

Waipapa
Papanui-Innes-Central Community Board
MINUTES ATTACHMENTS

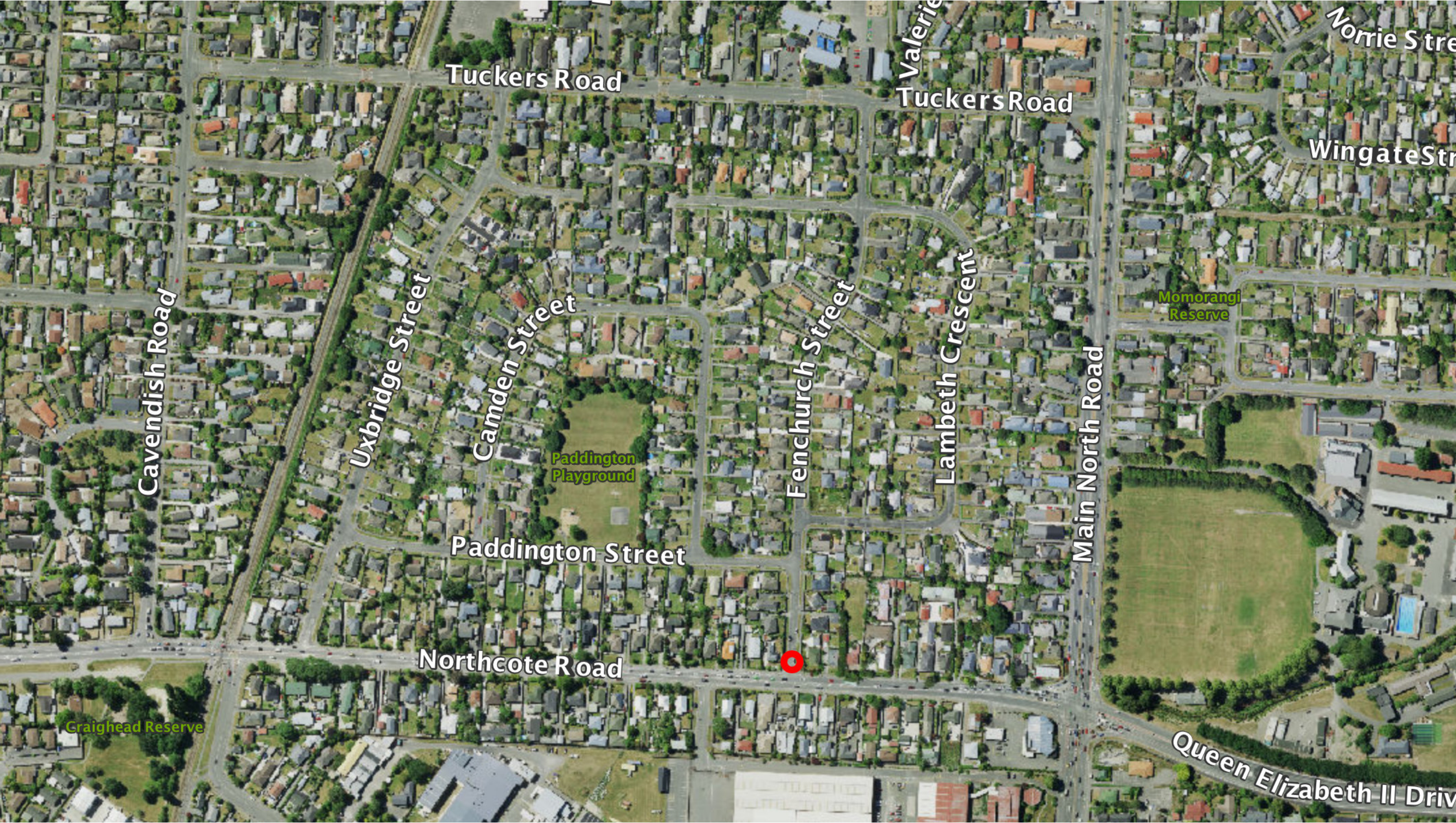
Date: Thursday 15 February 2024
Time: 4 pm
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

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Traffic and Parking Issues

Fenchurch Street and surrounding areas

Rose Wells – 15 February 2024



Summary of issues

Concerns raised in Facebook group post

- Parking
- Traffic flow
- Pedestrian safety

Parking, traffic flow and pedestrian safety

Parking

Increased parking on Fenchurch Street

- November, tradies from Pak n Save site
- Increased when Marian College re-opened for the year

Increased parking on Uxbridge, Paddington, Camden and Ealing Streets

- Kainga Ora construction sites have increased tradie vehicles around them during construction

Parking, traffic flow and pedestrian safety

Traffic flow

- Narrow roads (all except for Uxbridge) mean when cars parked on both sides, streets are reduced to one lane.
- Visibility issues when turning in and out of streets and driveways.
- Severe congestion at peak times for traffic entering and exiting Fenchurch Street/Northcote Road intersection.
- Local residents having to navigate congested streets to get in and out of their properties.

Parking, traffic flow and pedestrian safety

Pedestrian safety

- Parents have concerns about children walking to Te Kura o Matarangi Northcote School safely.
- Decreased visibility from increased volume of parked cars makes crossing the road more risky.
- Increased traffic, with some drivers driving faster than is safe in some areas.

Accessing residential properties

- Difficult to see if road is clear when reversing out of driveways.
- Have to look at traffic coming from further down street to see if it is clear.
- Easier to reverse out of driveway if another driveway opposite.
- Have to guess if it's clear, and hope that any oncoming traffic will stop.

Emergency vehicle access

- Emergency vehicles would need to wait for traffic to move out of the way.
- Fire engine would need to park in the middle of the 'one lane' street.
- Sometimes people park over the fire hydrants, which have been moved off the berm onto the street.

At peak times, streets are effectively becoming one way streets.

Congestion at Northcote Road end of Fenchurch Street

Intersection layout

Fenchurch Street/Northcote Road

- Small side street entering busy arterial road
- Thoroughfare for several local streets
- Thoroughfare for streets in wider area heading south, due to safety and accessibility



**Becomes an uncontrolled one
way street at peak times**





Potential improvements

Extend yellow lines

Keep intersections clearer

- Extend yellow lines on west side of Fenchurch Street to either match east side markings, or to the power pole.
- This gives more room for traffic entering from Northcote Road to wait, while oncoming traffic clears.
- Paint in yellow lines around corners on other intersections.



Time restricted parking

Southern end Fenchurch St

- No parking zone on one side of road during school drop-off and pick times.
- Enable two way traffic at busiest times, to ease congestion and keep traffic coming off Northcote Road moving.
- Potentially on west side, up to Paddington Street.



Emergency access

Make fire hydrants clearer

- If car parked over hydrant, car owner is less likely to be nearby, more difficult to locate them to move vehicle.
- Clearer markings - eg marked parking zone, or yellow lines would make it more obvious to drivers not to park there.



Paint in turning lanes

Prevent right turning traffic from holding up left turning traffic

- If right turning traffic waits right by the centre line, there is room for left turning traffic (cars) to wait beside them, allowing them to move sooner.
- If right turning car waits in the middle, all left turning traffic gets held up waiting for the right turning vehicle to go.



Other longer term ideas/issues

Pak n Save opening next month

Staff parking

- If staff from the nearby Pak n Save don't have access to onsite parking, they will also park on nearby streets.
- This will cause congestion for longer hours, as the supermarket is open until 10pm every day.

Modify nearby intersections

Other, larger intersections could take more traffic

- **Signalise Tuckers/Northcote Road intersection**

Not safe or easy to turn right when busy, so most traffic from Tuckers Road and surrounding streets currently uses Fenchurch Street. If this intersection was safer, more people may use it.

- **Open up Uxbridge Street to right hand turns**

Currently blocked, presumably due to safety level crossing, but wider street better able to handle larger volumes of traffic.

Shirley Primary School

Submission to the Christchurch City Council regarding the intersection
of Shirley Road/Hills Road and Warrington Street



Shirley Road/Hills Road intersection



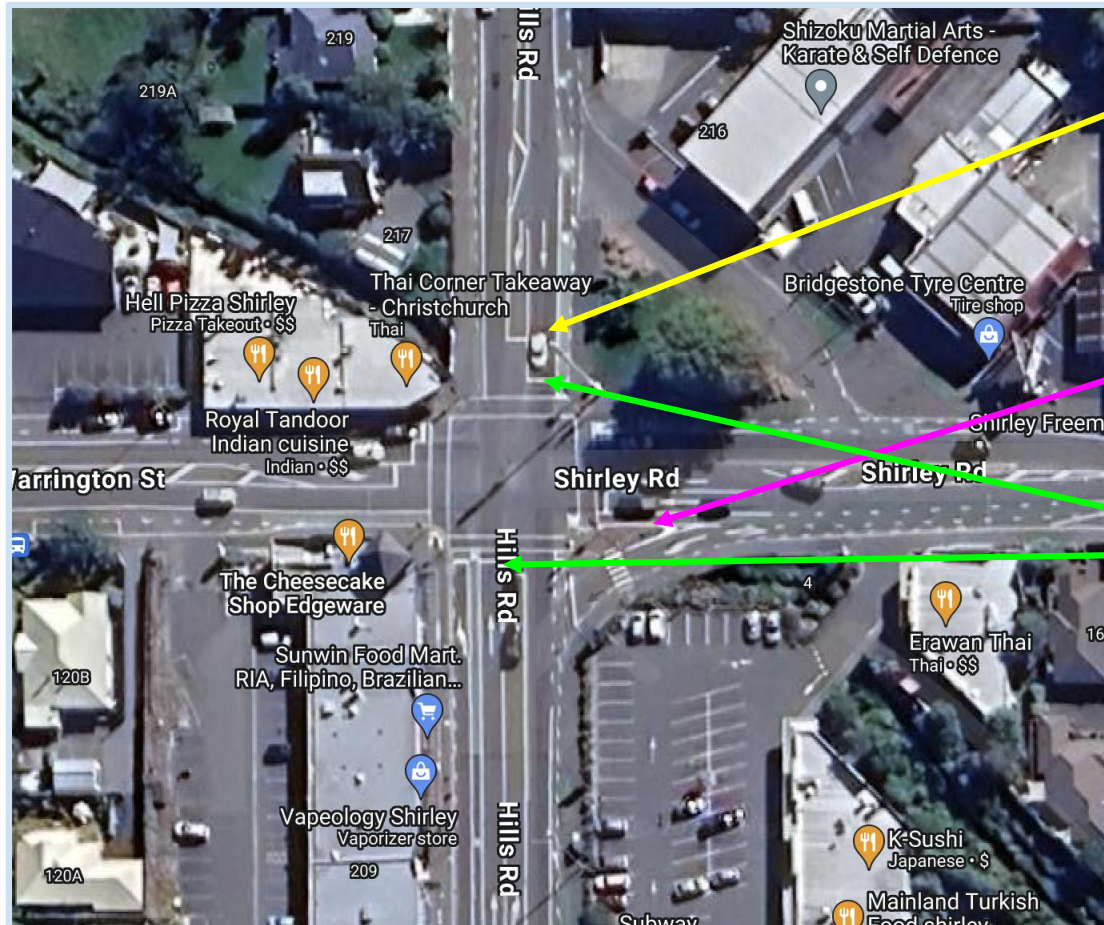
Problems

- Cars go very fast
- People walking across the road can sometimes get hit or almost hit
- It is hard to get across in a safe way
- It is difficult to cycle across due to the speed of cars

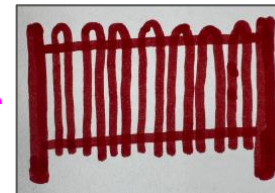


We think this intersection could be improved by:

- **Making the turning bay on Hills Road by the pharmacy wider**
- **Having zebra crossings instead of just white lines**
- **Putting green turning arrows on all of the lights**
- **Adding speed bumps to slow vehicles down**
- **Adding a fence between the cars going straight and the current zebra crossing**
- **Having counters on the crossings so that people know how much longer they have to cross**
- **Parking area for electric scooters/no parking signs**



Turning arrows x 4



Safety fence



Speed bumps x 4



Counter for crossing



Spokes Canterbury

Shirley / Hills / Warrington Intersection

Anne Scott, Spokes Submissions Coordinator

Shirley / Hills / Warrington Intersection

- Busy intersection used by cyclists and pedestrians
- Close to Shirley Primary School, and on route to other schools
- During busy school times there young cyclists using both the road and footpath
- Popular bus route



Shirley / Hills / Warrington Intersection

Slip lane Shirley Road to Hills Road

- Spokes prefers the removal of slip lanes as they create conflict with straight through cyclists
- Supports the raised platform



Shirley / Hills / Warrington Intersection

Hills Road slip lane to Shirley Road

- New Island in Hills Road pushes cyclists into traffic – prefer original option with no parking
- Reinstate intermittent green markings over slip lane protecting straight through cyclists
- Better signage of left slip lane very helpful
- Disappointed pedestrian crossing has gone
- Stop sign angle has changed – giving less view of straight through cyclists? But pedestrians will now continue to cross here.
- Overall less safe than consultation version.



Shirley / Hills / Warrington Intersection

- Support the better markings for cyclists, including stop boxes
- Overall these changes will make the intersection safer.

Questions

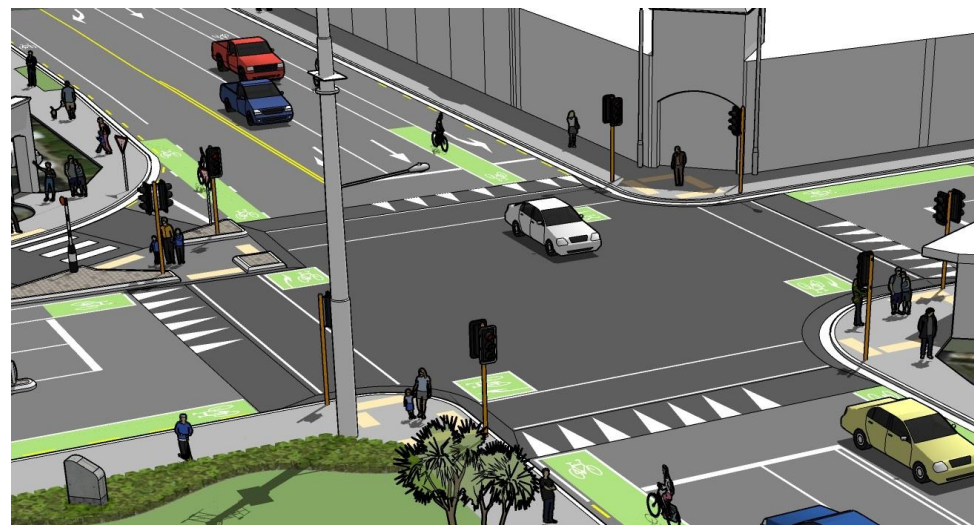


Shirley/Hills/Warrington Safety Improvements

Gemma Dioni & Danielle Endacott
15 February 2024

Shirley/Warrington/Hills - Why?

- *We want everyone to get where they're going safely, regardless of how they are travelling. Having safer speeds & infrastructure is part of our solution to a safer network.*
- Busy location used by many people travelling to school, shops, work or across the community.
- There is ongoing risk to all users at the intersection.



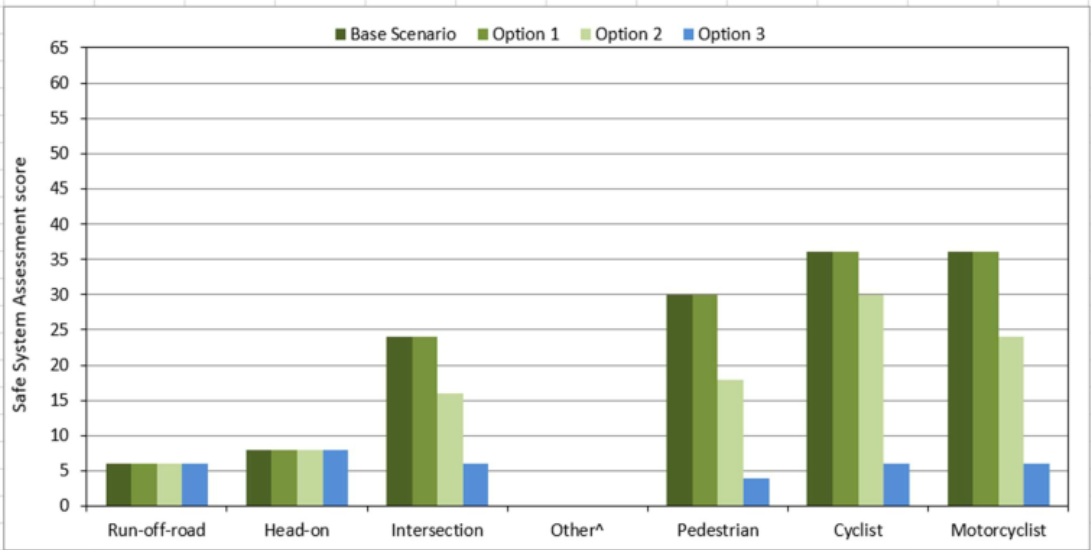
Shirley/Hills/Warrington

- Top 1% (#12) of intersections in terms of crash risk (5700 intersections controlled by CCC).
- 10-year crash record:
 - 32 crashes
 - 5 serious injury crashes (2 people walking, one cycling, one vehicle to vehicle).
 - The remaining crashes resulted in minor injury (10 crashes) or no injury (17 crashes)

Safe system principles



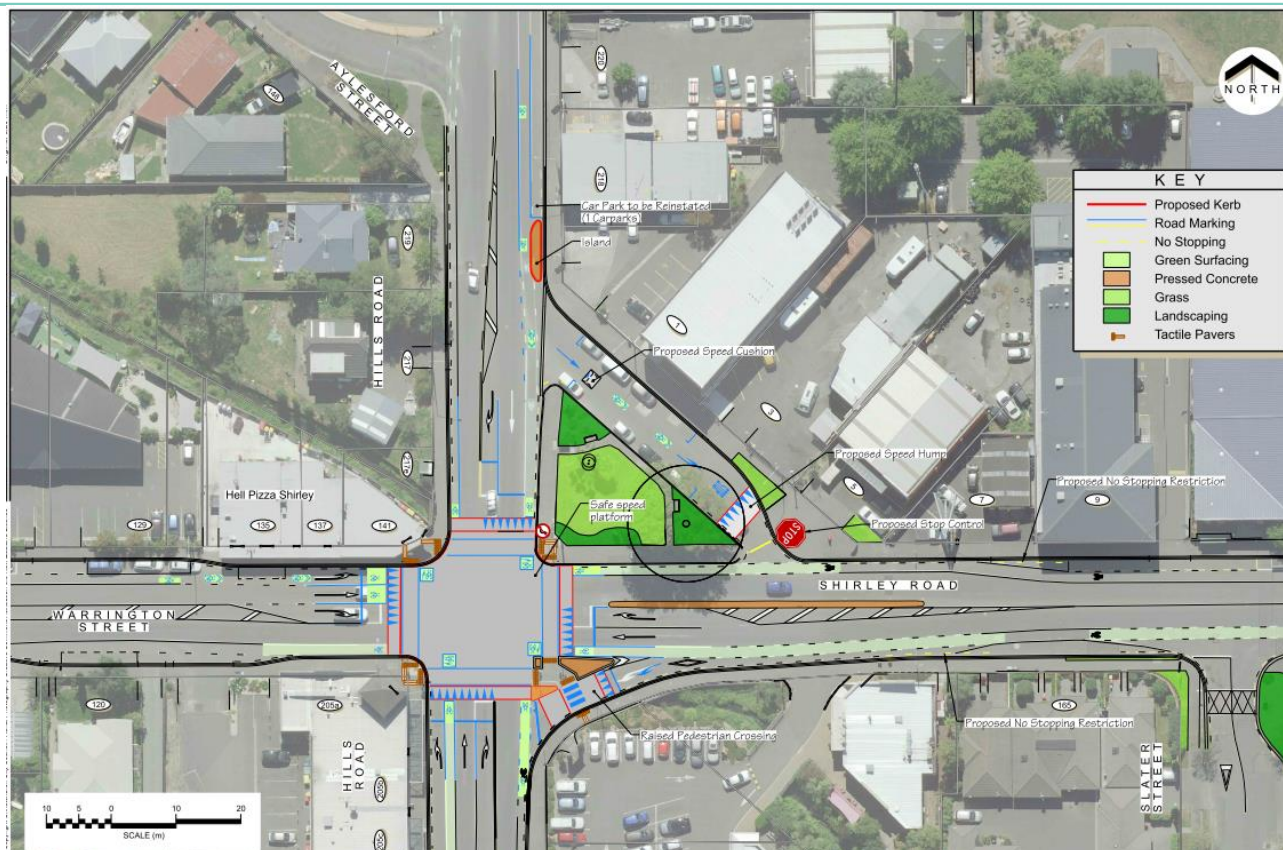
Safe System Assessment

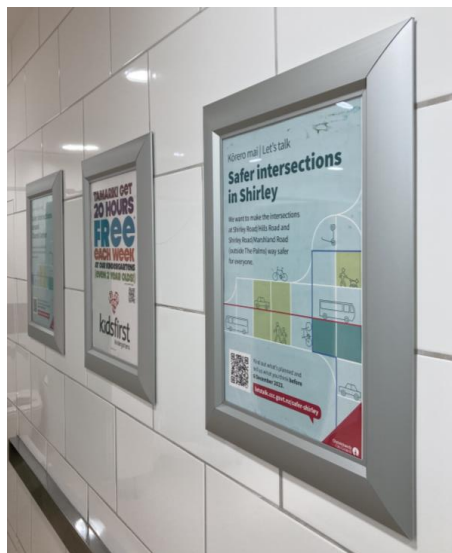


Option	Right Angle Crashes	Vulnerable User Crashes	Risk Reduction
Option 1	Low Features expected to minimally influence right angle crashes	Low Features expected to have minimal impact on vulnerable user crashes	Approx. 5%
Option 2	Medium In addition to low-cost option, red light cameras expected to decrease the likelihood of right angle crashes	Medium Features expected to reduce the likelihood of crashes	Approx. 26%
Option 3	High In addition to medium cost option, raised safety platform decreases the severity of right-angle crashes due to decreased speeds on approach to intersection	High In addition to medium cost option, raised safety platform decreases the severity of vulnerable user crashes due to decreased speeds on approach to intersection	Approx. 50%

Option 3 has been recommended due to the greater alignment with safe system principles and the potential to reduce the risk of deaths and serious injuries.

Shirley/Hills/Warrington – For approval





Consultation & engagement

Early engagement – October 2023

- Key transport stakeholders
- Local schools
- Directly impacted businesses

Consultation – 8 November to 6 December 2023

- Kōrero Mai | Let's Talk
- Ads/posters/signs
- Leaflets to residents
- Leaflets available at preschools, schools, library
- Newspaper
- Newline
- Social media

Consultation & engagement

Key points

- Staff met with Shirley Primary school and Pareawa Banks Avenue School. Both schools supported the plans and felt that they would make the intersection safer for all road users.
- Shirley Primary School students & parents
 - All six of the parents that submitted said that the proposed changes would make the intersection safer.
 - 24 of the students said that the planned changes would make the intersection safer, with the other four feeling neutral or not changing their existing 'somewhat safe' rating.
- Submissions were made by 8 organisations/businesses
 - Recognised organisations - Environment Canterbury, Spokes Canterbury, Go Bus Transport, Ministry of Education, UC Climate Action Club
 - Local businesses – Christchurch Therapeutic Massage Centre, Hammersley Pharmacy, Shirley First Learners

Consultation & engagement

Overall shift in safety perceptions					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Shirley, Hills, Warrington intersection (198)	<div>—</div> <div>+8, +4.0%</div>	<div>∨</div> <div>-14, -7.1%</div>	<div>^</div> <div>+14, +7.1%</div>	<div>^</div> <div>+12, +6.1%</div>	<div>∨</div> <div>-20, -10.1%</div>

- The existing intersection is perceived as being 'very safe' by approximately a third of submitters. If the proposed changes were implemented, this number decreases to 20%.
- 22% of submitters perceive the existing intersection to feel 'somewhat safe'. This shows an increase to 28% of submitters feeling 'somewhat safe' with the proposed changes.

Consultation & engagement

- Supportive of aspects of the proposal:
 - Support the safe speed platform (19)
 - Support lower speeds (19)
 - Feel current driver speeds are unsafe (13)
- Concerns about aspects of the proposal:
 - Oppose the safe speed platform (37)
 - Cost (22)
 - Congestion (12)
 - Driver frustration (12)
- Requests:
 - Request for changes to the traffic signals and phasing (45)

Consultation & engagement

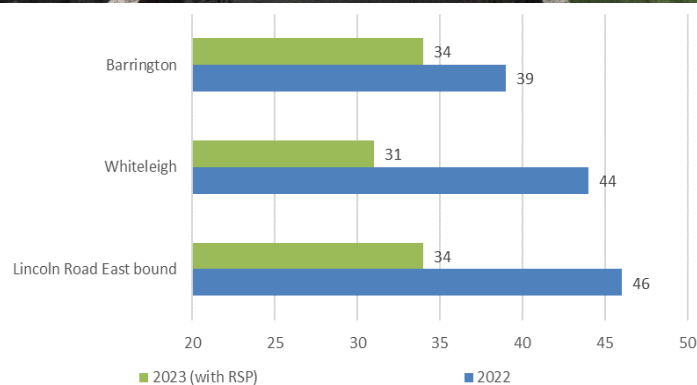
Shirley, Hills, Warrington – Shift in safety perceptions by method of transport					
Main method of travel	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (198)	— +8, +4.0%	∨ -14, -7.1%	∧ +14, +7.1%	∧ +12, +6.1%	∨ -20, -10.1%
Car (as a driver and passenger) (146)	∧ +12, +8.2%	— +1, +0.7%	∧ +14, +9.6%	— +5, +3.4%	∨ -32, -21.9%
Bike (15)	∨ -3, -20.0%	∨∨ -6, -40.0%	— 0, 0.0%	∧∧ +8, +53.3%	∧ +1, +6.7%
Walk (8)	∧ +2, +22.2%	∨∨ -4, -44.4%	— 0, 0.0%	∧ +1, +11.1%	∧ +1, +11.1%
Multiple modes (16)	∨ -1, -6.3%	∨ -3, -18.8%	∨ -3, -18.8%	∨ -2, -12.5%	∧ +9, +56.3%

Consultation & engagement

Shirley, Hills, Warrington - Shift in safety perceptions by reason for travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (198)	— +8, +4.0%	∨ -14, -7.1%	∧ +14, +7.1%	∧ +12, +6.1%	∨ -20, -10.1%
I commute through here (9)	— 0, 0.0%	∧ +2, +22.2%	— 0, 0.0%	— 0, 0.0%	∨ -2, -22.2%
I go to school here (5)	— 0, 0.0%	∨∨ -3, -60.0%	— 0, 0.0%	∨ -1, -20.0%	∧∧ +4, +80%
I live here (16)	∨ -1, -6.3%	— 0, 0.0%	∧∧ +4, +25.0%	∧ +1, +6.3%	∨∨ -4, -25.0%
I visit here sometimes (9)	∨ -1, -11.1%	∨∨ -3, -33.3%	∨ -1, -11.1%	∧∧ +3, +33.3%	∧ +2, +22.2%
Multiple (43)	∨ -5, -11.6%	∨∨ -11, -25.6%	∨ -4, -9.3%	∧ +3, +7.0%	∧∧ +17, +39.5%

Over to you

Other examples



Speed surveys have also recently been completed (December 2023) at the new platforms at the intersection of Briggs/Marshland/Lake Terrace. The survey showed that the average free flow speed recorded on the Marshland Road approaches was 31.2km/h and 28.5km/h on Briggs Road.

South-East Central

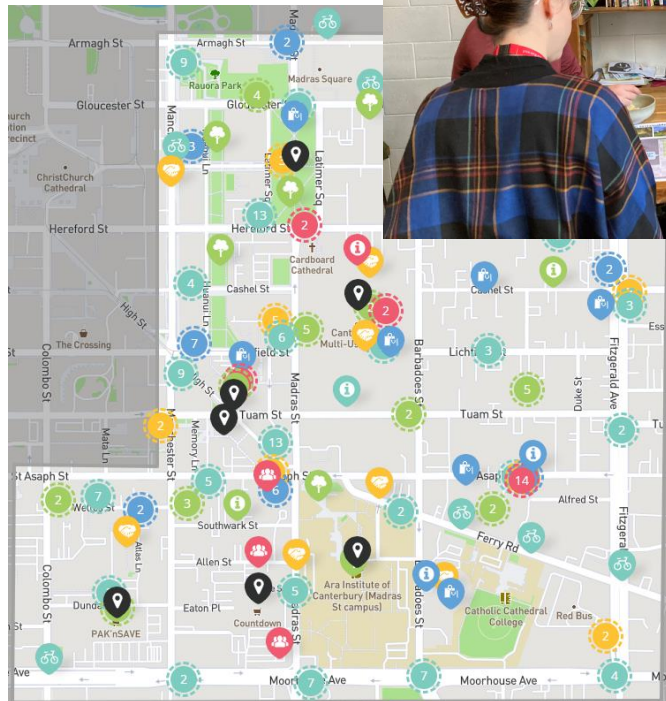
Endorsement of the Draft Neighbourhood Plan
for consultation

Waipapa - Papanui Innes Central Community Board
15 February 2023

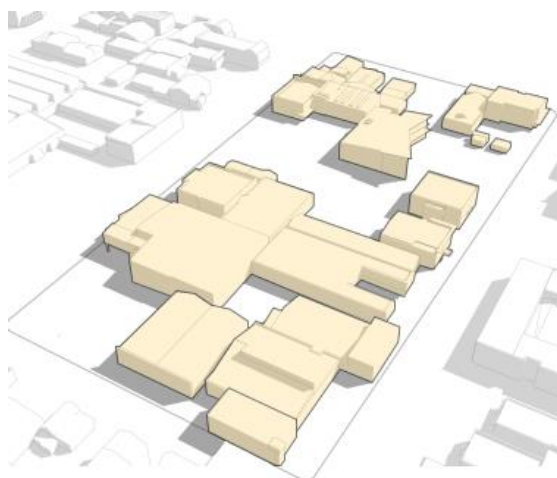
South-East Central Neighbourhood Plan







Future of this neighbourhood



Current

Mainly commercial buildings and activity



Transitioning

New residential among commercial buildings, usually site by site separation of activity.



10+ years

Site by site pattern continues alongside a growth of vertical mixed-use (ground floor commercial with apartments above).

In 10+ years population could range
from 5,000 - 10,000+

Vision and key themes



SE Central is a **vibrant** community with a **mix of activity** – something for everyone.

Known for its **friendly, creative vibe**, this evolving neighbourhood boasts easy access through **green links** to the many attractions and events of the Central City.

People are attracted to the neighbourhood, drawn by the **variety of homes** on offer, the range of **businesses, Te Kaha on the doorstep** and the **strong community spirit**.





Good mixed-use neighbours



Actions

- Understand the current offering of facilities, amenities and commercial services for existing residents.
- Support a growth of everyday services to meet the needs of the growing population.
- Resolve challenges in the mixed-use environment through support to existing businesses.



Quality housing



Current SE housing



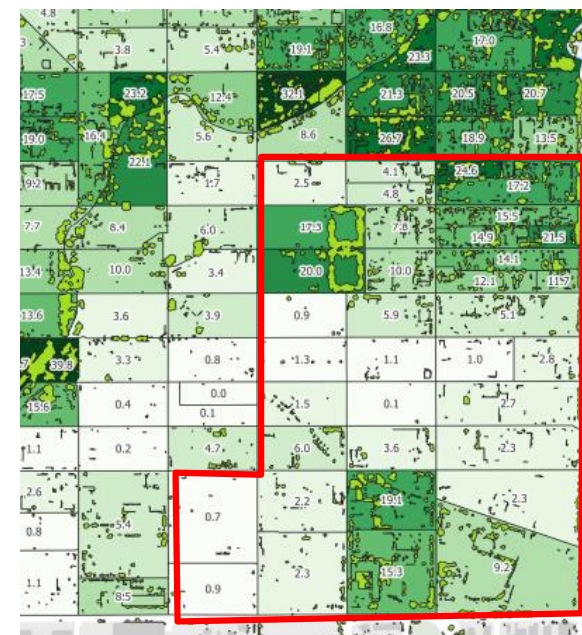
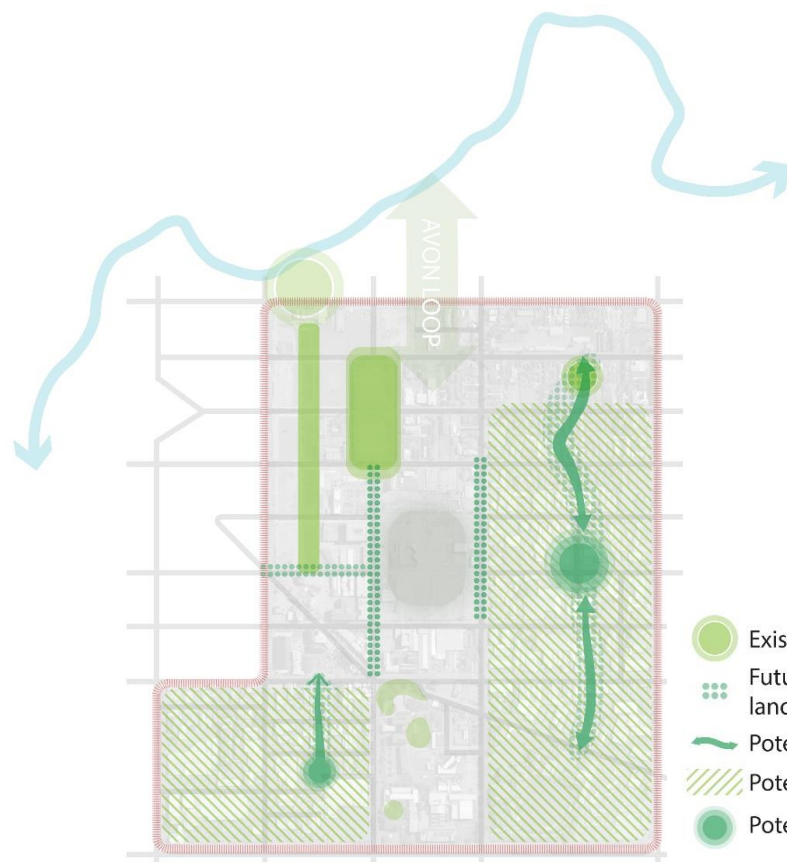
Examples of density we anticipate in the future

Actions

- Promote the development potential of the area.
- Encourage good development outcomes that improve neighbourhood liveability.
- Incentivise housing growth through investment in the public realm.
- Galvanise partnerships to achieve a growth in housing.



Healthy, green neighbourhood

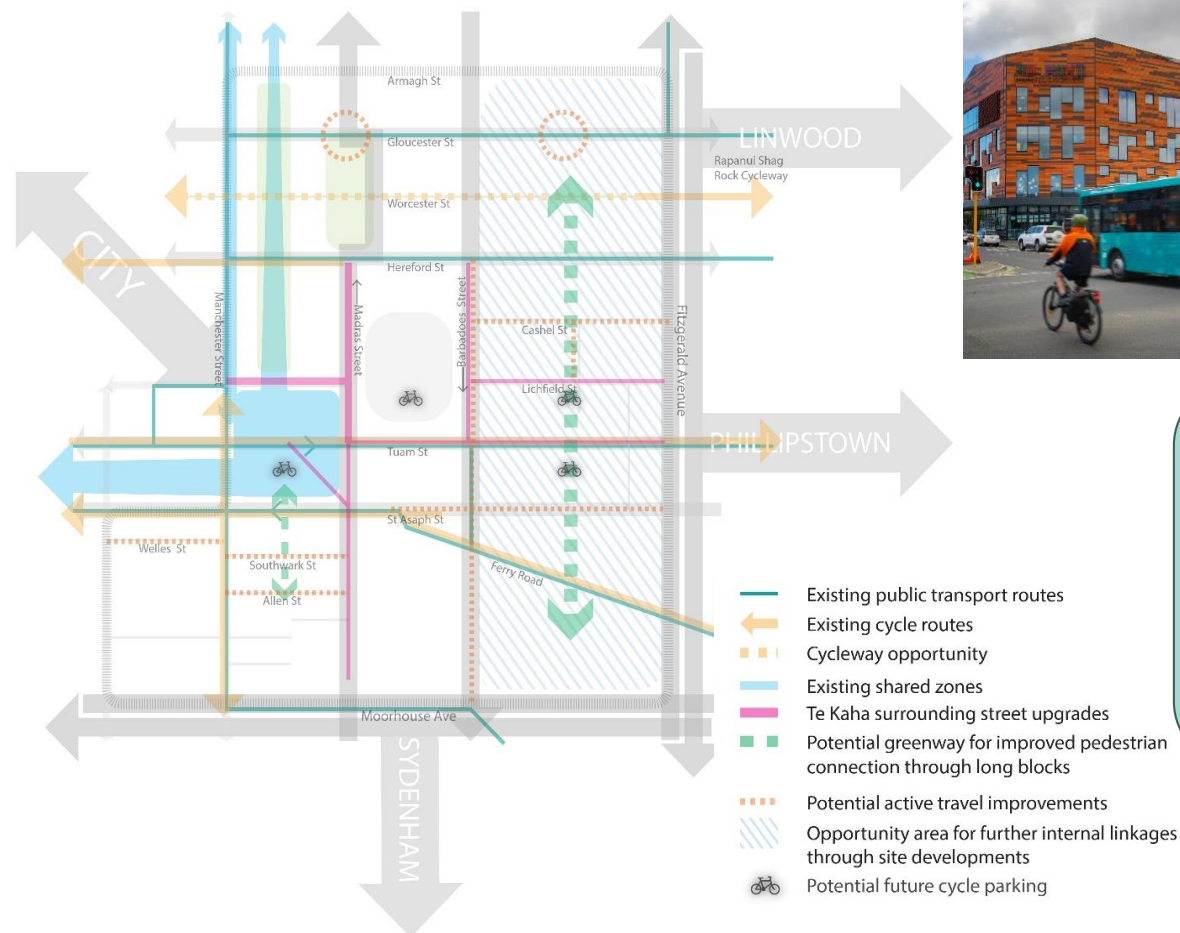


Actions

- Increase tree canopy cover.
- Create pockets of open space.
- Support greater resilience towards Climate Change.



Easy and enjoyable to get from A to B

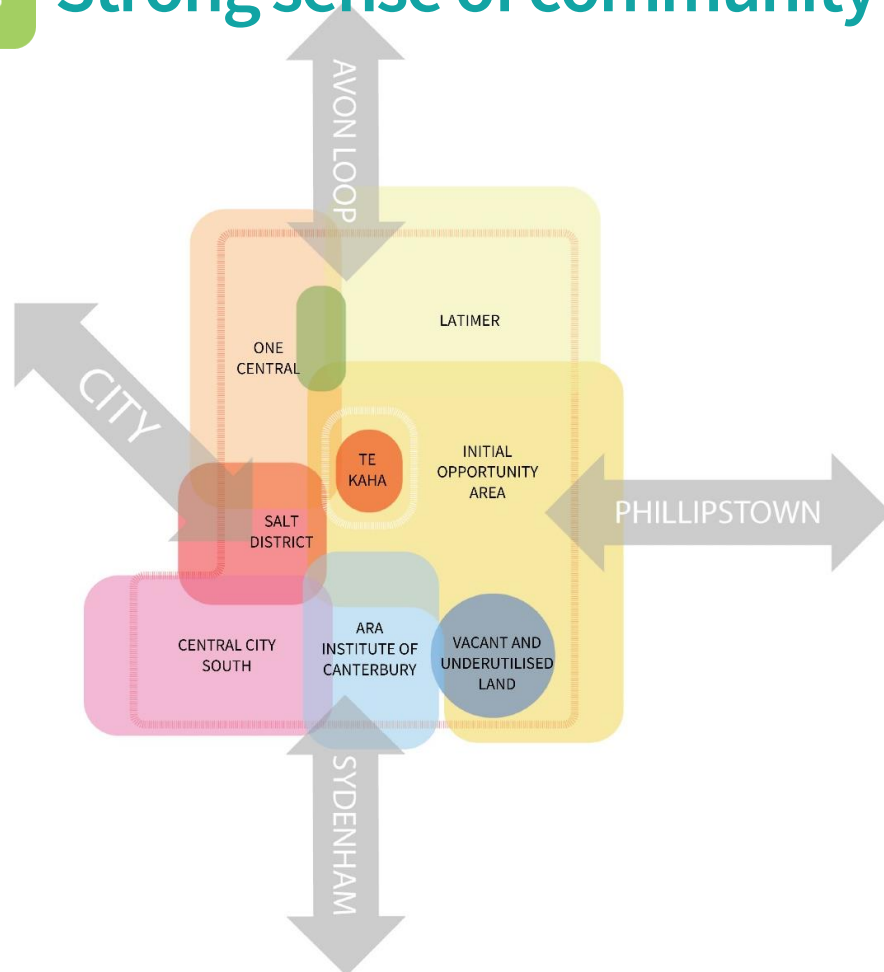


Actions

- Improve pedestrian and cycle links around the neighbourhood.
- Create safe, accessible and pleasant routes to key destinations.



Strong sense of community



Actions

- Foster and promote local identity and character.
- Support people to build community connections.

Consultation

- Kōrero Mai | Let's Talk
- Reconnect with key stakeholders
- Digital and print material

Next steps

March

Kōrero Mai, Let's Talk
consultation

Mid-2024

Community Board
endorsement of the South-East
Neighbourhood Plan

Council adoption as a guide to
decision making

