists this design requires a two stage crossing in a fenced area surrounded in traffic. The shared path is also hemmed in by lanes of traffic travelling at 60km/h. This is very like the current situation in Curletts Road where the footpath is intimidating and unsafe. It is sadly too late to change this decision, however this land acquisition is an opportunity for Council to ask NZTA for some additional safety funding for cyclists and pedestrians in the area in compensation.

It would be a lot safer for cyclists and pedestrians on Brougham Street (and other multi-lane roads in cities) if heavy vehicles were required to travel in the centre lanes unless they were turning (with an exception for buses). Many trucks on Brougham Street are travelling through the city.

Selwyn Street

There are a lot of cyclists crossing Brougham Street as they use Selwyn Street. If the addition of the right hand turn goes ahead, then the proposed design will at least make the area safer for pedestrians and cyclists. The small park is used as a cut through for children going to Addington Te Kura Taumatua School. Selwyn Street is already busy and adding a right hand turn will increase through traffic.

Spokes recommends:

- That appropriate triggering at the lights for cyclists is added on Selwyn Street and a longer light sequence to allow cyclists to safely get across Brougham St.
- A cutdown is added on the south west corner for cyclists to get onto the shared path.
- NZTA buy some additional land on the south east corner to provide a safer waiting space for people crossing that is not as close to the vehicles.
- A new pedestrian refuge should be added on Selwyn Street between Somerset Crescent and Rosewarne Street.

Antigua Street

Spokes supports the widening of the footpath near Antigua Street.

Response No:
2

Contribution ID: 42722

Date Submitted: Mar 20, 2026, 05:41 PM

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Samantha Quigley

Q7 Suburb

Select Box Cracroft

Q8 Which reserve would you like to provide feedback on?

Multi Choice Somerset Reserve
Antigua Reserve

Q9 Is there anything you think the Community Board needs to consider before making a recommendation to Council?

Long Text

Happy with proposed changes, and consideration of pedestrians and cyclists. Glad trees will be replaced two to one.

Response No:
3

Contribution ID: 42729

Date Submitted: Mar 20, 2026, 10:24 PM

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Nick Edwards

Q7 Suburb

Select Box Spreydon

Q8 Which reserve would you like to provide feedback on?

Multi Choice Somerset Reserve
Antigua Reserve

Q9 Is there anything you think the Community Board needs to consider before making a recommendation to Council?

Long Text Both proposals seem reasonable - a small loss of reserve land for high public benefit

Response No:
4

Contribution ID: 42788

Date Submitted: Mar 22, 2026, 09:20 PM

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Mariann Phyllis Eagle

Q7 Suburb

Select Box Spreydon

Q8 Which reserve would you like to provide feedback on?

Multi Choice Somerset Reserve

Q9 Is there anything you think the Community Board needs to consider before making a recommendation to Council?

Long Text

I'm happy that there will be a cycle lane along Brougham St and that there will be increased numbers of lanes to facilitate easier movement of vehicles. Whilst the removal of trees is unfortunate the replacement of them is good.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Shane Binder

Q7 Suburb

Select Box Beckenham

Q8 Which reserve would you like to provide feedback on?Multi Choice Somerset Reserve
Antigua Reserve**Q9 Is there anything you think the Community Board needs to consider before making a recommendation to Council?**

Long Text

The proposed designs at both Antigua and Selwyn intersections will improve vehicular mobility (and resulting level of service for freight movements) along Brougham St but will be at the expense of substantive impacts to pedestrians and cyclists. A third lane will be added in both directions, lengthening the crossing distance and risk exposure to crashes. Antigua St pedestrians will have a two-stage crossing in the future, having to sit in a fenced "cage" on the Brougham median for every crossing surrounded by traffic. The placement of the new lane immediately adjacent to the footpath / shared path through the land acquisitions will be locating users next to high speed 60 km/h traffic without a buffer to the vehicles, exhaust, road debris, and air turbulence, all of which will be exacerbated by the heavy vehicle lane being closest to the footpath / shared path / reserve land acquisition. Both intersections are critical crossing points for vulnerable road users given the high number of schools and recreational facilities nearby (which are not served by the new overbridge further west). Finally, it is noted that there have been 10 crashes in the past decade at these two intersections involving pedestrians and cyclists, including one severely injured pedestrian crossing at Selwyn Street.

Most of this design is likely past the point where major changes could be implemented (e.g., providing any buffer); however, the Community Board should strongly consider its role as advocates for the local users of the streets here and push for some mitigation as part of any land acquisition. At the very least NZTA should be required to make the side streets more cycle friendly by installing advanced cycle detection on the Antigua St cycleway and design the south sides of both intersections to be traverseable by bicycle rather than simply a widened footpath. A more appropriate design mitigation would be consideration of raised intersections to protect those crossing on the side streets. Raised crossings have been successfully implemented across the city and after the initial public furor dies down, we have seen substantive decreases in crash rates without impacting travel times.

Unfortunately at the moment, the present design approach taken by the Agency is to push for economic efficiency over all other effects of roading projects and it becomes necessary for City Council (in this case through the Community Board) to advocate for your residents who are not driving the corridor in a heavy vehicle.

Response No:
6

Contribution ID: 42838

Date Submitted: Mar 25, 2026, 06:25 PM

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Joy Burt

Q7 Suburb

Select Box Richmond

Q8 Which reserve would you like to provide feedback on?

Multi Choice Somerset Reserve
Antigua Reserve

Q9 Is there anything you think the Community Board needs to consider before making a recommendation to Council?

Long Text

From the plans it looks as if there will still be space for passive uses at Somerset Reserve and the amount taken from Antigua Reserve in minor.

Response No:
7

Contribution ID: 42843

Date Submitted: Mar 26, 2026, 07:10 AM

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Emily Shine

Q7 Suburb

Select Box Richmond

Q8 Which reserve would you like to provide feedback on?

Multi Choice Somerset Reserve
Antigua Reserve

Q9 Is there anything you think the Community Board needs to consider before making a recommendation to Council?

Long Text

There are already right turning lines.
It is not clear what the purpose if NZTAs reuest is for Somerset, but losing areas of a reserve will make the space less enjoyable. Increasing lanes does not reduce traffic.
The footpath for Antigua could be widened into the street instead - there is enough space in the current lanes to allow for this.

Response No:
8

Contribution ID: 42846

Date Submitted: Mar 26, 2026, 07:26 PM

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Stephan Lloyd

Q7 Suburb

Select Box Halswell

Q8 Which reserve would you like to provide feedback on?

Multi Choice Somerset Reserve
Antigua Reserve

Q9 Is there anything you think the Community Board needs to consider before making a recommendation to Council?

Long Text I approve of sale.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Anne Scott

Q7 Suburb

Select Box Avonhead

Q8 Which reserve would you like to provide feedback on?

Multi Choice Somerset Reserve
Antigua Reserve

Q9 Is there anything you think the Community Board needs to consider before making a recommendation to Council?

Long Text

I have never been in favour of the changes on Brougham Street and do not agree with adding a right hand turn. I teach women to cycle at Addington School through Bike Bridge. We take groups of women down Selwyn Street to get them used to cycling in traffic. The section from the shops through to Brougham Street is scary for new riders as there is lots of vehicles pulling in and out at the shops. The scariest thing however is drivers speeding up towards the intersection at Brougham Street without looking for cyclists or pedestrians who often cross close to Somerset Crescent rather than going to the lights at the intersection. There are three lanes going north and little space for cyclists. Adding a right turn on Brougham St will increase through traffic. NZTA are unlikely to change their mind so I agree with the changes that they have suggested even though it reduced green space even further in the area. I would like a cutdown for cyclists on the south west corner to get to the shared path.

I agree with the Antigua Street change.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Charles Orr

Q7 Suburb

Select Box Richmond

Q8 Which reserve would you like to provide feedback on?

Multi Choice Somerset Reserve
Antigua Reserve

Q9 Is there anything you think the Community Board needs to consider before making a recommendation to Council?

Long Text

Antigua Reserve

I do not support the sale of any part of Antigua Reserve to NZTA. I suggest narrowing the traffic lanes to allow space for a proper sized footpath.

Somerset Reserve

I do not support the sale of any part of Somerset Reserve for this street "improvement". We do not need more lanes for cars, we need more parks and trees.

Feedback showed that there is a "a high demand for a right turn into Selwyn Street", but there is already a designated right turning lane onto Selwyn St, for both the N and S directions.