



Waipuna

Halswell-Hornby-Riccarton Community Board

EXTRAORDINARY AGENDA

Notice of Meeting:

An extraordinary meeting of the Waipuna Halswell-Hornby-Riccarton Community Board will be held on:

Date: Tuesday 9 April 2024
Time: 4:00 pm
Venue: Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Membership

Chairperson	Helen Broughton
Deputy Chairperson	Marie Pollisco
Members	Sarah Brunton
	Henk Buunk
	Gamal Fouda
	Tyla Harrison-Hunt
	Andrei Moore
	Debbie Mora
	Mark Peters

3 April 2024

Principal Advisor

Jess Garrett
Manager Community Governance,
Halswell Hornby Riccarton
Tel: 941 6289

Faye Collins
Community Board Advisor
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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

https://www.youtube.com/channel/UCQN_yNuZzfRhDJ2scAEjCvA

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What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term 2022–2025

Strategic Priorities



Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



Reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of today's residents with the needs of future generations, with the aim of leaving no one behind.

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

To be adopted by the Council as part of the Long Term Plan 2024–2034



A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

Our intergenerational vision

A place of opportunity for all.

Open to new ideas, new people,
new investment and new ways
of doing things – a place where
anything is possible.



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

Waipuna Halswell-Hornby-Riccarton

Our priorities 2023-25

- | | |
|------------------|---|
| Halswell | Advocate for a fenced dog park for the Halswell Ward. |
| Halswell | Advocate for safe, accessible pedestrian connections to significant community destinations in the Halswell Ward. |
| Halswell | Support initiatives that provide safe recreation spaces and opportunities for youth in Halswell to come together. |
| Hornby | Advocate for the development and implementation of a Hornby Masterplan. |
| Hornby | Advocate for the revitalisation of greenspaces in the Hornby Ward including the increase of tree canopy in the ward. |
| Hornby | Support the transition of the Hornby Community Care Centre to full ownership for the Hornby Community Care Trust. |
| Riccarton | Advocate for liveable neighbourhoods in the Riccarton Ward. |
| Riccarton | Support initiatives that provide for social cohesion, community connectedness and safety in the Riccarton Ward. |
| Riccarton | Support initiatives that provide things to do, places to go for youth in the Riccarton Ward. |

Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

TABLE OF CONTENTS NGĀ IHIRANGI

Karakia Tīmatanga	5
C 1. Apologies Ngā Whakapāha	5
B 2. Declarations of Interest Ngā Whakapuaki Aronga	5
C 3. Notice of Motion - Church Corner and Waimairi Road Safety Improvements	7
Karakia Whakamutunga	

Karakia Tīmatanga

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

1. Apologies Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Notice of Motion - Church Corner and Waimairi Road Safety Improvements

Reference Te Tohutoro: 24/531159

Responsible Officer(s) Te Councillor Tyla Harrison-Hunt, Councillor Andrei Moore and Board
Pou Matua: Member Marie Pollisco

Accountable ELT Mary Richardson, Interim Chief Executive
Member Pouwhakarae:

Pursuant to Standing Order 22 of Christchurch City Council's Standing Orders, the following Notice of Motion was submitted and signed by Councillor Tyla Harrison-Hunt and signed by Councillor Andrei Moore and Board Member Marie Pollisco.

1. Notice of Motion to the Waipuna Halswell-Hornby-Riccarton Community Board He Pānui Mōtini







That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Revokes the decision made at its meeting on 15 February 2024 for Resolutions 6-10 on the Church Corner and Waimairi Road Safety Improvements Report.
2. Approves the Officer Recommendations 6-10 Church Corner and Waimairi Road Safety Improvements Report as detailed below:

Church Corner and Waimairi Road Safety Improvements (Resolutions 6-10)

6. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Yaldhurst Road, located 65 metres south-east of its intersection with Brake Street, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
7. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Main South Road, located 313 metres east of its intersection with Curletts Road, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
8. Approves that in accordance with Clause 17 of the Christchurch City Council Traffic & Parking Bylaw 2017 that the Main South Road (east bound direction) approach at its intersection with Yaldhurst Road, be restricted to left turn movements only.
10. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the north bound traffic on Main South Road at its intersection with Yaldhurst Road be controlled by a Give Way. Amended
9. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the west bound traffic on Main South Road at a point 295 metres east of its intersection with Curletts Road be controlled by a Give Way.
3. Notes that the sufficient information to satisfy the decision-making process of sections 77-82 of the Local Government Act 2002 is contained in the original Officer report, as Attached to this Notice of Motion.
4. Notes that the remaining resolutions from the 15 February 2024 meeting in relation to the Church Corner and Waimairi Road Safety Improvements are unchanged.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Waipuna Halswell-Hornby-Riccarton Community Board 15 February 2024 Open Minutes	24/531365	9
B  	Waipuna Halswell-Hornby-Riccarton Community Board 14 March 2024 Open Minutes	24/534188	30
C  	Church Corner and Waimairi Road Safety Improvements Report 15 February 2024 For original submissions see: https://christchurch.infocouncil.biz/Open/2024/02/HHRB_20240215_AGN_9183_AT_ExternalAttachments/HHRB_20240215_AGN_9183_AT_Attachment_42989_4.PDF	24/533462	42



**Waipuna
Halswell-Hornby-Riccarton Community Board
OPEN MINUTES**

Date: Thursday 15 February 2024
Time: 4.30 pm
Venue: Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Present

Chairperson	Helen Broughton
Deputy Chairperson	Marie Pollisco
Members	Sarah Brunton
	Henk Buunk
	Gamal Fouda
	Tyla Harrison-Hunt (in person and via audio/visual link)
	Andrei Moore
	Debbie Mora
	Mark Peters

Jess Garrett
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www.ccc.govt.nz

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Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



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

Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved HHRB/2024/00001

That the apologies received from Tyla Harrison-Hunt for a late arrival and Andrei Moore for an early departure, be accepted.

Sarah Brunton/Henk Buunk

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Part C

Community Board Resolved HHRB/2024/00002

That the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board meeting held on Thursday, 14 December 2023 be confirmed.

Mark Peters/Henk Buunk

Carried

Gamal Fouda joined the meeting at 4.32pm.

4. Public Forum Te Huinga Whānui

Part B

4.1 Crossing Points on Sabys Road, Halswell

David Hawke, Secretary, Halswell Residents' Association, addressed the Board regarding the need for pedestrian crossing points on Sabys Road, Halswell.

He advised that there is heavy traffic at times on Sabys Road and it is often difficult for pedestrians to cross, including children travelling to Halswell School. The Association supports the initiative in the Notice of Motion on the Agenda for the meeting that staff investigate the installation of two mid-block crossing points on Sabys Road using low-cost materials.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



Following questions from members, the Chairperson thanked Mr Hawke for his presentation.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Waka Kotahi Roding Improvements 206R Halswell Road (SH75) - Temporary Licence to Occupy and Purchase of Land

David Hawke, Secretary, Halswell Residents' Association, addressed the Board regarding the Waka Kotahi Roding Improvements 206R Halswell Road (SH75) - Temporary Licence to Occupy and Purchase of Land Report (Item 10 of these Minutes refers).

The Association is supportive of the proposals regarding the sale of land to Waka Kotahi to improve the roading network, including for users of public transport and cyclists.

The Association recognises that improving safety will encourage use of cycles with positive effects on carbon emissions.

Following questions from members, the Chairperson thanked Mr Hawke for his presentation.

4. Public Forum Te Huinga Whānui (continued)

Part B

4.2 Wigram Aquatic Centre

Morgan Du, local resident, addressed the Board regarding the benefits of an Aquatic Centre being established in Wigram.

Morgan Du considers that the location of an Aquatic Centre in Wigram will provide access to a swimming pool for local residents, particularly young people, resulting in physical and mental health benefits. Also, the proximity of a pool would make it easier for people to learn to swim.

In addition, an Aquatic Centre would provide local employment opportunities and be an attraction for the area that could result in increased patronage for local businesses.

Morgan Du acknowledged the challenge of funding such a facility but considered that local fundraising could contribute to this.

Following questions from members, the Chairperson thanked Morgan Du for his presentation.

5. Deputations by Appointment Ngā Huinga Whakaritenga (continued)

Part B

5.2 Church Corner and Waimairi Road Safety Improvements

Josiah Tualamali'i, local resident, addressed the Board in relation to the Church Corner and Waimairi Road Safety Improvements Report (Item 8 of these Minutes refers).

Mr Tualamali'i supports the proposed Church Corner safety improvements, particularly the proposal to make Main South Road (from Riccarton Road) entry only and removing vehicle access from Main South Road onto Riccarton Road and Yaldhurst Road.

He suggested that the greenspace resulting from the changes presented an opportunity to provide a marker to recognise the area's social history, cultural diversity and community connectivity.

Following questions from members, the Chairperson thanked Mr Tualamali'i for his presentation.

Tyla Harrison-Hunt joined the meeting via audio/visual link at 4.56pm.

5.3 Church Corner and Waimairi Road Safety Improvements

Corin Murfitt, Chair of Petersgate Trust and Gray Crawford, Business Manager, Petersgate Counselling Centre addressed the Board in relation to the Church Corner and Waimairi Road Safety Improvements Report (Item 8 of these Minutes refers).

Mr Crawford considers that the proposed changes to Main South Road and Curletts Road will create difficulty resulting in stress for clients accessing the Petersgate site.

Following questions from members, the Chairperson thanked Mr Crawford and Mr Murfitt for their presentation.

Tyla Harrison-Hunt joined the meeting in person at 5.16pm.

5.4 Church Corner and Waimairi Road Safety Improvements

Liz Orr, Teacher, spoke on behalf of St Peter's Anglican Preschool regarding the Church Corner and Waimairi Road Safety Improvements Report (Item 8 of these Minutes refers).

Ms Orr expressed concern that the proposed change to Main South Road will make it harder to access the site and may deter participation. Ms Orr considers that it will be preferable to maintain the ability to turn left from Main South Road onto Yaldhurst Road.

She is also concerned that the proposed changes may lead to driver impatience and frustration with possible detrimental effects for the safety of children.

Following questions from members, the Chairperson thanked Ms Orr for her presentation.

5.5 Church Corner and Waimairi Road Safety Improvements

Jennifer Porter, local resident, addressed the Board regarding the Church Corner and Waimairi Road Safety Improvements Report (Item 8 of these Minutes refers).

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



Ms Porter expressed concern about the proposed pedestrian crossings on Yaldhurst, Waimairi and Main South Roads, potentially resulting in numerous stoppages for vehicles and frustration for drivers and carelessness.

Ms Porter considers that the change to make Main South Road one way at Church Corner will be hard for residents.

Following questions from members, the Chairperson thanked Ms Porter for her presentation.

5.6 Church Corner and Waimairi Road Safety Improvements

Mike Davidson, resident, addressed the Board regarding the Church Corner and Waimairi Road Safety Improvements Report (Item 8 of these Minutes refers).

Mr Davidson commended staff for the safety proposals contained in the report noting that the safety improvements were overdue.

Mr Davidson noted that the five traffic lanes in the vicinity of the Riccarton and Waimairi Roads intersection creates difficulties for cyclists often being “squeezed”. The proposed safety improvements will not in his opinion improve this situation. While Mr Davidson supports the proposed removal of the left turn slip lane from Main South Road to Curletts Road he suggests that a small slip lane for cyclists could be maintained to avoid competition between cyclists and vehicles turning left at that corner.

Mr Davidson advised that his major concern is that without providing a dual crossing the proposals do not improve the already difficult journey for cyclists travelling East along the cycleway on Main South Road to safely transition to the other side of the road. Mr Davidson tabled a statement from an employee outlining her experiences travelling from Main South Road towards New Brighton.

Following questions from members, the Chairperson thanked Mr Davidson for his presentation.

Attachments

- A Mike Davidson Presentation - Employee Statement 

Andrei Moore left the meeting at 5.40pm and returned to the meeting at 5.46pm.

5.7 Church Corner and Waimairi Road Safety Improvements

Jeanette Quinn, local resident, addressed the Board regarding the Church Corner and Waimairi Road Safety Improvements Report (Item 8 of these Minutes refers).

Ms Quinn considers the proposed installation of a raised hump at the Bowen Street and Peer Street intersection is a good idea but suggested that the humps at Angela and Brake Street be increased in height to more effectively slow traffic. Ms Quinn noted that Bowen Street is increasingly being treated as a detour with heavier traffic than previously and there is no pedestrian crossing facility on the street.

Ms Quinn is concerned that the proposed relocated bus stop on Waimairi Road could obscure visibility of vehicles turning right into the Bush Inn Centre as well as for vehicles illegally exiting the centre at that point.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



Ms Quinn considers that improvements are required to ensure the safety of pedestrians using the crossing facility on Riccarton Road in the vicinity of Countdown. Ms Quinn suggested as an alternative to the proposed alteration to Main South Road, a traffic signal could be installed on Riccarton Road controlling the right hand turn onto Yaldhurst Road.

Following questions from members, the Chairperson thanked Ms Quinn for her presentation.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Notice of Motion - Installation of crossing points on Sabys Road, Halswell Community Board Resolved HHRB/2024/00003

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Requests that staff investigate and provide a report to the Board on the installation of two mid-block crossing points on Sabys Road using low-cost materials.

Andrei Moore/Sarah Brunton

Carried

Andrei Moore left the meeting at 6.05pm.

10. Waka Kotahi Roading Improvements 206R Halswell Road (SH75) - Temporary Licence to Occupy and Purchase of Land Community Board Consideration

Staff in attendance spoke to the accompanying report.

The Board also took into consideration the deputation made by David Hawke on behalf of Halswell Residents' Association (Item 5.1 of these Minutes refers).

Community Board Resolved HHRB/2024/00004 Officer recommendations accepted without change

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Supports the Crown – Waka Kotahi's project for improvements to Halswell Road between Dunbars Road and Augustine Drive, which provides for construction of a footpath and cycleway along with any required lighting to Councils standard as indicated on the plan shown in the agreement, through resolving the following:
2. Resolves to grant temporary occupation of that part of the Land B and Land D (shown labelled "F" & "K" on the Plan contained in the Draft Memorandum of Agreement attached to the report on the meeting agenda), being an area of approximately 511 square metres to allow the formation of a footpath to be vested in the Council upon completion.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



3. Notes that:
 - a. Due to the mutual benefit, there is no consideration for the temporary occupation.
 - b. The Head of Transport has signed off the report on the meeting agenda indicating that they will accept the new footpath.
4. Grants delegated authority to the Property Consultancy Manager to do all things necessary and make all decisions at his sole discretion to conclude negotiations to finalise the terms of a temporary licence agreement with Waka Kotahi, including the signing of any associated documentation to implement the temporary licence agreement and to protect the Council's interests.

Helen Broughton/Mark Peters

Carried

Community Board Decided HHRB/2024/00005 Officer recommendations accepted without change

Part A

That the Waipuna Halswell-Hornby-Riccarton Community Board recommends that the Council:

5.
 - a. Transfer to the Crown the "Required Land" under section 50 of the Public Works Act. The Required Land being that part of the Land A, Land C and Land E (shown labelled "E", "H", "I" & "J" on the Plan contained in the Draft Memorandum of Agreement attached to the report on the meeting agenda), being an area of approximately 956 square metres, subject to final survey and for the consideration of \$83,130.43 plus Good and Services Tax (if any) with any adjustments made on a pro rata per metre rate if the area of land is increased.
 - b. Note that this Required Land will be declared road and vested in the Crown pursuant to section 114 of the Public Works Act 1981.
 - c. Grant delegated authority to the Property Consultancy Manager, to do all things necessary and make all decisions at his sole discretion to conclude negotiations to finalise the terms of a sale agreement with Waka Kotahi including the signing of any associated documentation to implement the sale of land and to protect the Council's interests.

Helen Broughton/Mark Peters

Carried

9. Proposed Road Names - 47 Redmund Spur Road

Community Board Resolved HHRB/2024/00006 Officer recommendations accepted without change

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves the following new road names for 47 Redmund Spur Road (RMA/2022/2804).
 - a. Road 1 - Aschwell Road
 - b. Lane 1 - Mocomoko Lane

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024

Debbie Mora/Gamal Fouda

Carried

11. Keri Place - Proposed No Stopping Restrictions

Community Board Resolved HHRB/2024/00007 Officer recommendations accepted without change

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at any time on:
 - a. the north side of Keri Place commencing at its intersection with Hei Hei Road and extending in an easterly direction for a distance of 63.5 metres.
 - b. the east side of Keri Place commencing at a point 103.5 metres south of its intersection with Hei Hei Road and extending along the kerb line in a southerly and then northerly direction for a distance of 24.0 metres.
2. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 1.
3. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 1. And 2. are in place (or removed in the case of revocations).

Mark Peters/Marie Pollisco

Carried

12. Halswell Hornby Riccarton Discretionary Response Fund Application - Halswell Community Project Inc and Youth Development Fund Transfer Board Consideration

Staff in attendance spoke to the accompanying report and advised that the application by Halswell Community Project Inc has been withdrawn.

Staff Recommendations / Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves a grant of \$853 from its 2023-24 Discretionary Response Fund to Halswell Community Project Inc towards the Halswell Hub Dishwasher.
2. Approves the transfer of \$1,500 from the Halswell-Hornby-Riccarton 2023-24 Discretionary Response Fund to the Halswell-Hornby-Riccarton 2023-24 Youth Development Fund.

Community Board Resolved HHRB/2024/00008

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board approves the transfer of \$1,500 from the Halswell-Hornby-Riccarton 2023-24 Discretionary Response Fund to the Halswell-Hornby-Riccarton 2023-24 Youth Development Fund.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



Sarah Brunton/Tyla Harrison-Hunt

Carried

**13. Waipuna Halswell-Hornby-Riccarton Community Board Area Report -
February 2024**

**Community Board Resolved HHRB/2024/00009 Officer recommendation accepted
without change**

Part B

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the Waipuna Halswell-Hornby-Riccarton Community Board Area Report for February 2024.

Mark Peters/Tyla Harrison-Hunt

Carried

**8. Church Corner and Waimairi Road Safety Improvements
Community Board Consideration**

Staff in attendance spoke to the accompanying report.

Community Board Resolved HHRB/2024/00010

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Adjourn the meeting until 4.30pm, Tuesday 20 February 2024.

Helen Broughton/Mark Peters

Carried

The meeting adjourned at 7.02pm.

Gamal Fouda left the meeting at 7.02pm and was absent from the reconvened meeting.

The meeting reconvened at 4.34pm on Tuesday 20 February 2024.

Community Board Consideration Continued

Staff in attendance spoke to the accompanying report.

The Board also took into consideration the deputations received from Josiah Tualamali'I, Gray Crawford and Corin Murfitt, Liz Orr, Jennifer Porter, Mike Davidson and Jeanette Quinn (Items 5.2 to 5.7 of these Minutes refers).

Staff outlined the purpose of the changes which is to mitigate the ongoing risk to all users at the intersections in Church Corner to improve safety for all.

Staff clarified that it is also proposed to install a speed hump on Bowen Street at its intersection with Peer Street.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



The Board discussed the proposed safety measures but was concerned about the possible disruption to traffic resulting from the proposal to remove vehicle access from Main South Road onto Riccarton Road and Yaldhurst Road.

In response to deputations received staff provided updated staff recommendations and a detailed plan reflecting these (Plan TG145703 attached to the minutes). 8. and 10. below in the Board's decision reflect the updated staff recommendations.

As part of the updated staff recommendations, there is an additional Part A recommendation to the Council, namely 1.e.

Note: As the Board did not agree to the recommendations in 6 to 10 below, the original staff recommendations 19 and 20 were not required to be considered.

Andrei Moore left the meeting at 4.41pm and returned at 4.54pm.

The meeting adjourned at 6.26pm and reconvened at 6.48pm.

Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board recommends that the Council:

1. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a Special Vehicle Lane for the use of northbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the west side of Waimairi Road, commencing at its intersection with Riccarton Road and extending in a northerly direction to its intersection with Bowen Street.
 - b. That a Special Vehicle Lane for the use of southbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the east side of Waimairi Road, commencing at a point 149 metres south of its intersection with Hanrahan Street and extending in a southerly distance to its intersection with Riccarton Road.
 - c. That a Special Vehicle Lane for the use of south eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north-east side of Yaldhurst Road, commencing at a point 94 metres south-east of its intersection with Angela Street and extending in a south easterly direction to its intersection with Riccarton Road.
 - d. That a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 1.6 (definition of Bus lane) of the Land Transport (Road User) Rule 2004 and also as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north side of Riccarton Road, commencing at its intersection with Yaldhurst Road and extending in an easterly direction to a point located 105 metres west of its intersection with Waimairi Road, as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
2. Approves that in accordance with Section 8.5 of the Land Transport Rule – Traffic Control Devices: 2004 that a signalised roadway crossing be installed on Waimairi Road, located 23

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



metres north from its intersection with Leslie Street, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A. This signalised crossing is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

3. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the west side of Waimairi Road, commencing at a point 20 metres north of its intersection with Leslie Street, and extending in a northerly direction for a distance of 11 metres be resolved as a Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
4. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the east side of Waimairi Road, commencing at a point 165 metres south of its intersection with Hanrahan Street, and extending in a southerly direction for a distance of 13 metres be resolved as a Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

That the Waipuna Halswell-Hornby-Riccarton Community Board:

General

5. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, road surface treatments, traffic calming devices, traffic islands and road markings on Main South Road, Curletts Road, Yaldhurst Road, Riccarton Road, Angela Street, Brake Street, Leslie Street, Waimairi Road, and Hansons Lane, as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.

Traffic Controls

6. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Yaldhurst Road, located 65 metres south-east of its intersection with Brake Street, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
7. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Main South Road, located 313 metres east of its intersection with Curletts Road, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
8. Approves, in accordance with Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Main South Road, from its intersection with Riccarton Road and extending in a westerly direction for a distance of 75 metres, be a one-way street, where vehicles must travel in a westerly direction only.
9. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the west bound traffic on Main South Road at a point 295 metres east of its intersection with Curletts Road be controlled by a Give Way.
10. Approves that in accordance with Clause 17(3) of the Christchurch City Council Traffic and Parking Bylaw 2017 that a No Entry control be placed against eastbound vehicles using the roadway on Main South Road at a point 295 metres east of its intersection with Curletts Road.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024

Bus Stops

11. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the north side of Riccarton Road, commencing at a point 158 metres west of its intersection with Waimairi Road, and extending in an easterly direction for a distance of 30 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
12. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the west side of Waimairi Road, commencing at a point 72 metres north of its intersection with Leslie Street, and extending in a northerly direction for a distance of 12 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
13. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the east side of Waimairi Road, commencing at a point 119 metres south of its intersection with Hanrahan Street, and extending in a southerly direction for a distance of 30 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
14. Approves that pursuant to Section 339(1) of the local Government Act:1974, that a bus shelter be installed on the east side of Waimairi Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.

Stopping and Parking restrictions

15. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Waimairi Road commencing at its intersection with Riccarton Road and extending in a northerly direction for a distance of 168 metres.
16. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-east side of Yaldhurst Road commencing at a point 48 metres south-east of its intersection with Brake Street and extending in a south easterly direction to its intersection with Riccarton Road.
17. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of Yaldhurst Road commencing at its intersection with Riccarton Road and extending in a north westerly direction to a point 200 metres south-east of its intersection with Curletts Road.
18. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-west side of Main South Road commencing at its intersection with Curletts Road and extending in a south westerly direction for a distance of 52 metres.
19. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Main South Road commencing at a point 262 metres east of its intersection with Curletts Road, and extending in a easterly direction to its intersection with Riccarton Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



20. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Main South Road commencing at a point 286 metres east of its intersection with Curletts Road, and extending in a easterly direction to its intersection with Riccarton Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.
21. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the parking and /or stopping restrictions described in 1-21 above.
22. Approves that these resolutions take effect when parking signage and/or road markings that described in 1 to 21 are in place (or removed in the case of revocations).

Community Board Decision

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

Traffic Controls

6. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Yaldhurst Road, located 65 metres south-east of its intersection with Brake Street, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
7. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Main South Road, located 313 metres east of its intersection with Curletts Road, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
8. Approves that in accordance with Clause 17 of the Christchurch City Council Traffic & Parking Bylaw 2017 that the Main South Road (east bound direction) approach at its intersection with Yaldhurst Road, be restricted to left turn movements only.
10. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the north bound traffic on Main South Road at its intersection with Yaldhurst Road be controlled by a Give Way. Amended
9. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the west bound traffic on Main South Road at a point 295 metres east of its intersection with Curletts Road be controlled by a Give Way.

Following a division the motion was declared **lost** by 3 votes to 4 votes the voting being as follows:

For: Marie Pollisco, Tyla Harrison-Hunt and Andrei Moore

Against: Helen Broughton, Henk Buunk, Debbie Mora and Mark Peters

Abstained: Sarah Brunton

Tyla Harrison-Hunt/Marie Pollisco

Lost

Community Board Resolved HHRB/2024/00011 Officer recommendations accepted without change

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



Bus Stops

11. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the north side of Riccarton Road, commencing at a point 158 metres west of its intersection with Waimairi Road, and extending in an easterly direction for a distance of 30 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
12. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the west side of Waimairi Road, commencing at a point 72 metres north of its intersection with Leslie Street, and extending in a northerly direction for a distance of 12 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
13. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the east side of Waimairi Road, commencing at a point 119 metres south of its intersection with Hanrahan Street, and extending in a southerly direction for a distance of 30 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
14. Approves that pursuant to Section 339(1) of the local Government Act:1974, that a bus shelter be installed on the east side of Waimairi Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.

Debbie Mora/Mark Peters

Carried

Community Board Resolved HHRB/2024/00012 Officer recommendation accepted without change

Stopping and Parking restrictions

15. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Waimairi Road commencing at its intersection with Riccarton Road and extending in a northerly direction for a distance of 168 metres.

Tyla Harrison-Hunt/Andrei Moore

Carried

Community Board Resolved HHRB/2024/00013 Officer recommendation accepted without change

Stopping and Parking restrictions

16. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-east side of Yaldhurst Road commencing at a point 48 metres south-east of its intersection with Brake Street and extending in a south easterly direction to its intersection with Riccarton Road.

Tyla Harrison-Hunt/Andrei Moore

Carried

Community Board Resolved HHRB/2024/00014 Officer recommendations accepted without change

Stopping and Parking restrictions

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



17. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of Yaldhurst Road commencing at its intersection with Riccarton Road and extending in a north westerly direction to a point 200 metres south-east of its intersection with Curletts Road.
18. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-west side of Main South Road commencing at its intersection with Curletts Road and extending in a south westerly direction for a distance of 52 metres.

Tyla Harrison-Hunt/Andrei Moore

Carried

The meeting adjourned at 7.29pm and reconvened at 7.36pm.

Community Board Resolved HHRB/2024/00015

General

5. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, road surface treatments, traffic calming devices, traffic islands and road markings on Main South Road (west of Curletts Road), Curletts Road, Yaldhurst Road, Riccarton Road, Angela Street, Brake Street, Leslie Street, Bowen Street, Waimairi Road, and Hansons Lane, as detailed on plan TG145703, dated 20 February 2024 and attached to the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board Meeting 15 February 2024 but excluding the changes shown at the Main South Road and Yaldhurst Road intersection.
21. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the parking and /or stopping restrictions described in Waipuna Halswell-Hornby-Riccarton Community Board resolutions HHRB/2024/00012, HHRB/2024/00013, HHRB/2024/00014 and HHRB/2024/00016.
22. Approves that these resolutions take effect when parking signage and/or road markings described in Waipuna Halswell-Hornby-Riccarton Community Board resolutions HHRB/2024/00012, HHRB/2024/00013, HHRB/2024/00014 and HHRB/2024/00016 are in place (or removed in the case of revocations).

Tyla Harrison-Hunt/Andrei Moore

Carried

Attachments

- A Church Corner Safety Improvements - Plan TG145703 

Community Board Decided HHRB/2024/00016

Part A

That the Waipuna Halswell-Hornby-Riccarton Community Board recommends that the Council:

1. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a Special Vehicle Lane for the use of northbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the west side of Waimairi Road, commencing at its

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



- intersection with Riccarton Road and extending in a northerly direction to its intersection with Bowen Street.
- b. That a Special Vehicle Lane for the use of southbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the east side of Waimairi Road, commencing at a point 149 metres south of its intersection with Hanrahan Street and extending in a southerly distance to its intersection with Riccarton Road.
 - c. That a Special Vehicle Lane for the use of south eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north-east side of Yaldhurst Road, commencing at a point 94 metres south-east of its intersection with Angela Street and extending in a south easterly direction to its intersection with Riccarton Road.
 - d. That a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 1.6 (definition of Bus lane) of the Land Transport (Road User) Rule 2004 and also as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north side of Riccarton Road, commencing at its intersection with Yaldhurst Road and extending in an easterly direction to a point located 105 metres west of its intersection with Waimairi Road.
 - e. That a Special Vehicle Lane for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northwest side of Main South Road, commencing at its intersection with Curletts Road and extending in a south-westerly direction for a distance of 50 metres as detailed on plan TG145703, dated 20/02/2024 and attached to the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board Meeting 15 February 2024.
2. Approves that in accordance with Section 8.5 of the Land Transport Rule – Traffic Control Devices: 2004 that a signalised roadway crossing be installed on Waimairi Road, located 23 metres north from its intersection with Leslie Street, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A. This signalised crossing is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
 3. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the west side of Waimairi Road, commencing at a point 20 metres north of its intersection with Leslie Street, and extending in a northerly direction for a distance of 11 metres be resolved as a Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
 4. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the east side of Waimairi Road, commencing at a point 165 metres south of its intersection with Hanrahan Street, and extending in a southerly direction for a distance of 13 metres be resolved as a Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Tyla Harrison-Hunt/Andrei Moore

Carried

Page 16

Item 3

Attachment A

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



Andrei Moore and Tyla Harrison-Hunt left the meeting at 7.45pm.

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

Part B

The following information was discussed:

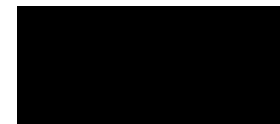
- Board members visited the Ecogas sites at Reporoa and Papakura and viewed the operations noting that no odour was detected offsite.
- Finalisation of the Draft Long Term Plan is currently underway including provision for toilet facilities at Branston Park and Awatea/Amyes/Springs Roads upgrades.
- It was noted that the Mayor and planning staff had met with the Minister regarding Plan Change 14 and changes to requirements for provision for medium density residential units.
- There is concern around noise levels at the industrial residential interface in Hornby and work to monitor these levels is required.

Debbie Mora left the meeting at 7.47pm.

Karakia Whakamutunga

Meeting concluded at 8.02pm.

CONFIRMED THIS 14th DAY OF MARCH 2024.



**HELEN BROUGHTON
CHAIRPERSON**



**Waipuna
Halswell-Hornby-Riccarton Community Board
MINUTES ATTACHMENTS**

Date: Thursday 15 February 2024
Time: 4.30 pm
Venue: Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

TABLE OF CONTENTS NGĀ IHIRANGI	PAGE
5.6. Church Corner and Waimairi Road Safety Improvements	
A. Mike Davidson Presentation - Employee Statement.....	3
8. Church Corner and Waimairi Road Safety Improvements	
A. Church Corner Safety Improvements - Plan TG145703	4

Mike Davidson

From: Faye White
Sent: Tuesday, 13 February 2024 2:21 p.m.
To: Mike Davidson

Cycleway from Sockburn to Town via Church Corner

The purpose of this letter is to outline the accessibility of the Church Corner area for cyclists.

Currently, I cycle from 75 Main South Road to New Brighton four days per week between 3-4 pm.

I join the dual lane cycleway (the wrong side of the road for which I need to travel) on my way east from outside of the Riccarton library. As I approach Church Corner there is no practical way for me to transition onto the correct side of the road.

If I persist with the cycle path I must do the following:

- Remain on the cycle lane which passes Countdown and adjoins the footpath. I have lost count of the times that cars pulling out of Countdown are not anticipating looking left and pulling straight out onto the path. It is neither practical nor efficient to remain on this path which becomes fully pedestrianised and is busy at the bus stop. At this point, I need to dismount my bike (if I haven't had to already) and cross at the lights to get to the correct side of the road to continue travelling east.

Therefore instead:

- I use the cycle lane until I am roughly parallel with St Peter's Anglican Church before pulling across two busy lanes of traffic to get to the side of the road I need to continue travelling east. I remain in the left turn lane at the Main S, Yaldhurst, and Riccarton Road intersection as there is no infrastructure for cyclists turning right, before biking through the island which has a laneway and across onto the side of the road I need to be.

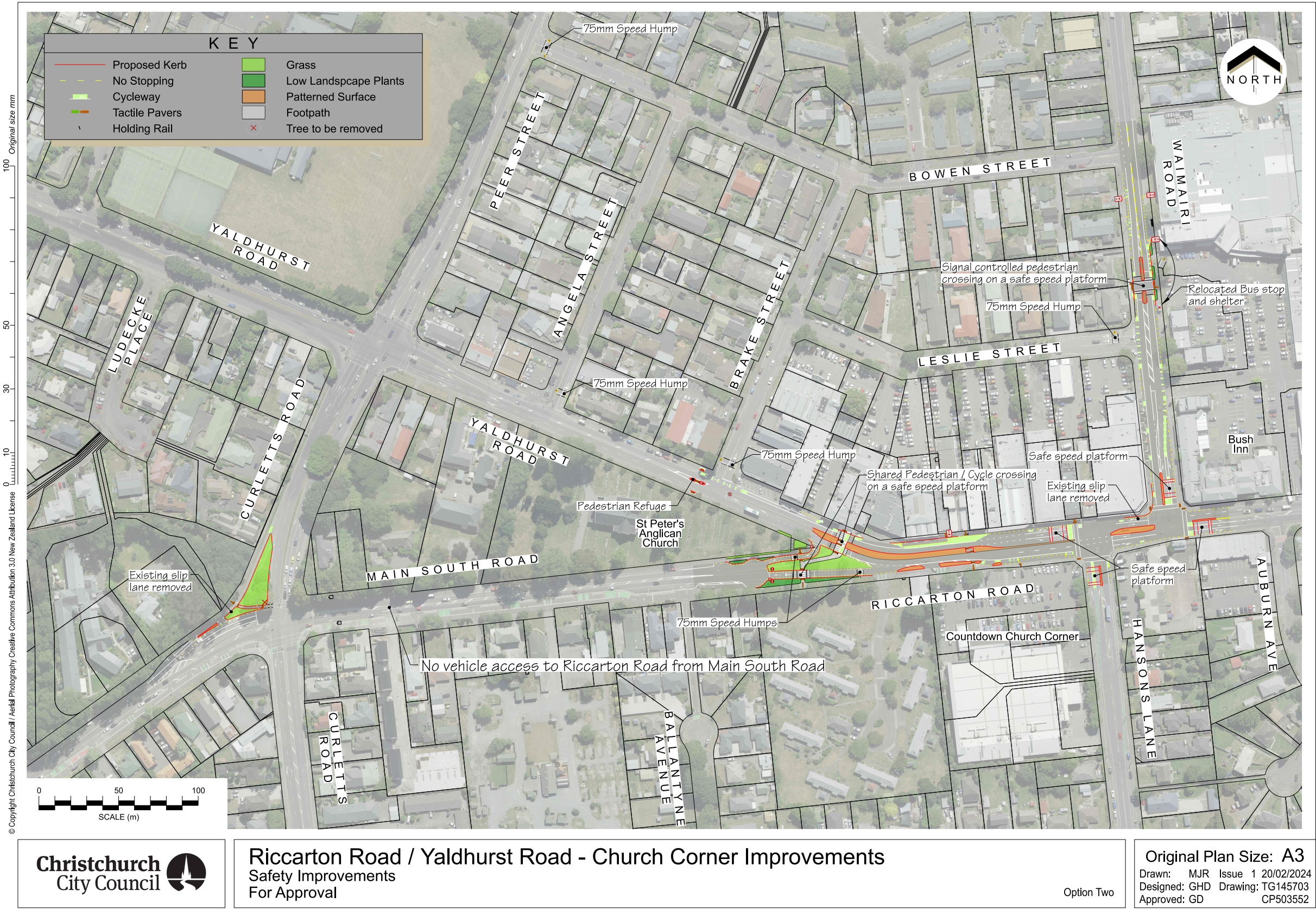
Without infrastructure that prioritises safe cycling, Christchurch will never effectively reduce transport emissions. Christchurch is huge, flat and a great place to cycle. It makes no sense that so many residents feel unsafe cycling in their city. I am currently pregnant and this is one of the most dangerous parts of my cycle home. That could quite easily be changed.

Faye White

Ngā mihi

Faye White





Attachment A

Item 8

Attachment A

Item 3



**Waipuna
Halswell-Hornby-Riccarton Community Board
OPEN MINUTES**

Date:	Thursday 14 March 2024
Time:	4.31 pm
Venue:	Rārākau: Riccarton Centre, 199 Clarence Street, Christchurch
Present	
Chairperson	Helen Broughton
Deputy Chairperson	Marie Pollisco
Members	Sarah Brunton Henk Buunk Gamal Fouda Tyla Harrison-Hunt (via audio/visual link) Andrei Moore Debbie Mora Mark Peters

Principal Advisor
Jess Garrett
Manager Community Governance,
Halswell Hornby Riccarton
Tel: 941 6289

Faye Collins
Community Board Advisor
941 5108
faye.collins@ccc.govt.nz
www.ccc.govt.nz

To watch the meeting live, or a recording after the meeting date, go to:
https://www.youtube.com/channel/UCQN_yNuZzRhDJ2scAEjCvA

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



Waipuna Halswell-Hornby-Riccarton Community Board
14 March 2024



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

Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved HHRB/2024/00017

That the apologies received from Gamal Fouda for late arrival and Tyla Harrison-Hunt for early departure, be accepted.

Mark Peters/Marie Pollisco

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

Marie Pollisco and Mark Peters declared an interest in Item 13 Waipuna Halswell-Hornby-Riccarton - Better-Off Fund Application for Consideration, and took no part in the Board's discussion or voting on this item.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Part C

Community Board Resolved HHRB/2024/00018

That the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board meeting held on Thursday, 15 February 2024 be confirmed.

Sarah Brunton/Henk Buunk

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Halswell Community Project Inc Youth Project Report

Kate Cleverly, Senior Project Manager, spoke on behalf of Halswell Community Project Inc regarding its Youth Project Report.

Ms Cleverly advised that the group had identified a gap in the services available to young people in the Halswell area, specifically those intermediate school aged and above. She outlined the work undertaken by Halswell Community Project Inc to identify the needs of local young people and to address these.

After questions from members the Board Chairperson thanked Ms Cleverly for her presentation.

Waipuna Halswell-Hornby-Riccarton Community Board
14 March 2024



Gamal Fouda joined the meeting at 4.36pm.

4.2 Upper Riccarton War Memorial Library

The scheduled presentation did not go ahead.

4.3 Proposed rates increase and Intensification Proposal

Garth Wilson, Central Riccarton Residents' Association Secretary, spoke regarding the proposed level rates increase in the Council's Draft Long Term Plan 2024-34.

Mr Wilson considers the level of increase to be unaffordable for many and proposed that any rates increase should have been capped at no more than five percent.

Mr Wilson also spoke about residents' ongoing concern regarding District Plan proposals to provide for increased building heights of between six and ten storeys in the Riccarton and Hornby areas.

After questions from members the Board Chairperson thanked Mr Wilson for his presentation.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Church Corner and Waimairi Road Safety Improvements Update

Anne Scott, Submissions Coordinator, presented on behalf of Spokes Canterbury regarding the Church Corner and Waimairi Road Safety Improvements Update Report (Item 17 of the Minutes refers).

Ms Scott advised that Spokes Canterbury is supportive of the proposal to remove the ability to turn right from Main South Road onto Riccarton Road and to provide left turn access only onto Yaldhurst Road and install a pedestrian crossing at that point.

After questions from members the Board Chairperson thanked Ms Scott for her presentation.

Attachments

A Presentation - Spokes Canterbury 

5.2 Election of a Community Board Chairperson

David Lynch, Director Momentus Public Relations, spoke to the Election of a Chairperson Report (Item 16 of these Minutes refers).

Mr Lynch spoke in support of the current Board Chairperson and asked that she reconsider her resignation.

After questions from members the Board Chairperson thanked Mr Lynch for his presentation.

5.3 Church Corner and Waimairi Road Safety Improvements Update

Waipuna Halswell-Hornby-Riccarton Community Board
14 March 2024



Garth Wilson, Central Riccarton Residents' Association Secretary, spoke regarding the Church Corner and Waimairi Road Safety Improvements Update Report (Item 17 of the Minutes refers).

Mr Wilson expressed concern that a decision made by the Board at its last meeting is to be reconsidered at this meeting.

After questions from members the Board Chairperson thanked Mr Wilson for his presentation.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Briefing - Regional Council Long Term Plan

Regional Councillor, Deon Swiggs, briefed the Board on the Canterbury Regional Council's Draft Regional Council Long Term Plan that is currently out for consultation.

8. Proposed Road Names - 185 Kirk Road

Community Board Resolved HHRB/2024/00019 (Officer Recommendations accepted without change)

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves the following new private road names for 185 Kirk Road (RMA/2021/497).
 - a. Road 1 - Black Beech Road
 - b. Road 2 - Hazel Road
 - c. Road 3 - Tūākura Road

Mark Peters/Sarah Brunton

Carried

Suspension of Standing Orders

Community Board Resolved HHRB/2024/00020

That Standing Orders be temporarily suspended to enable debate to proceed freely regarding Item 9 on the agenda.

Helen Broughton/Henk Buunk

Carried

Resumption of Standing Orders

Community Board Resolved HHRB/2024/00021

That the Standing Orders set aside above, be resumed.

Helen Broughton/Mark Peters

Carried

9. Proposed Road Names - 48 Quaifes Road

Board Consideration

The Board took into consideration the deputation from the Halswell Residents' Association at its meeting on 12 December 2023 in regard to the naming proposal for 48 Quaifes Road.

Staff Recommendations / Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves the following new road names for 48 Quaifes Road (RMA/2022/2524).
 - a. Road 1 - Castle Hill Road

Community Board Resolved HHRB/2024/00022

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves the following new road names for 48 Quaifes Road (RMA/2022/2524).
 - a. Road 1 – Podocarp Drive

Andrei Moore/Debbie Mora

Carried

10. Bus stop upgrades beside Shand Crescent Reserve on Riccarton Road

Community Board Resolved HHRB/2024/00023 (Officer recommendations accepted without change)

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board approves:

Bus stop 38291 – Outside Shand Crescent Reserve on Riccarton Road (Attachment A)

1. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That all existing parking and stopping restrictions associated with bus stop 38291 on the south side of Riccarton Road commencing at its intersection with Shand Crescent and extending in a westerly direction for a distance of 26 metres, be revoked.
 - b. That the stopping of vehicles is prohibited at all times on the south side of Riccarton Road commencing at its intersection with Shand Crescent and extending in a westerly direction for a distance of 5 metres.

Waipuna Halswell-Hornby-Riccarton Community Board
14 March 2024



- c. That a bus stop be installed on the south side of Riccarton Road commencing at a point 6 metres west of its intersection with Shand Crescent and extending in a westerly direction for a distance of 44 metres.
- d. That the stopping of vehicles is prohibited at all times on the south side of Riccarton Road commencing at a point 49 metres west of its intersection with Shand Crescent and extending in a westerly direction for a distance of 6 metres.
2. That bus stop facilities including three sets of directional and warning tactile pavers and a bus stop sign are installed at the bus stop as shown on Attachment A to the report on the meeting agenda.
3. That any previous resolutions pertaining to parking and stopping restrictions made pursuant to any bylaw to the extent that they conflict with the parking and stopping restrictions described in clauses 1 – 2 above are revoked.
4. That these recommendations if approved, take effect when the parking and stopping restrictions that evidence the restrictions described in clauses 1 – 2 above are in place.

Tyla Harrison-Hunt/Gamal Fouda

Carried

11. Sparks Road and Milns Road intersection

Community Board Resolved HHRB/2024/00024 (Officer recommendations accepted without change)

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the staff report on Sparks Road and Milns Road intersection.
2. Receives the staff Memorandum with respect to the Manager Consultancy Services exercising delegation for the Road Stopping of areas of Sparks/Milns Road and purchase of land off Milns Road see **Attachment A** to the report on the meeting agenda.
3. Receives the scheme plans for the Sparks Road improvements, see **Attachment C** to the report on the meeting agenda, and notes that further details remain to be established through the subdivision process for various parcels of land along Sparks Road.

Mark Peters/Henk Buunk

Carried

12. Symes Road and Hayton Road Intersection - Proposed No Stopping Restrictions

Community Board Resolved HHRB/2024/00025 (Officer recommendations accepted without change)

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves that the stopping of vehicles be prohibited at any time on the south-western side of Symes Road (east-west leg) commencing at its intersection with Main South Road and

Waipuna Halswell-Hornby-Riccarton Community Board
14 March 2024



- extending in a south-easterly direction for a distance of 16 metres, as shown on Attachment A to the report on the meeting agenda Plan TG146866 dated 23/1/2024.
2. Approves that the stopping of vehicles be prohibited at any time on the south-western side of Main South Road commencing at its intersection with Symes Road (east-west leg) and extending in a south-westerly direction for a distance of 77 metres, as shown on Attachment A to the report on the meeting agenda Plan TG146866 dated 23/1/2024.
 3. Approves that the stopping of vehicles be prohibited at any time on the north-eastern side of Symes Road (east-west leg) commencing at its intersection with Main South Road and extending in a south-easterly then easterly direction for a distance of 63 metres, as shown on Attachment A to the report on the meeting agenda Plan TG146866 dated 23/1/2024.
 4. Approves that the stopping of vehicles be prohibited at any time on the south-eastern side of Main South Road commencing at its intersection with Symes Road (east-west leg) and extending in a north-easterly direction for a distance of 40 metres, as shown on Attachment A to the report on the meeting agenda Plan TG146866 dated 23/1/2024.
 5. Approves that the stopping of vehicles be prohibited at any time on the western side of Hayton Road commencing at its intersection with Symes Road (east-west leg) and extending in a northerly direction for a distance of 17 metres, as shown on Attachment A to the report on the meeting agenda Plan TG146866 dated 23/1/2024.
 6. Approves that the stopping of vehicles be prohibited at any time on the south side of Symes Road (east-west leg) commencing at its intersection with Symes Road (north-south leg) and extending in a westerly direction for a distance of 23 metres, as shown on Attachment A to the report on the meeting agenda Plan TG146866 dated 23/1/2024.
 7. Approves that the stopping of vehicles be prohibited at any time on the western side of Symes Road (north-south leg) commencing its intersection with Symes Road (east-west leg) and extending in a southerly direction for a distance of 14 metres, as shown on Attachment A to the report on the meeting agenda Plan TG146866 dated 23/1/2024.
 8. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in Items 1 to 7 above.
 9. Approve that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in Items 1 to 7 above are in place (or removed in the case of revocations).

Mark Peters/Debbie Mora

Carried

13. Waipuna Halswell-Hornby-Riccarton - Better-Off Fund Application for Consideration

Marie Pollisco and Mark Peters declared an interest in this Item and took no part in the Board's discussion or voting.

Community Board Resolved HHRB/2024/00026 (Officer recommendation accepted without change)

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

**Waipuna Halswell-Hornby-Riccarton Community Board
14 March 2024**



1. Approves a grant of \$35,000 from its Better-Off Fund to Riccarton Bush Trust towards the Pūtaringamotu/Riccarton Bush development project.

Debbie Mora/Sarah Brunton

Carried

**14. Waipuna Halswell-Hornby-Riccarton 2023-24 Discretionary Response
Fund Application - Halswell Community Project Inc.**

**Community Board Resolved HHRB/2024/00027 (Officer recommendation accepted
without change)**

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves a grant of \$2,500 from its 2023-24 Discretionary Response Fund to Halswell Community Project Inc towards the Halswell Information Booklet.

Debbie Mora/Marie Pollisco

Carried

**15. Waipuna Halswell-Hornby-Riccarton Community Board Area Report -
March 2024**

**Community Board Resolved HHRB/2024/00028 (Officer recommendation accepted
without change)**

Part B

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the Waipuna Halswell-Hornby-Riccarton Community Board Area Report for March 2024.

Debbie Mora/Andrei Moore

Carried

The meeting adjourned at 5.53pm and reconvened at 6.02pm.

**5. Deputations by Appointment Continued Ngā Huinga Whakaritenga
Continued**

Part B

5.4 Election of a Community Board Chairperson

Dr Lynette Hardie Wills, local resident, spoke to the Election of a Chairperson Report (Item 16 of these minutes refers).

Dr Hardie Wills spoke in support of the current Board Chairperson and urged that the Chairperson continue in the role.

After questions from members the Board Chairperson thanked Dr Hardie Wills for her presentation.

Waipuna Halswell-Hornby-Riccarton Community Board
14 March 2024



The meeting adjourned at 6.15pm and reconvened at 6.21pm.

16. Election of a Community Board Chairperson

Community Board Comment

Staff in attendance spoke to the accompanying report.

The Board also took into consideration the deputations received from David Lynch and Dr Lynette Hardie Wills (Items 5.2 and 5.4 of these minutes refers).

Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the report.
2. Accepts the resignation of Helen Broughton as the Chairperson of the Waipuna Halswell-Hornby-Riccarton Community Board, subject to the conditions listed in 1.3 above.
3. Adopts, by resolution, whether it will use System A or System B to elect a Chairperson.
4. Proceeds to elect a Community Board Chairperson effective from 1 May 2024.

Community Board Recommendation

The report be laid on the table until the next meeting to allow for informal discussion between the members so that the Board can move forward collaboratively and with mutual understanding, with no decision making within the discussion.

*The division was declared **lost** by 4 votes to 5 votes the voting being as follows:*

For: Helen Broughton, Gamal Fouda, Tyla Harrison-Hunt and Debbie Mora

Against: Marie Pollisco, Sarah Brunton, Henk Buunk, Andrei Moore and Mark Peters

Debbie Mora/Helen Broughton

Lost

Community Board Resolved HHRB/2024/00029

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the report.

Mark Peters/Marie Pollisco

Carried

The meeting adjourned at 6.46pm and reconvened at 6.53pm.

The meeting adjourned at 6.58pm and reconvened at 7.14pm.

Marie Pollisco rejoined the meeting at 7.16pm.

Community Board Recommendation

That the Waipuna Halswell-Hornby-Riccarton Community Board:

2. Accepts the resignation of Helen Broughton as the Chairperson of the Waipuna Halswell-Hornby-Riccarton Community Board effective as at 30 April 2024 subject to the condition

Waipuna Halswell-Hornby-Riccarton Community Board
14 March 2024



that the Board designate her as lead and spokesperson on all urban planning matters, including submissions for the remainder of the term.

3. Amends its governance arrangements regarding submissions passed at the Board meeting on 15 December 2022 to read as follows:
 - “2. Delegates authority to the Community Board Chairperson and Deputy Chairperson to, in consultation with Board members, consider submission opportunities and decide whether to lodge submissions on behalf of the Board.
 3. Delegates authority to the Community Board Chairperson and Deputy Chairperson, following consultation with Board members, to approve, finalise, and lodge submissions on behalf of the Board.
 4. Delegates authority to Helen Broughton following consultation with the Community Board Chairperson, and Board members, to develop, finalise, and lodge submissions on behalf of the Board in relation to urban planning matters.
 5. Authorises the Board Chairperson, Deputy Chairperson (or a member nominated by the Board Chairperson and Deputy Chairperson for this purpose) and Helen Broughton in respect of urban planning matters to:
 - a. appear and be heard on the behalf of the Board at any hearing of submissions;
 - b. following consultation with members withdraw (in whole or part) a submission made on behalf of the Board.
 6. All submissions to be reported to the Board for record keeping purposes.”

The division was declared **lost** by 3 votes to 6 votes the voting being as follows:

For: Helen Broughton, Henk Buunk and Mark Peters

Against: Marie Pollisco, Sarah Brunton, Gamal Fouda, Tyla Harrison-Hunt, Andrei Moore and Debbie Mora

Helen Broughton/Mark Peters

Lost

19. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Community Board Resolved HHRB/2024/00030

Part C

That at 7.38pm the resolution to exclude the public set out on pages 818 to 819 of the agenda be adopted.

Helen Broughton/Andrei Moore

Carried

Debbie Mora requested that her vote against the resolution be recorded.

Tyla Harrison-Hunt left the meeting at 7.38pm.

Gamal Fouda left the meeting at 7.39pm.

The public were re-admitted to the meeting at 8.24pm.

17. Church Corner and Waimairi Road Safety Improvements Update

Community Board Comment

Staff in attendance spoke to the accompanying report.

The Board took into consideration the deputations received from Anne Scott, Spokes Canterbury, and Garth Wilson, Central Riccarton Residents' Association (Items 5.1 and 5.3 of these Minutes refers).

Tyla Harrison-Hunt rejoined the meeting at 8.30pm.

Community Board Recommendation

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Lay the report on the table until the next meeting to seek additional information on alternative design options to mitigate the risk of crashes at the intersection of Main South Road, Riccarton Road and Yaldhurst Road.

The division was declared **a tie** the voting being as follows:

For: Helen Broughton, Henk Buunk, Debbie Mora and Mark Peters

Against: Marie Pollisco, Sarah Brunton, Tyla Harrison-Hunt and Andrei Moore

Mark Peters/Debbie Mora

Tie

The motion was not carried.

Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Church Corner and Waimairi Road Safety Improvements Update Report.
2. Revokes the decision made at its meeting on 15 February 2024 on staff recommendations 6-10 on Church Corner and Waimairi Road Safety Improvements Report.
3. Approves the officer recommendations 6-10 Church Corner and Waimairi Road Safety Improvements Report.
4. Notes that the remaining resolutions from the 15 February 2024 meeting are unchanged.

Community Board Recommendation

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Church Corner and Waimairi Road Safety Improvements Update Report.
2. Revokes the decision made at its meeting on 15 February 2024 on staff recommendations 6-10 on Church Corner and Waimairi Road Safety Improvements Report.
3. Approves the Officer Recommendations 6-10 Church Corner and Waimairi Road Safety Improvements Report.

Waipuna Halswell-Hornby-Riccarton Community Board
14 March 2024



4. Notes that the remaining resolutions from the 15 February 2024 meeting are unchanged.

*The vote on the motion was declared **a tie**.*

Andrei Moore/Marie Pollisco

Tie

The motion was not carried.

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

Part B

There was no information exchanged at this meeting.

Karakia Whakamutunga

Meeting concluded at 8.51pm.

CONFIRMED THIS 11TH DAY OF APRIL 2024

**HELEN BROUGHTON
CHAIRPERSON**

Item 3
Attachment B

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024

Christchurch
City Council

8. Church Corner and Waimairi Road Safety Improvements

Reference / Te Tohutoro: 23/1883677

Report of / Te Pou
Matua:

Gemma Dioni, Principal Advisor Transportation - Safety
Ann Tomlinson, Project Manager
Krystle Anderson, Engagement Advisor
Georgia Greene, Traffic Engineer

Senior Manager /
Pouwhakarae:

Lynette Ellis, Head of Transport & Waste Management
(Lynette.Ellis@ccc.govt.nz)

1. Purpose and Origin of Report Te Pūtake Pūrongo

- 1.1 For the Waipuna Halswell-Hornby-Riccarton Community Board to approve safety improvements to intersections around Church Corner and to make recommendations to Council for the items within the proposed design that rest with Council for decision making.
- 1.2 This report has been written in response to ongoing safety concerns in the area particularly for people travelling across the community by all different modes.
- 1.3 This intersections of Riccarton/Hansons/Waimairi and Curletts/Main South are both within the top 1% of intersections within the Christchurch District in terms of risk of being in a crash, compared to over 5700 Council controlled intersections citywide (Main South/Yaldhurst is in the top 3%). The intersection safety improvements were identified through a co-design process with Waka Kotahi NZ Transport Agency for the 2021-2024 National Land Transport Programme Funding Cycle. The Pipeline Development Tool (PDT) used in this process helps road controlling authorities and their funding partners plan road safety interventions, understand their benefits, including the expected reduction in death and serious injury, and identify the most effective interventions at a local, regional, and national level.
- 1.4 Church Corner and Waimairi Road are busy locations used by many people travelling to school, University or work, accessing the local shops and Bush Inn Centre, or moving across the community. Whether people are travelling through this intersection on foot, by bicycle, by bus or driving, they should be able to do so safely.
- 1.5 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by this being a busy area used daily by people travelling to the local amenities, travelling to school and commuting to work. There is some community interest in the project due to existing safety concerns.
- 1.6 The recommended option is to construct a package of safety improvements in the vicinity of Church Corner, as show in **Attachment A**, and summarised below:
 - Safe speed platforms on all approaches to the Riccarton Road, Hansons Lane, and Waimairi Road intersection.
 - Removing the slip lane from Riccarton Road onto Waimairi Road.
 - Reconfiguration of angle parking to parallel parking on Waimairi Road.
 - Speed humps on Angela Street and Brake Street at their intersection with Yaldhurst Road, Leslie Street at its intersection with Waimairi Road and Bowen Street at its intersection with Peer Street.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



- Making Main South Road (from Riccarton Road) entry only and removing vehicle access out of Main South Road onto Riccarton Road and Yaldhurst Road.
- Installation of pedestrian zebra crossings on Yaldhurst Road and Main South Road.
- Removing the left turn slip lane from Main South Road into Curletts Road and providing a left turn lane at the signals.
- Raised signalised crossing on Waimairi Road (outside Bush Inn Centre).
- Cycle improvements and bus stop improvements.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board recommends that the Council:

1. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a Special Vehicle Lane for the use of northbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the west side of Waimairi Road, commencing at its intersection with Riccarton Road and extending in a northerly direction to its intersection with Bowen Street.
 - b. That a Special Vehicle Lane for the use of southbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the east side of Waimairi Road, commencing at a point 149 metres south of its intersection with Hanrahan Street and extending in a southerly distance to its intersection with Riccarton Road.
 - c. That a Special Vehicle Lane for the use of south eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north-east side of Yaldhurst Road, commencing at a point 94 metres south-east of its intersection with Angela Street and extending in a south easterly direction to its intersection with Riccarton Road.
 - d. That a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 1.6 (definition of Bus lane) of the Land Transport (Road User) Rule 2004 and also as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north side of Riccarton Road, commencing at its intersection with Yaldhurst Road and extending in an easterly direction to a point located 105 metres west of its intersection with Waimairi Road, as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
2. Approves that in accordance with Section 8.5 of the Land Transport Rule – Traffic Control Devices: 2004 that a signalised roadway crossing be installed on Waimairi Road, located 23 metres north from its intersection with Leslie Street, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A. This signalised crossing is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
3. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the west side of Waimairi Road, commencing at a point 20 metres north of its intersection with Leslie Street, and extending in a northerly direction for a distance

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



of 11 metres be resolved as a Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

4. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the east side of Waimairi Road, commencing at a point 165 metres south of its intersection with Hanrahan Street, and extending in a southerly direction for a distance of 13 metres be resolved as a Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

That the Waipuna Halswell-Hornby-Riccarton Community Board:

General

5. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, road surface treatments, traffic calming devices, traffic islands and road markings on Main South Road, Curletts Road, Yaldhurst Road, Riccarton Road, Angela Street, Brake Street, Leslie Street, Waimairi Road, and Hansons Lane, as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.

Traffic Controls

6. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Yaldhurst Road, located 65 metres south-east of its intersection with Brake Street, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
7. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Main South Road, located 313 metres east of its intersection with Curletts Road, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
8. Approves, in accordance with Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Main South Road, from its intersection with Riccarton Road and extending in a westerly direction for a distance of 75 metres, be a one-way street, where vehicles must travel in a westerly direction only.
9. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the west bound traffic on Main South Road at a point 295 metres east of its intersection with Curletts Road be controlled by a Give Way.
10. Approves that in accordance with Clause 17(3) of the Christchurch City Council Traffic and Parking Bylaw 2017 that a No Entry control be placed against eastbound vehicles using the roadway on Main South Road at a point 295 metres east of its intersection with Curletts Road.

Bus Stops

11. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the north side of Riccarton Road, commencing at a point 158 metres west of its intersection with Waimairi Road, and extending in an easterly direction for a distance of 30 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



12. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the west side of Waimairi Road, commencing at a point 72 metres north of its intersection with Leslie Street, and extending in a northerly direction for a distance of 12 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
13. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the east side of Waimairi Road, commencing at a point 119 metres south of its intersection with Hanrahan Street, and extending in a southerly direction for a distance of 30 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
14. Approves that pursuant to Section 339(1) of the local Government Act:1974, that a bus shelter be installed on the east side of Waimairi Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.

Stopping and Parking restrictions

15. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Waimairi Road commencing at its intersection with Riccarton Road and extending in a northerly direction for a distance of 168 metres.
16. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-east side of Yaldhurst Road commencing at a point 48 metres south-east of its intersection with Brake Street and extending in a south easterly direction to its intersection with Riccarton Road.
17. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of Yaldhurst Road commencing at its intersection with Riccarton Road and extending in a north westerly direction to a point 200 metres south-east of its intersection with Curletts Road.
18. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-west side of Main South Road commencing at its intersection with Curletts Road and extending in a south westerly direction for a distance of 52 metres.
19. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Main South Road commencing at a point 262 metres east of its intersection with Curletts Road, and extending in a easterly direction to its intersection with Riccarton Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.
20. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Main South Road commencing at a point 286 metres east of its intersection with Curletts Road, and extending in a easterly direction to its intersection with Riccarton Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.
21. Approves that any previously approved resolutions be revoked , in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in conflict with,

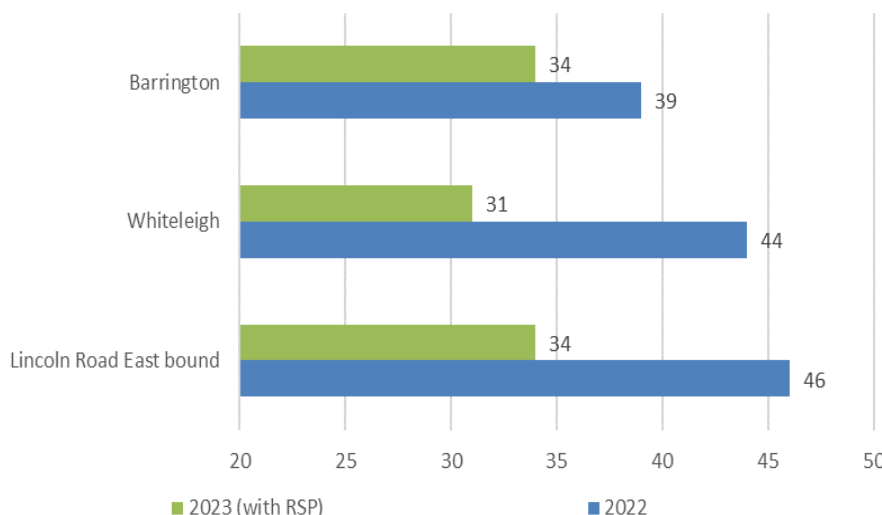
Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024

or recommended to be removed in regard to the parking and /or stopping restrictions described in 1-21 above.

22. Approves that these resolutions take effect when parking signage and/or road markings that described in 1 to 21 are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakataurua

- 3.1 The Church Corner area is busy with many people walking, cycling, accessing public transport and driving through, particularly at school times and when people are travelling to work. Whether people are travelling through this area on foot, by bicycle, bus or driving, they should be able to do so safely. If Council are to achieve its goal in reducing death and serious injuries on our roads, we need to create a safe transport system; one that recognises humans make mistakes and that these mistakes do not need to cost us our lives.
- 3.2 Options within this report have been assessed against relevant industry-standard guidance including the Standard Safety Intervention Toolkit Handbook produced by NZTA Waka Kotahi and Austroads design guides. Traffic signals are not typically identified and promoted as a Safe System solution, primarily due to the angle and impact speed of crashes at signalised intersections. Safe Speed Platforms (Raised Safety Platforms) are a vertical deflection device increasingly used to reduce the maximum comfortable operating speed for vehicles to Safe System collision speeds. The tolerable limit (survivable speed) for pedestrians and cyclists is 30 km/h.
- 3.3 Since the installation of the platform at the Lincoln/Barrington/Whiteleigh intersection, safer speeds by drivers entering the intersection have been achieved as shown in the chart below. In the preceding five-year period (2018-2022) there were 21 reported crashes at the Lincoln/Barrington/Whiteleigh intersection including two crashes resulting in serious injury. There have been no reported crashes at this intersection in 2023 (as of 16/01/2024).



Approach 85th percentile operating speeds at the Lincoln/Barrington/Whiteleigh intersection (vehicle speeds are at the bottom of the graph)

- 3.4 During consultation for Christchurch Regeneration Acceleration Facility (CRAF) projects, a request was received from a local blind resident for improvements to the section of Waimairi Road from Riccarton Road to Peer Street to help improve safety and accessibility for vision-

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



- impaired, disabled and elderly people. This included a project to investigate the need for a signalised pedestrian crossing at the Bush Inn Centre.
- 3.5 The recommendations in this report will help to achieve the desired community outcome of having well-connected communities and neighbourhoods, so people can take fewer and shorter trips to access goods and services and have access to safe and reliable low-emission travel choices.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Main South Road/Yaldhurst/Riccarton

- 4.1 Three options were proposed by the design team for the Main South Road/Yaldhurst Road/Riccarton Road intersection:

Option 1	Option 2	Option 3
Speed humps on Riccarton Rd on approach to intersection (both east and west bound directions).	Cul de sac on Main South Road (9m radius) to remove entry from MSR onto Riccarton/Yaldhurst. Provide westbound entrance to Main South Rd with give way priority at the cul de sac to allow for bus route access.	Create left in left out T- intersection at Main South Rd/Yaldhurst.
Build out southern footpath at bus stop outside countdown by approx. 0.8m, west of Hansons Ln.	Build out southern footpath at bus stop outside countdown by approx. 0.8m, west of Hansons Ln.	Build out southern footpath at bus stop outside countdown by approx. 0.8m, west of Hansons Ln.
Keep existing left turn lane from Main South Road onto Yaldhurst and leave existing crossing point to medical centre.	Install raised ped and cyclist (dual) crossing opposite medical centre, with shared path connection towards southern shared path on Main South Road.	Install raised pedestrian crossing opposite medical centre.
Retain crossing point opposite countdown.	Build out northern footpath along shops by approx. 1.0m.	Build out northern footpath along shops by approx. 1.0m.
Provide eastbound 1.8m cycle lane on Yaldhurst/Riccarton Rd which ends just after the bus stop (cycle sharrow markings to be provided after this point).	Provide eastbound 1.8m cycle lane on Yaldhurst /Riccarton Rd which ends just after the bus stop.	Provide eastbound 1.8m cycle lane on Yaldhurst /Riccarton Rd which ends just after the bus stop.
Reduce right turn bay for Brake St.	Reduce right turn bay for Brake St.	Retain existing length of right turn bay to Brake St.
Reduce westbound lane on Riccarton Road to one lane. Provide cycle ramp to enter existing shared path on southern side.	Reduce westbound lane on Riccarton Road to one lane. Provide cycle ramp to enter existing shared path on southern side.	Reduce westbound lane on Riccarton Road to one lane. Provide cycle ramp to enter existing shared path on southern side.

- 4.2 The advantages and disadvantages for each option are presented below.

	Option 1	Option 2	Option 3
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Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024

Advantages	Slows traffic on the approach to the intersection to give people more time to react should a crash occur.	Simplifies layout by removing the turning movements from Main South/Yaldhurst/Riccarton	Removes right turn from Main South/Yaldhurst/Riccarton
	Increases footpath width outside Countdown	Increases footpath width outside Countdown	Increases footpath width outside Countdown
	Slight improvement at the crossing point outside the Medical Centre	Improves crossing opportunities outside the medical centre.	Improves crossing opportunities outside the medical centre.
		Increases footpath width on the northern side of Riccarton Road	Increases footpath width on the northern side of Riccarton Road
		Increases accessibility for people walking/cycling on Main South Road to access shops and services on the north side of Riccarton Road.	Increases accessibility for people walking/cycling on Main South Road to access shops and services on the north side of Riccarton Road.
	Improves westbound cycle access to the Major Cycleway on Ballantyne Ave.	Improves westbound cycle access to the Major Cycleway on Ballantyne Ave.	Improves westbound cycle access to the Major Cycleway on Ballantyne Ave.
Disadvantages	Right turn from Main South Road to Yaldhurst is retained. While the consequence of a crash may be reduced with the traffic calming, the likelihood of a crash remains.	Re-assignment of traffic on the network. Modelling would need to be undertaken to understand the effects on the network.	Re-assignment of traffic on the network. Modelling would need to be undertaken to understand the effects on the network.
	Cost to change kerblines on south side, which may need altering again in future for MRT.	Cost to change kerblines on north and south side, which may need altering again in future for MRT.	Cost to change kerblines on north and south side, which may need altering again in future for MRT.
	No safer crossing points for people wanting to access shops and services on the north side of Riccarton Road.		

Riccarton/Hansons/Waimairi

4.3 Three options were proposed by the design team for the Hanson/Waimairi/Riccarton intersection:

Option 1	Option 2	Option 3
Westbound cycle lane on Riccarton Rd – 1.5m	Raised intersection <ul style="list-style-type: none"> ○ Tapered down to kerblines so platforms do not affect existing stormwater. 	Create a signalised Left-In-Left-Out intersection at Waimairi Road <ul style="list-style-type: none"> ○ Provide ‘reverse-seagull’ island on Riccarton Rd to

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024

	<ul style="list-style-type: none"> ○ New median islands on Waimairi Rd and Hansons Lane installed to allow for different length intersection ramps for the approach and departure side. ○ Unable to fit a median island on Riccarton Rd east so used a uniform 2m ramp across approach and departure lanes 	<ul style="list-style-type: none"> allow busses only to turn right onto Waimairi and restrict right turn movement out of Waimairi. ○ Install median island on Riccarton Rd to physically remove right turn to/from Waimairi Rd ○ Green surfacing and bus only markings at right turn • Provide traffic island on Waimairi to reduce southbound traffic to 1 lane at the intersection. • Waimairi approach to stay signalised. • Staggered dual ped & cyclist signal crossing on Riccarton Rd between Waimairi and Hansons, linked with signals.
Build out southern kerb and footpath (Between Hansons Lane and Auburn Avenue). This removes one westbound through lane at the signalised intersection.	Build out southern kerb and footpath (Between Hansons Lane and Auburn Avenue). This removes one westbound through lane at the signalised intersection.	Build out southern kerb and footpath (Between Hansons Lane and Auburn Avenue). This removes one westbound through lane at the signalised intersection.
Provide parallel parking markings on Waimairi Rd (northbound lane) to remove angle parking.	Provide parallel parking markings on Waimairi Rd (northbound lane) to remove angle parking.	Provide parallel parking markings on Waimairi Rd (northbound lane) to remove angle parking.
Remove LT slip and slip island on Waimairi Road - build out kerb to combine LT/TH movement into signalised intersection.	Remove LT slip and slip island on Waimairi Road - build out kerb to combine LT/TH movement into signalised intersection.	Remove LT slip and slip island - build out kerb to combine LT/TH movement.
Cyclist advanced stop boxes on all approaches.	Cyclist advanced stop boxes on all approaches.	Cyclist advanced stop boxes on all approaches.
Remove filter right turns.	Remove filter right turns.	Remove filter right turns.

4.4 The advantages and disadvantages for each option are presented below.

	Option 1	Option 2	Option 3
Advantages	Wider footpath on southern side.	Includes primary safe system treatment that physically controls speeds into the intersection. Likely to achieve safe system speeds for vulnerable users.	Restricts turn movements into and from Waimairi Road, prioritising bus movements only. New crossing installed between Hansons Lane and Waimairi Road to reduce the need for people to cross multiple approaches.
	Protected right turn from Riccarton Road to Hansons Lane.	Protected right turn from Riccarton Road to Hansons Lane.	

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024

	Slip lane removed at Riccarton/Waimairi, improving journeys for people walking.	Slip lane removed at Riccarton/Waimairi, improving journeys for people walking.	Slip lane removed at Riccarton/Waimairi, improving journeys for people walking.
	Advanced boxes provided for people riding. On-road cycle lane provided on Riccarton Road for westbound users.	Advanced boxes provided for people riding. On-road cycle lane provided on Riccarton Road for westbound users.	Advanced boxes provided for people riding.
Disadvantages	Cost to change kerblines on south side, which may need altering again in future for MRT.	Cost to change kerblines on north and south side, which may need altering again in future for MRT.	Cost to change kerblines on north and south side, which may need altering again in future for MRT.
		Small benefits to walking and cycling on Riccarton Road. Slowing of vehicles through the use of the safer speed platform.	Re-assignment of traffic on the network. Modelling undertaken to understand the effects on the network.
			Block back effects from right turn queuing overflowing onto adjacent through lanes.

Waimairi Road crossing

- 4.5 An independent assessment was undertaken to determine the most suitable and safest crossing type. This is provided in **Attachment B**.

Safe System Assessment

- 4.6 A Safe System Assessment was completed as part of the optioneering for the improvements. The Safe System Assessment is a formal examination of a road related program, project or initiative that assesses the safety of the existing intersection and the proposals. The process assesses if, and how, existing or future changes aligns with safe system principles with a focus on safer roads and safer speeds. The assessment provides a score for the existing arrangement and a score for the options from a total score of 448 (the lower score the safer the outcomes). A summary of the scores from the Safe System Assessment can be found below. Note that the lower the score, the safer the option.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024

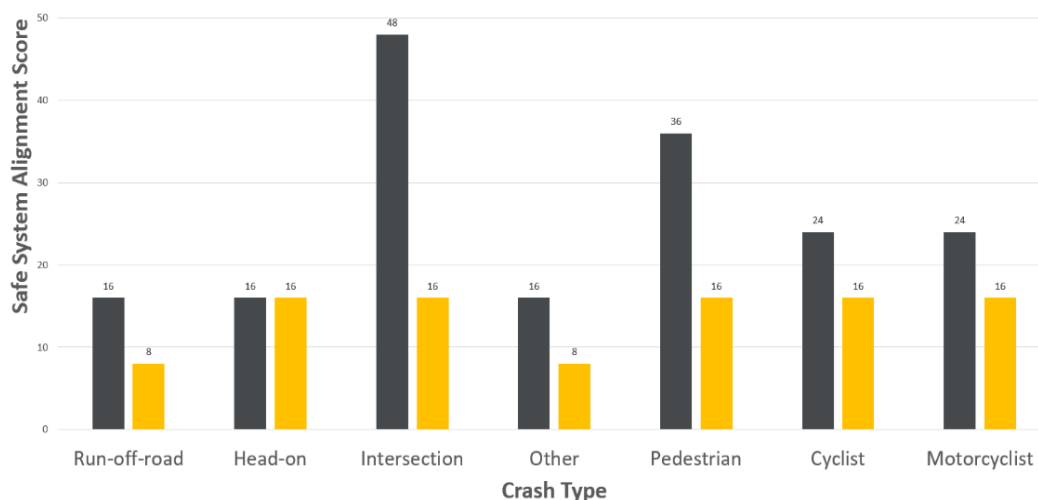


Chart 1: Summary safe system assessment collision type at Main South, Yaldhurst and Riccarton/Waimairi/Hansons (black is existing and orange is proposed)

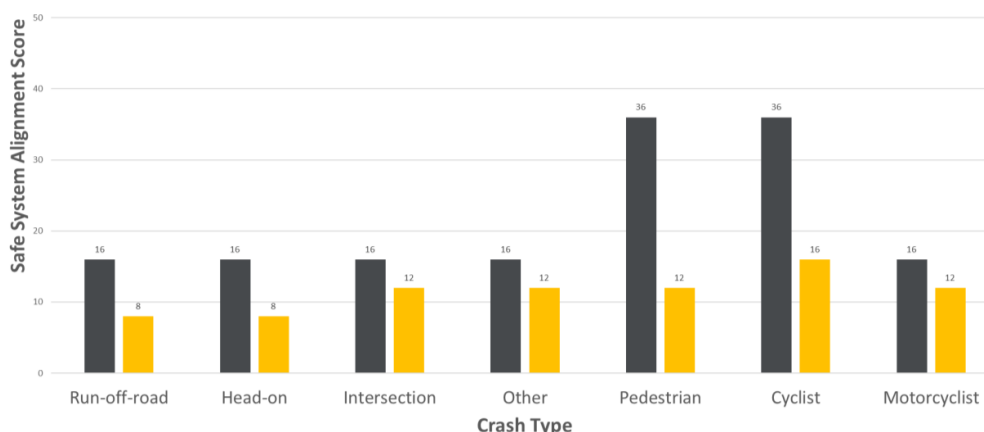


Chart 2: Summary safe system assessment collision type at Waimairi Road (black is existing and orange is proposed)

- 4.7 Chart 1 summarises the assessment of the Riccarton Road changes, which demonstrates that the closure of Main South Road at Yaldhurst and the Safe Speed Platforms at Riccarton/Hansons/Waimairi reduces the likelihood and severity of crashes for the intersections making them more safe system aligned. The Standard Safety Intervention Toolkit assumes a death and serious injury reduction of 40% by implementing raised safety platforms at existing signalised intersection.
- 4.8 The signalised crossing on a raised platform on Waimairi Road has benefits for all road users as shown in Chart 2.

5. Detail Te Whakamahuki

- 5.1 Improving safety on local roads in Christchurch is a priority for the Christchurch City Council. Providing safe infrastructure is key to ensure people get to where they are going safely irrespective of their mode of travel. Council has a Level of Service to reduce the number of deaths or serious injuries from all crashes by 40% in 2030. That is a reduction of five or more

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024

- per year, and for this to be under 71 crashes per year within the 10-year period. This is also a goal in the Road Safety Action Plan, which is a collaborative plan between Christchurch City Council, NZTA Waka Kotahi, ACC, FENZ and New Zealand Police.
- 5.2 Information was extracted from the Life in Christchurch Survey to understand how people, who selected Bush Inn-Church Corner as their mall of choice, travel to the centre:
 - 5.2.1 The majority visit once a week (53.33%), with the next highest frequency being two to four times a week (26.67%).
 - 5.2.2 Most travel by car (66.67%), with the next highest mode being walking (16.67%).
 - 5.2.3 Of those travelling by car, 45% find it very easy, and 35% find it easy.
 - 5.2.4 Of those walking, 21.43% find it easy, 19.64% find it very easy, and 17.86% find it very difficult. There is a fairly even spread of difficulty for walkers.
 - 5.3 The Church Corner area includes the Bush Inn Centre, Church Corner Mall, St Peters Anglican Church, a medical centre, supermarkets, other local shops and businesses. The University of Canterbury and student accommodation is located to the north of Riccarton Road, and there are two large schools close by including Villa Maria and Kirkwood Intermediate. These all generate foot traffic, so it needs to be safer for people wanting to cross the road. Further information on pedestrian counts and ward data is provided in **Attachment C**.
 - 5.4 There are signalised crossing facilities at the Riccarton/Hansons/Waimairi intersection and designated crossing points in the median island close to the Main South Road/Yaldhurst Road intersection for people to cross.
 - 5.5 It is proposed to provide improvements for people walking by providing additional crossing points and removing the slip lane from Riccarton Road into Waimairi Road. The primary reason for the removal of the slip lane is that it can make crossing a road feel unsafe for people walking, particularly children or vulnerable pedestrians. Drivers are focussing on what traffic may be coming from the right to see if they can pass through without stopping, which can sometimes lead to people speeding up to take the gap.
 - 5.6 Many pedestrians have been observed crossing Riccarton Road using the median islands between the Hansons Lane intersection and the Main South Road intersection, but not at the designated crossing. This is an attractive place to cross given the location of bus stops, however pedestrians are required to cross two lanes of traffic in each direction in faster traffic.
 - 5.7 There are no facilities for people riding bicycles through the Riccarton/Hansons/Waimairi intersection on Main South/Yaldhurst intersection. The South Express Cycleway provides a short local connection to Countdown entrance on the south side of Riccarton Road. The 2023 counts identified that there were 43 people riding bicycles through the intersection of Riccarton/Hansons in the morning peak hour, 72 in the afternoon peak hour and 17 during the off-peak lunchtime period. Some people were observed riding on the footpaths.
 - 5.8 There are five bus routes that use the stops on Riccarton Road to the west of Hansons Lane including the numbers 5, 86, 100, 130 and 140. The Orbiter bus route turns right into Waimairi Road from Riccarton Road (and left out for return journey). The 5, 100 and 130 bus routes turn left into Main South Road for the outbound journey and use Curletts Road and the Peer/Yaldhurst intersection to travel east through Church Corner. There are bus stops located through the project area. There are no changes to bus routes, however there is a change to the stop outside Bush Inn on Waimairi Road to accommodate the signalised crossing.
 - 5.9 There are approximately 2100 vehicles passing through the Riccarton/Hansons intersection in the morning peak and 2400 in the evening peak. There are approximately 1900 vehicles passing through at lunchtime.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024

- 5.10 There is little guidance given to drivers on the westbound approach to the Riccarton Road/Yaldhurst Road/Main South Road intersection, which can lead to late lane change decisions. There is nothing to prevent late lane changing, and this increases potential for vehicles giving way on Main South Road to be confused as to whether they need to give way to westbound traffic. Although the visibility of oncoming traffic on Main South Road is clear, it is possible that the combination of the curve of Riccarton Road and the two westbound lanes attributes to poor perception of vehicle speed and gap selection by traffic waiting to exit Main South Road.

Crash information for Main South/Yaldhurst/Riccarton

- 5.11 In the full ten-year period between 2013 and 2022, and the partial year of 2023 (not all crashes are recorded straight away), there were 83 reported crashes at or within 50 metres of this intersection. Of the 83 crashes:
- 76 were a result of crossing/turning movements
 - Four were a result of loss of control/head on
 - Two crashes were a result of rear-end/obstruction
 - One crash involved a person walking.
- 5.12 Of the 76 crossing/turning crashes, two resulted in a serious injury, and six resulted in a minor injury. There was no pattern in the two serious injury crashes:
- 5.12.1 One driver failed to stop at the give-way when turning right from Main South Road onto Riccarton Road and has driven into the corner of a bus that was about to turn into Yaldhurst Road from Riccarton Road.
- 5.12.2 One driver failed to stop at the give-way when turning right from Main South Road onto Riccarton Road and has driven into a cyclist travelling west on Yaldhurst Road from Riccarton Road.
- 5.12.3 The six minor crashes were also similar to the serious crashes in that all drivers exiting Main South Road have hit a vehicle travelling westbound on Riccarton Road to Yaldhurst Road. In four crashes, the driver on Main South Road had failed to give-way, and in two instances the driver on Main South Road failed to see the vehicles approaching and have exited into the path of the oncoming traffic.
- 5.12.4 The remaining 68 crashes were non-injury crashes, however on several occasions FENZ have attended due to the significant damage to vehicles. Ambulances have also been dispatched to many of the crashes alongside Police. This crash type varies from two to 12 per year. Drivers exiting Main South Road have stated that they have failed to see a vehicle, failed to give-way and have mis-judged the speed of the vehicle approaching from the east. In several crashes, the driver travelling westbound has been unable to stop in time when seeing a driver exiting from Main South Road. Two crashes involved buses travelling along Riccarton Road to Yaldhurst Road.
- 5.13 Two of the four loss of control/head on crashes occurred in 2021, the remaining two occurred in previous years. There are no trends in the data, with the following crashes occurring:
- Vehicle travelling westbound, has swerved hit the central island and then the driver has overcorrected ending up half on the footpath outside the church.
 - Vehicle approached intersection on giveaway sign failed to see motorcycle and failed to give way, motorcycle swerved to avoid head on collision crossed centreline and was hit by a car driving the other way.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



- A driver turning right from Main South Road has entered the intersection, has panicked on seeing an eastbound driver approaching from Yaldhurst Road, and hit the accelerator ending in the front of a building.
 - A driver turning right from Main South Road has lost control turning right. Was travelling over the temporary 30km/h limit used for the roadworks.
- 5.14 The two rear end crashes happened in two different years, one has involved a vehicle turning right into a side road away from the intersection and has hit a vehicle where the driver has made a last minute change to turn into the same entrance, the second crash involved a vehicle giving way to a rubbish truck collecting rubbish travelling eastbound on Riccarton Road and has been hit at the rear.
- 5.15 The crash involving the pedestrian resulted in minor injury only. The pedestrian had walked out into the road when walking with friends.

Crash information for Riccarton/Waimairi/Hansons

- 5.16 In the full ten-year period between 2013 and 2022, and the partial year of 2023 (not all crashes are recorded straight away), there were 41 reported number of crashes at and within 50 metres of this intersection. During this time, there was one fatal crash, two crashes that resulted in serious injury, 11 crashes resulting in minor injury, and 27 that resulted in non-injury but mainly vehicle damage.
- 5.17 One crash resulted in a person losing a life. The crash involved a vehicle performing a filtered right turn onto Hansons Lane, who hit a westbound motorcyclist on Riccarton Road during early morning hours in 2021.
- 5.18 Two crashes resulted in serious injury to people travelling outside a vehicle:
- 5.18.1 One crash involved a vehicle performing a filtered right turn onto Hansons Lane, who hit a westbound motorcyclist on Riccarton Road during the evening hours in 2022.
 - 5.18.2 One involved a person riding a bicycle south on Waimairi Road towards Riccarton Road and has collided with the rear of a vehicle. This crash occurred in 2021.
- 5.19 Of the remaining 38 crashes, 11 resulted in minor injury, this included three pedestrians being hit when crossing the road. These crashes occurred in two different locations:
- Waimairi Road, north of the entrance to Bush Inn.
 - Riccarton Road to the west of Hansons Lane (two crashes).
- 5.20 A further collision occurred involving a pedestrian being hit when crossing the slip lane on Waimairi Road at the intersection with Riccarton Road.
- 5.21 19 of the 38 crashes involved drivers turning at the intersection and being hit, six of which have resulted in a minor injury.
- 5.21.1 Seven of the crashes occurred at the Hansons/Riccarton intersection. Five vehicles turning right from Hansons Lane were hit by vehicles travelling westbound on Riccarton Road that had failed to stop at a red. A vehicle turning left from Hansons Lane was also hit by a westbound vehicle that had failed to stop at a red. Two crashes involved a vehicle turning right from Riccarton Road into Hansons Lane, which had failed to give way to a westbound vehicle.
 - 5.21.2 Ten of the crashes occurred at the Riccarton/Waimairi Road intersection:
 - Four crashes involved people turning right from Riccarton Road and crashing with vehicles travelling eastbound that had proceeded through a very late orange/start of red.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



- Two crashes involved a vehicle turning right into Waimairi Road that had failed to give-way, on one occasion this was failing to see the motorcycle travelling east.
 - One crash involved a vehicle waiting in the intersection to turn right and was hit by an oncoming vehicle travelling east on Riccarton Road. One crash involved a vehicle waiting to turn right into Waimairi Road when the signals were not operating, and one vehicle has indicated to the driver to turn but the driver has failed to see the car approaching in the other lane.
 - Two vehicles exiting Waimairi Road were hit by people travelling on Riccarton Road (one in each direction) that had passed through a red signal. One vehicle that was hit was a bus.
- 5.21.3 Two of the crashes occurred on Waimairi Road at the Bush Inn entrance. One involved a vehicle turning in to the Bush Inn Centre and failing to see a vehicle travelling in the left turn lane accessing the centre, and the other involved a vehicle exiting that had failed to see a vehicle had exited Leslie Street.
- 5.22 Eight of the 38 crashes resulted in the rear end of a vehicle being hit (one was a cycle travelling on the footpath). These were all non-injury crashes, with vehicle only damage being reported. Four occurred on the approach to signals, two of which occurred on the Waimairi Road approach. In each instance a vehicle was following too closely with little time to react.
- 5.23 Five of the 38 crashes involved loss of control by the driver. Three drivers were attempting to turn right into Waimairi Road from Riccarton Road, one turning left from Riccarton Road into Waimairi Road, and one turning right from Riccarton Road to Hansons Lane. On each occasion, the vehicle hit the traffic signals. Four of the five crashes occurred at night after 10pm.
- 5.24 Two of the 38 crashes involved vehicles overtaking and hitting other vehicles. One was a result of a late lane change to exit onto Main South Road, one was an inexperienced and impatient driver.

Crash information for Waimairi Road crossing

- 5.25 In the full ten-year period between 2013 and 2022, and the partial year of 2023 (not all crashes are recorded straight away), there have been no reported crashes at the location of the existing island.

Changes following engagement

- 5.26 Following consultation, changes been made to the proposal, which include:
- 5.26.1 Adding a speed hump on Bowen Street at the intersection with Peer Street to slow vehicle traffic entering this local street.
 - 5.26.2 Add sharrow markings in the shared through/left lanes between Hansons Lane and Waimairi Road to remind drivers that people riding bicycles are present.
 - 5.26.3 Add additional coloured surfacing road marking alongside the bus stop on Riccarton Road.
 - 5.26.4 Futureproof the zebra crossing on Riccarton Road/Yaldhurst Road to change to a dual crossing in future if people on bicycles are observed crossing at this location.
- 5.27 The decision affects the following wards/Community Board areas:
- 5.27.1 Riccarton Ward.
 - 5.27.2 Waipuna Halswell-Hornby-Riccarton

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



6. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

- 6.1 Early engagement with key stakeholders started in late October 2023. An email was sent to key transport stakeholders, local organisations and schools to advise them of the proposed changes and offer to meet with staff.
- 6.2 Staff met with Bush Inn Centre on 2 November and St Peter's Anglican Church, St Peter's Anglican Pre-School, and Petersgate Trust on 10 November 2023 to discuss the proposed changes.
- 6.3 Staff visited 66 local businesses around Church Corner on 6 and 8 November 2023. Staff also door knocked eight residential properties around the proposed Waimairi Road crossing. Flyers were left for anyone that was unavailable to speak with staff.
- 6.4 Consultation started on 9 November and ran until 7 December 2023. An email was sent to 173 key stakeholders.
- 6.5 The consultation was hosted on [Kōrero mai | Let's Talk](#) which had over 8,500 views throughout the consultation period. A flythrough video of the proposed changes was created and posted on the [Council's YouTube Channel](#) which had over 5,000 views. A Chinese voiceover version of the flythrough video was sent directly to Chinese groups in Christchurch which had over 100 views.
- 6.6 The consultation was posted on the council Facebook page and was shared to eight local community group pages which reached over 8,800 people.
- 6.7 A flyer was distributed, and a letter was sent to absentee owners of 300 residential properties around Church Corner on 13 November 2023. 100 copies of the flyer were also dropped to St Peter's Anglican Church and St Peter's Anglican Pre-School.
- 6.8 Paid advertising promoted the consultation to the community, including digital and newspaper ads, bus shelter and washroom posters, digital screens utilised in Upper Riccarton Library, Riccarton Library and Jellie Park and signs put up near pedestrian crossing points around Church Corner and Waimairi Road.

Summary of Submissions Ngā Tāpaetanga

- 6.9 Submissions were made by 12 recognised organisations and 292 individuals.
- 6.10 A full table of submission feedback is available online or in **Attachment D**.
- 6.11 Submitters were asked questions about the following sections of the proposal:
 - The Riccarton Road, Hansons Road and Waimairi Road intersection.
 - The Main South Road and Yaldhurst Road intersection.
 - The Curletts Road and Main South Road intersection.
 - The raised signalised pedestrian crossing on Waimairi Road.
- 6.12 For each section of the proposal, submitters were asked how safe they feel using these intersections and crossing points now, compared to how safe they think they would feel if the proposed changes were made.
- 6.13 The existing Riccarton Road, Hansons Lane and Waimairi Road intersection is perceived as somewhat or very safe by 93 submitters. If the proposed changes were implemented, 171 submitters said they would feel somewhat or very safe.

Waipuna Halswell-Hornby-Riccarton Community Board
 15 February 2024



- 6.14 The existing Main South Road and Yaldhurst Road intersection is perceived as somewhat or very safe by 71 submitters. If the proposed changes were implemented, 173 submitters said they would feel somewhat or very safe.
- 6.15 The existing Curletts Road and Main South Road intersection is perceived as somewhat or very safe by 98 submitters. If the proposed changes were implemented, 151 submitters said they would feel somewhat or very safe.
- 6.16 Crossing Waimairi Road near Bush Inn Centre currently is perceived as somewhat or very safe by 66 submitters. If the proposed changes were implemented, 179 submitters said they would feel somewhat or very safe.
- 6.17 The overall shift in safety perception across all the proposed changes is shown below in Table 1. A full breakdown analysis, key themes from submitters and a ‘how to’ on reading these tables is available in **Attachment E**. This also includes detailed feedback from key stakeholders including Environment Canterbury and staff response.
- 6.18 Overall, submitters indicated that they would feel safer if the proposed changes were made to each of the intersections or crossing points. There is a general increase in submitters saying they would feel somewhat safe (at least 11%) or very safe (at least 5%).

Overall shift in safety perceptions across all proposed changes					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Riccarton, Hansons, Waimairi intersection (292)	<div> <div></div> <div>-27, -9.25%</div> </div>	<div> <div></div> <div>-64, -21.92%</div> </div>	<div> <div></div> <div>+11, +3.77%</div> </div>	<div> <div></div> <div>+63, +21.58%</div> </div>	<div> <div></div> <div>+15, 5.14%</div> </div>
Main South, Yaldhurst intersection (292)	<div> <div></div> <div>-61, -20.89%</div> </div>	<div> <div></div> <div>-50, -17.12%</div> </div>	<div> <div></div> <div>+10, +3.42%</div> </div>	<div> <div></div> <div>+60, +20.55%</div> </div>	<div> <div></div> <div>+42, +14.38%</div> </div>
Curletts, Main South intersection (292)	<div> <div></div> <div>-25, -8.56%</div> </div>	<div> <div></div> <div>-40, -13.70%</div> </div>	<div> <div></div> <div>+12, +4.11%</div> </div>	<div> <div></div> <div>+34, +11.64%</div> </div>	<div> <div></div> <div>+19, +6.51%</div> </div>
Waimairi Road crossing (292)	<div> <div></div> <div>-51, -17.47%</div> </div>	<div> <div></div> <div>-56, -19.18%</div> </div>	<div> <div></div> <div>-6, -2.05%</div> </div>	<div> <div></div> <div>+64, +21.92%</div> </div>	<div> <div></div> <div>+49, +16.78%</div> </div>

Table 1 - Overall shift in safety perceptions across all proposed changes

7. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic AlignmentTe Rautaki Tīaroaro

- 7.1 Council’s strategic priorities have been considered in formulating the recommendations in this report, including, residents having equitable access to a range of transport options that make it easy and safe to get around the city, and reduce emissions as a Council and as a City.
- 7.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 7.3 Transport

7.3.1 Activity: Transport

Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=96 crashes

Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <= 12 crashes per 100,000 residents

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



Policy Consistency Te Whai Kaupapa here

- 7.4 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 7.5 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.
- 7.6 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 7.7 The effects of this proposal upon Mana Whenua are expected to be insignificant as the proposal involves minor work within the existing carriageway.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 7.8 The decisions in this report are likely to:
- 7.8.1 Contribute neutrally to adaptation to the impacts of climate change.
 - 7.8.2 Contribute positively to emissions reductions.
- 7.9 The emission reductions associated with this project have not been estimated.
- 7.10 Improving the ability for people to walk and cycle are a key part of council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.
- 7.11 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.
- 7.12 Improving safety and making the intersection feel safer would address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.
- 7.13 The National Emissions Reduction Plan (ERP) states we will have to 'substantially improve infrastructure for walking and cycling' to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 - required under the ERP). Improving the quality of walking and cycling infrastructure is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system, so improving safety for these users would be consistent with national direction.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 7.14 This proposal improves accessibility for pedestrians/cyclists, by providing a safer means of crossing at the intersection and on Waimairi Road.

8. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 8.1 Cost to Implement - \$810k for the works on Riccarton Road and on Waimairi Road to Leslie Street. The Waimairi Road signalised crossing is estimated to cost \$500k. These are estimates and not tendered prices.
- 8.2 Maintenance/Ongoing costs - To be covered under the area maintenance contract, the effects will be minimal to the overall asset.
- 8.3 Funding Source -

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024



- 8.3.1 Traffic Operations Minor Road Safety Budget for Riccarton Road and Main South Road projects.
- 8.3.2 Waimairi Road signalised pedestrian crossing (CPMS 73676) is funded through the Christchurch Regeneration Acceleration Facility (CRAF) in the Long-Term Plan.
- 8.4 Funding support - Waka Kotahi have confirmed that funding support at 51% is approved for the intersection works on Riccarton Road and Main South Road through the low-cost low-risk programme. Activities funded through the Low-Cost Low-Risk investment pathway do not need to calculate a benefit-cost ratio. Funding support is only guaranteed for this financial year.

Other He mea anō

- 8.5 None identified.

9. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 9.1 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 9.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 9.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 9.4 There is no other legal context, issue or implication relevant to this decision.
- 9.5 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 9.1 - 9.3.

10. Risk Management Implications Ngā Hīraunga Tūraru

- 10.1 None identified.

11. Next Steps Ngā Mahinga ā-muri

- 11.1 Should the intersection and pedestrian safety improvements be approved, construction will follow this financial year.

Waipuna Halswell-Hornby-Riccarton Community Board
15 February 2024

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Church Corner Safety Improvements	24/95888	
B	Waimairi Road Crossing Background Information	24/79397	
C	Church Corner Ward and Pedestrian Information	24/79383	
D	Church Corner safety improvements - all submissions (public)	24/94712	
E	Church Corner safety improvements - submission analysis	24/95777	

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

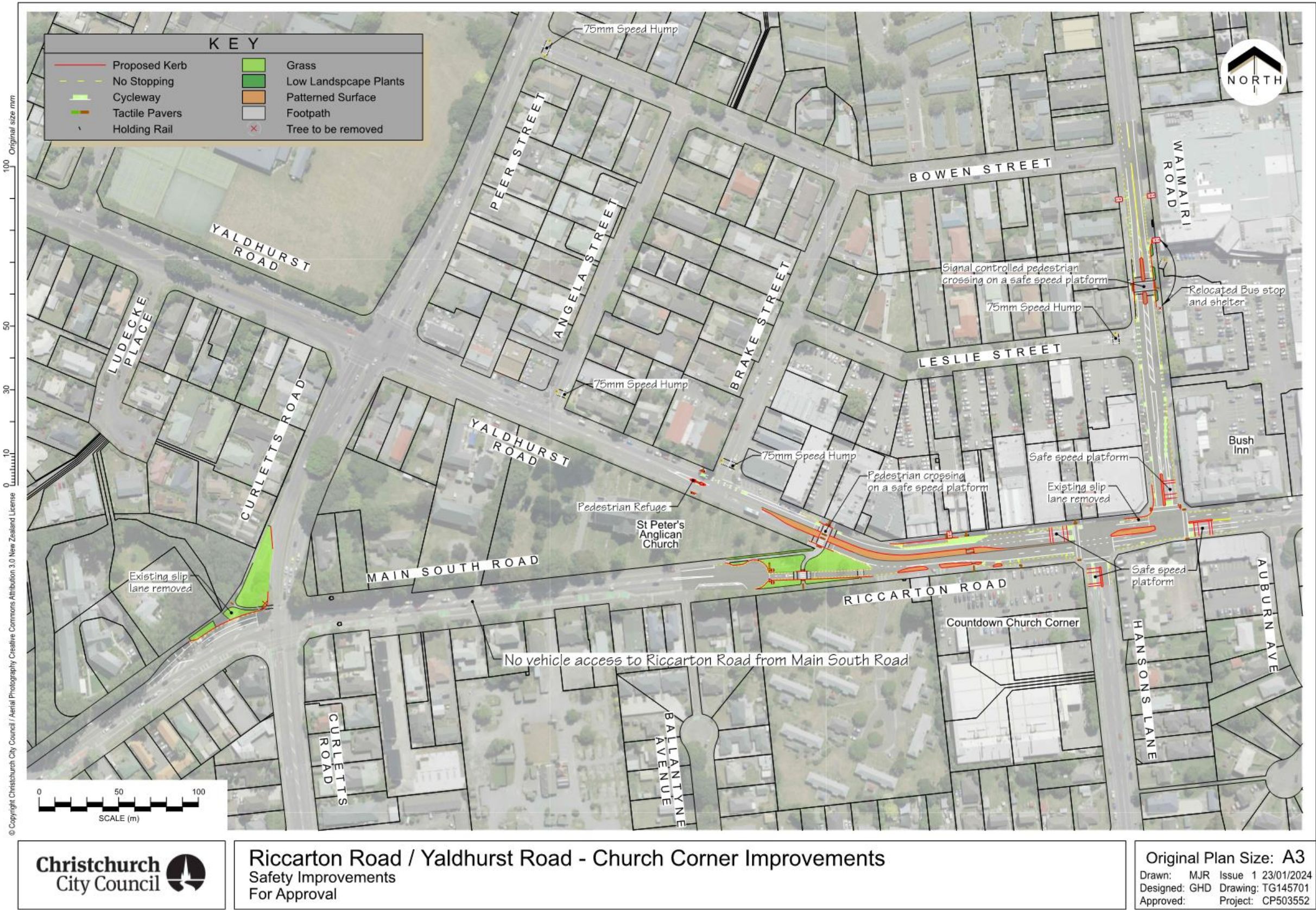
Document Name - Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:
(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories Ngā Kaiwaitohu

Authors	Gemma Dioni - Principal Advisor Transportation - Safety Ann Tomlinson - Project Manager Krystle Anderson - Engagement Advisor Georgia Greene - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management





Memorandum

To	Ann Tomlinson
Copy	
From	Steph Hautler
Office	Christchurch
Date	5 September 2023
File/Ref	6-DHLIM.07
Subject	Crossing Selection for Waimairi Road

Background

CCC have requested a review using the using the Pedestrian Network Guide Crossing Selection Process to determine the crossing selection type for Waimairi Road near Bush Inn.

The location we are reviewing currently has a staggered pedestrian refuge which leads to a bus stop with no crossing facility provided on the eastern side.



Figure 1: Potential crossing facility location on Waimairi Road with existing refuge

WSP
Christchurch
12 Moorhouse Avenue
Christchurch 8011
New Zealand
+64 3 363 5400
wsp.com/nz

1

Site Data

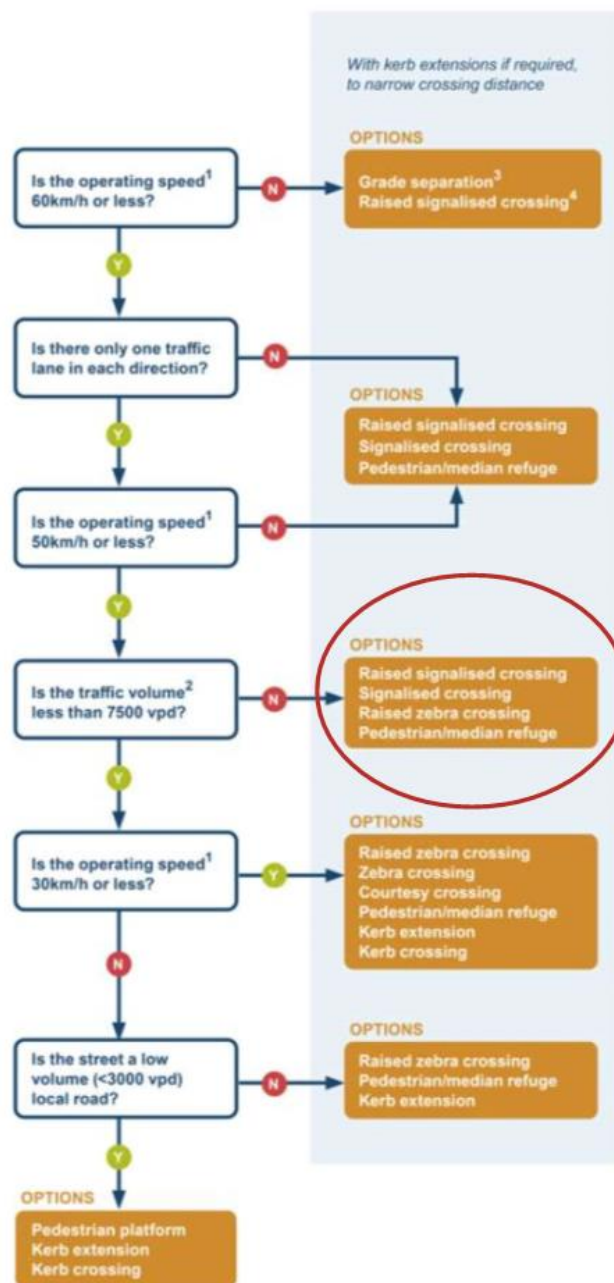
The following contextual data and/or assumptions have been made:

Variable/Condition	Details	Data Source
Street Function	Waimairi Road is categorised as an Urban Collector under the One Network Framework: To provide efficient movement of people and goods from A to B.	MegaMaps
Traffic Volume	10,719 vpd	MegaMaps
	4.2% HCVs = 450 vpd	CCC Links
Vehicle operating speeds	43 km/hr (free flow speed not 85%)	MegaMaps
Posted Speed Limit	50km/hr	MegaMaps
Safe and Appropriate Speed	40km/hr	MegaMaps
Who is expected to use the crossing	During pedestrian counts there were multiple school aged users as well as elderly or disabled users.	Observation
	A meeting with CP Lin outlined the need for a controlled crossing for elderly and visually impaired residents to move between the residential side of Waimairi and the shopping centre of Bush Inn as well as accessing the Orbitor bus on both sides of Waimairi.	Meeting with CP Lin
Road Layout	<p>The road layout is currently single lane in each direction. However, there is no formal flush median to form the space for the existing staggered crossing, it is located in the right turn bay into Leslie Street. There is a bus stop on the east side.</p> <p>Footpath connectivity is incomplete with no pedestrian drop kerb on the east side. Several pedestrians crossing to Bush Inn from the west side, were observed walking up the Bush Inn driveway. The geometry of the staggered refuge is subject to further investigation for compliance.</p>	Site observation
Surrounding Land Uses/Place Value	Bush Inn Shopping centre is to the east with Church Corner shops to the west. Further north along Waimairi there are residential homes. There are bus stops for the Orbiter Bus on both sides of the road including a taxi rank on the west side of the road alongside the shopping centre.	Site observation
What is the best location of the crossing to match pedestrian desire lines.	Following the site observation, it is noted that the current location of the pedestrian crossing is on the pedestrian desire line and also suitably located between the bus stops to form a tail to tail arrangement. It is underutilised due to lack of	Site observation

	appropriate pedestrian access facilities on the east side.	
Crashes	2 ped crashes in 10 years within site extents	CAS
Ped Count Movement	<p>Ped count data was taken on the Date and Time: 30th May 2023, 08:00-09:00 and 15:00-16:00</p> <p>The count data is attached. There were 21 pedestrians in the morning count and 65 in the afternoon count crossing near or on the pedestrian refuge.</p> <p>There were also significant numbers crossing midblock between Riccarton and Leslie. (57 morning and 103 afternoon). This amount may reduce when the signals across the intersection of Waimairi/Riccarton have the slip lane removed.</p>	Ped count data from on

Mid-Block Crossing Selection Flowchart

Using the above data we end up with the circled options:



Conclusion

The flowchart gives us the four options of raised signalised, signalised, raised zebra and median refuge.

Using the Waka Kotahi Crossing Context table there are general geometric similarities between a raised signalised crossing and raised zebra crossing however the signalised crossing has more benefits listed that fit our contextual situation such as reducing community severance across a busy road and eliminating grade change for blind/low vision and elderly residents. A signalised crossing also provides clear information in the form of visual or audible (for visually impaired) signals for users as well as clear guidance on when a driver must stop. These are key benefits of a Signalised Crossing that would appeal to local community such as the blind/low vision residents and elderly residents.

A signalised crossing can also balance the delays to both peds and through traffic by encouraging platoon crossing (in groups instead of a trickle).

Under the Safe System we believe that a raised signalised crossing is the best option using the Mid-block Crossing Selection Flowchart.

Note: The Austroads Pedestrian Facility Selection Tool was not used in this review.



Memorandum

To	Ann Tomlinson
Copy	File
From	Steph Hautler
Office	Christchurch
Date	9 October 2023
File/Ref	6-DHLIM.07
Subject	Waimairi Road: Pedestrian Counts

Date and Time: 30th May 2023, 08:00-09:00 and 15:00-16:00

Weather Condition: Fine and dry, Daylight.

Time period: 08:00-09:00

Area: from southbound of Leslie Street to southbound of Waimairi Road

Pedestrian count around location A (along eastbound of Waimairi Road) is 21 ppl.

Pedestrian count around location B (along westbound of Waimairi Road) is 31 ppl.

Pedestrian count around location E (cross through Waimairi Road) is 21 ppl.

Pedestrian count around location F (cross through Leslie Street) is 23 ppl.

Area: from southbound of Leslie Street to southbound of Waimairi Road

Pedestrian count around location C (along eastbound of Waimairi Road) is 17 ppl.

Pedestrian count around location D (along westbound of Waimairi Road) is 8 ppl.

Pedestrian count around location G (cross through Waimairi Road) is 57 ppl.

Time period: 15:00-16:00

Area: from southbound of Leslie Street to southbound of Waimairi Road

Pedestrian count around location A (along eastbound of Waimairi Road) is 67 ppl.

Pedestrian count around location B (along westbound of Waimairi Road) is 67 ppl.

Pedestrian count around location E (cross through Waimairi Road) is 65 ppl.

Pedestrian count around location F (cross through Leslie Street) is 42 ppl.

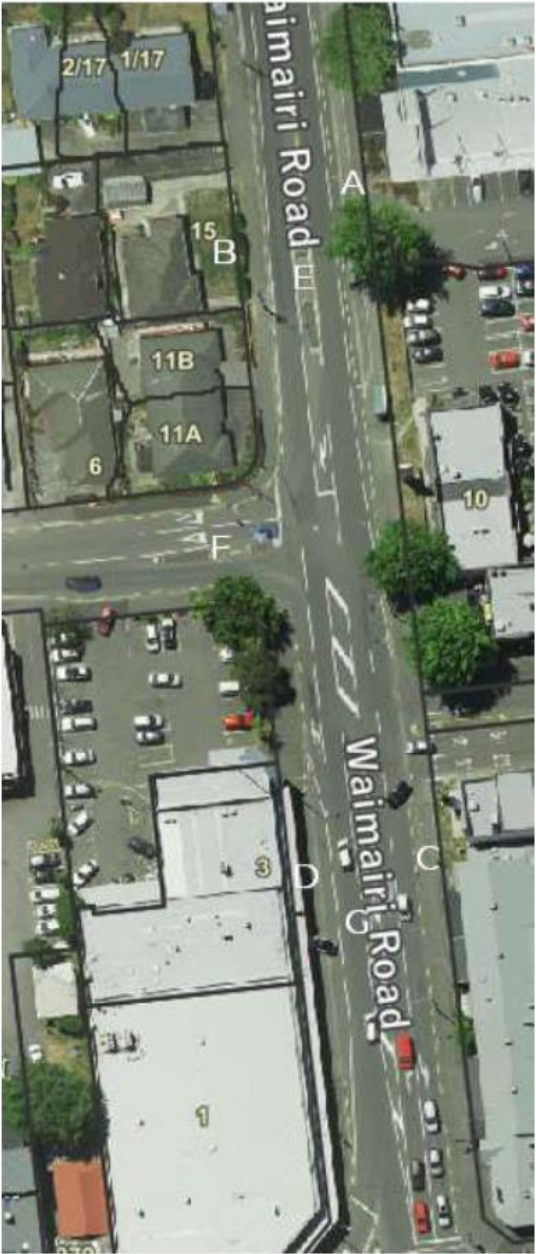
WSP
Christchurch
12 Moorhouse Avenue
Christchurch 8011
New Zealand
+64 3 363 5400
wsp.com/nz

Area: from southbound of Leslie Street to southbound of Waimairi Road

Pedestrian count around location C (along eastbound of Waimairi Road) is 59 ppl.

Pedestrian count around location D (along westbound of Waimairi Road) is 38 ppl.

Pedestrian count around location G (cross through Waimairi Road) is 103 ppl.



Bush Inn / Church Corner Minor Safety Improvements

Ward Profile & Pedestrian Movements

Riccarton Ward Profile

February 2022



The Riccarton Ward includes the suburbs of Riccarton, Ilam and Upper Riccarton as well as parts of Sockburn and Fendalton. Hagley Park is on the eastern border of the ward, through to Avonhead Road, English Street and along Main South Road to the Sockburn roundabout. North to South, the ward includes most of Mona Vale along Kotare Street, Creyke Road and Maidstone Road. The railway line forms most of the southern border.

As well as part of Mona Vale, the Riccarton Ward takes in the University of Canterbury campus and Riccarton House and Bush. The busy Riccarton Road bisects much of the ward, not just physically but also demographically and socially. There are marked differences in income levels, as well as housing prices, density and ownership between the two sides of the corridor.

There are a number of older houses on traditionally larger sections on the north side of Riccarton Road, whereas the south side has seen increases in housing density as the larger sections are subdivided and developed into multiple unit housing. This includes social housing where the former state house and section model is being converted into multi storied complexes.

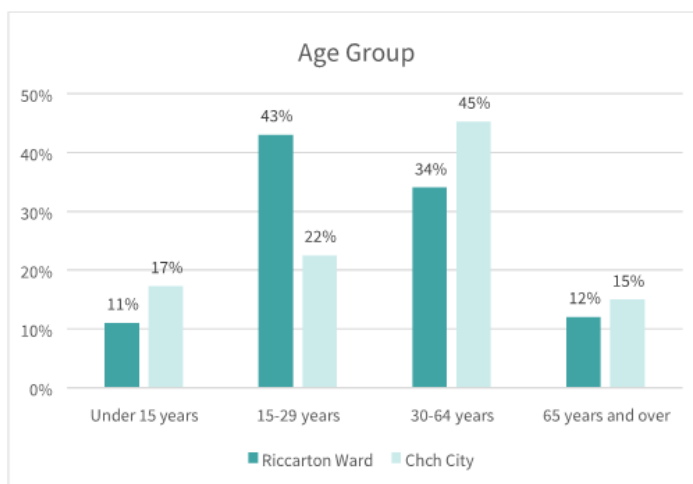
There are three major shopping centres in the ward; Bush Inn Centre, Tower Junction and the popular Westfield Mall, which is the largest retail complex in the South Island.

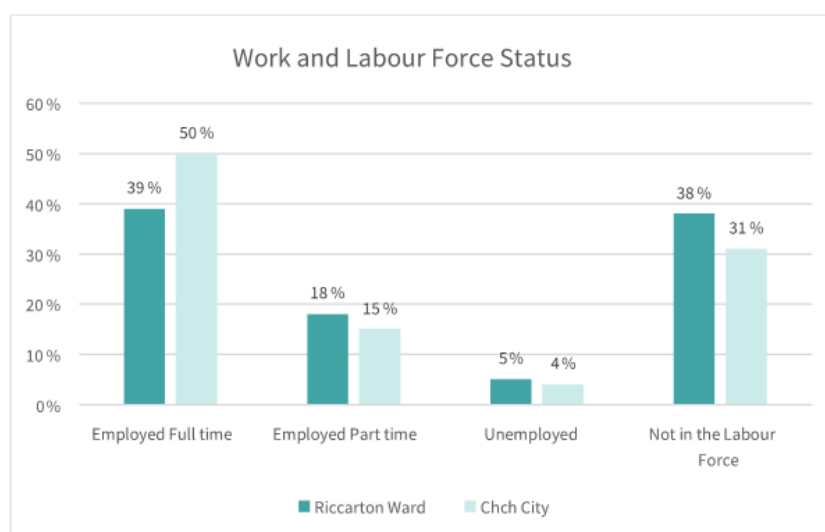
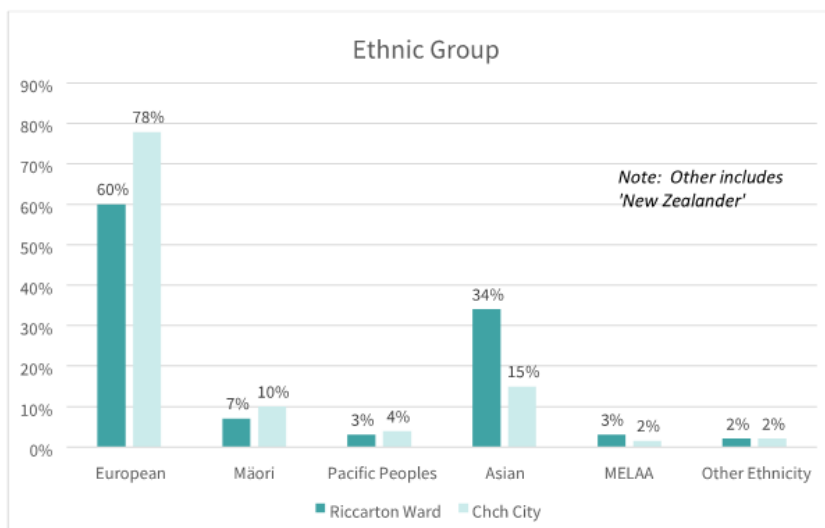
Profiles compiled by the Community Support and Partnerships Unit

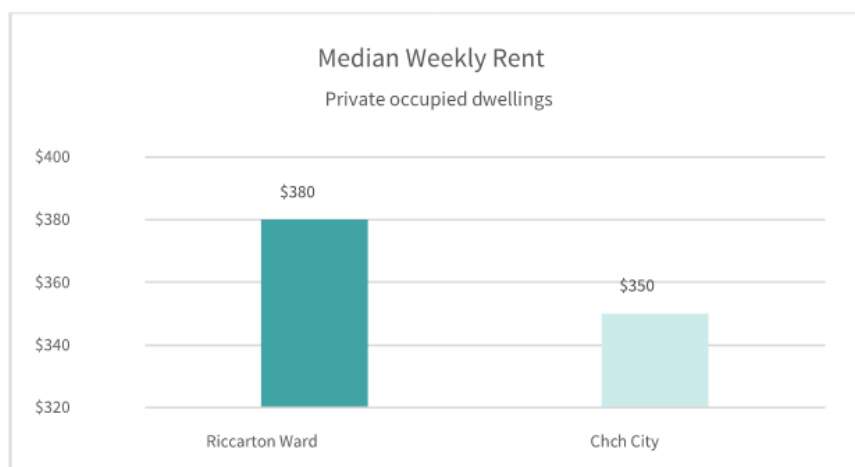
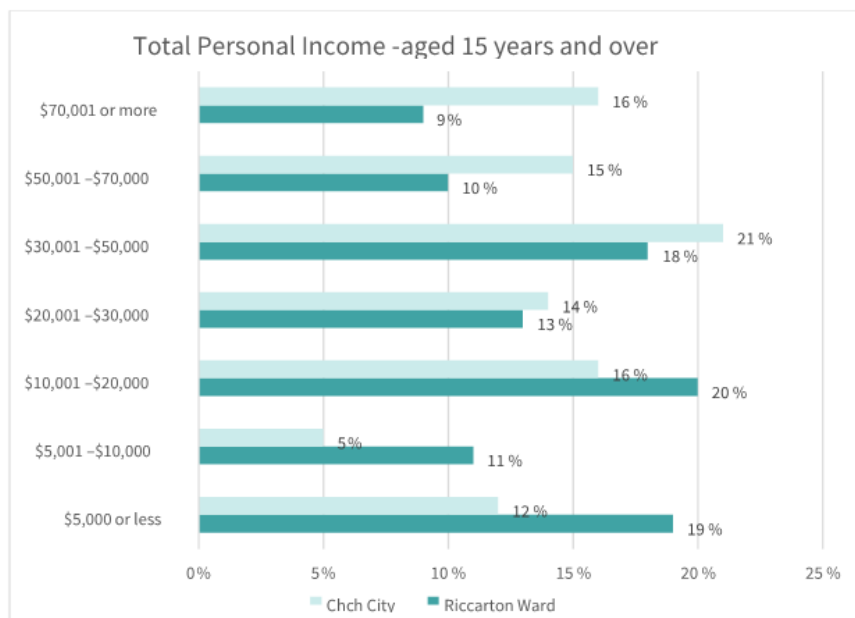
Facts and figures Demographic Summary (2018 Census Data)

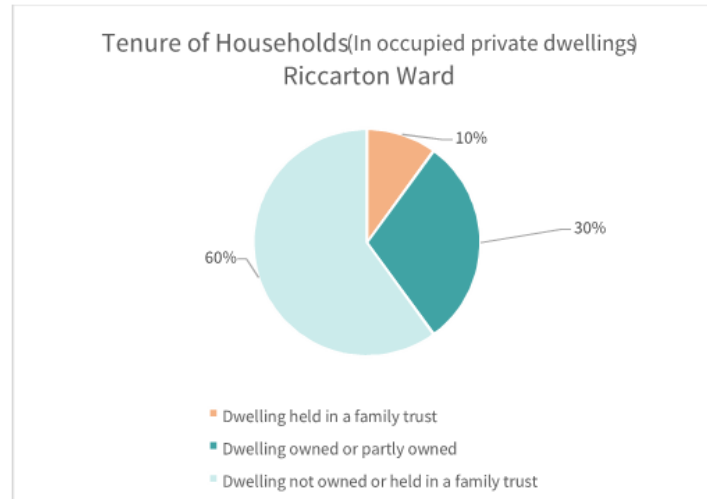
Population

The population within the Riccarton Ward boundary is: **24,861**









Number of Occupied Private Dwellings: 7,647

Facilities and Amenities

- 1 Council library: Upper Riccarton, (Community and school)
- 1 Council service centre: Rārākau: Riccarton Centre
- 3 Council owned social housing complexes with 84 units
- 3 shopping centres: Riccarton/Westfield, Bush Inn Centre and Church Corner, Tower Junction.
- 8 Schools: 3 primary, 1 intermediate, 3 secondary, 1 composite year 1-13
- University of Canterbury
- Approximately 2,500 businesses employing 25,800 people (2019)
- Two Council managed Community Facilities: Rārākau Riccarton Centre and Waimairi Road Community Centre.
- Major Sport and Recreation amenity: Wharenuī Recreation Centre Stadium,
- Historical properties: Riccarton House and Bush, St Peters Church and Kate Sheppard's former home

Life in Christchurch Survey – Bush Inn

Of those who selected Bush Inn-Church Corner as their mall of choice:

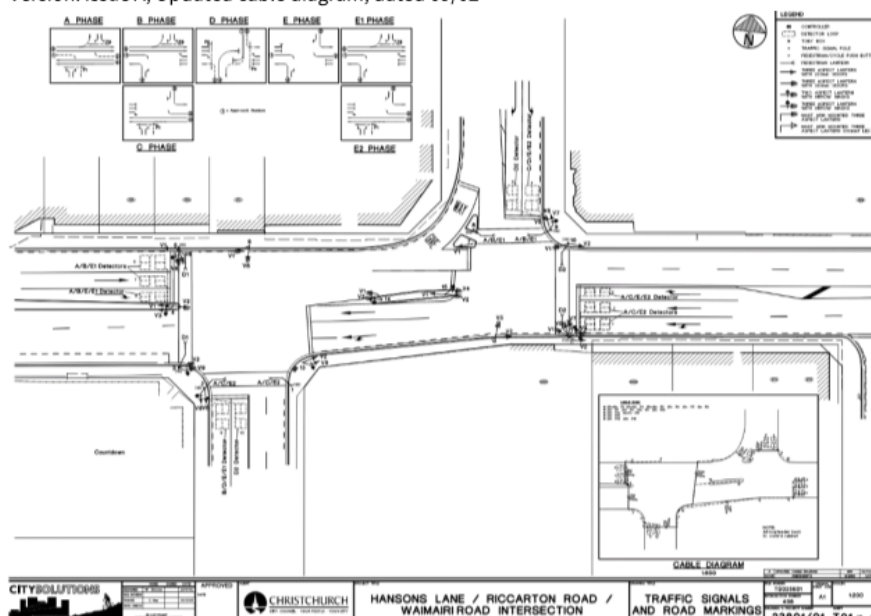
- The majority visit once a week (53.33%), with the next highest frequency being 2 to 4 times a week (26.67%).
- Most travel by car (66.67%), with the next highest mode being walking (16.67%).
- Of those travelling by car, 45% find it very easy, and 35% find it easy.
- Of those walking, 21.43% find it easy, 19.64% find it very easy, and 17.86% find it very difficult. There is a fairly even spread of difficulty for walkers.

Pedestrian Movements

This investigation focuses on pedestrian movements at two major intersections along Riccarton Road near the Church Corner and Bush Inn shopping centres.

1. Latest traffic signals and road markings
 - File number: TS025601
 - Intersection Number: 408
 - Drawing & project number: 23801/01

Version: Issue A, Updated cable diagram, dated 09/02



Methods

Pedestrian observations were conducted at each intersection, split into “West” (Hansons) and “East” (Waimairi) sites. Observations took place 5th-21st of December.

The journeys of individual pedestrians crossing the road were tracked during peak hours at each site. Pedestrians that did not perform crossings were not counted. Morning observations were conducted between 8am-9am, afternoon observations between 5pm-6pm, and weekend peaks between 1pm-2pm.

Due to time constraints a one-hour observation was conducted per time slot, and a half-hour confirmation count was performed on a different day.

Data

Crossing points are given letter codes to describe possible pedestrian journeys and to allow visualisation.



Figure 1: Map showing crossing points A to H on Riccarton-Hansons to describe pedestrian journeys.

	AM Peak Hour	PM Peak Hour	Weekend Peak Hour	Total
A				
A-C-F	4	1	4	9
A-D-F	9	13	14	36
A-E-F	3	6	6	15
F				
F-C-A	6	0	0	6
F-D-A	6	5	16	27
F-E-A	2	3	3	8
B				
B-G	10	46	30	86
G				
G-B	24	41	18	83
G-H	2	11	2	15
H				
H-G	3	12	1	16
Total	69	136	97	302

Table 1: Pedestrian journey counts on Riccarton-Hansons (West intersection)



Figure 1: Map showing crossing points A to D on Riccarton-Waimairi to describe pedestrian journeys.

	AM Peak Hour	PM Peak Hour	Weekend Peak Hour	Total
A				
A-B-C	6	13	-	19
C				
C-B-A	2	13	-	15
C-D	5	8	-	13
D				
D-C	3	10	-	13
Total	16	44	-	60

Table 2: Pedestrian journey counts on Riccarton-Waimairi (East intersection)

Comments

- Pedestrians could also be observed jaywalking farther up Waimairi Road, at the main entrance to Bush Inn Mall, rather than using the C-B-A crossing to get to Church Corner.
- A person with a walker was observed to struggle to descend the steep kerb at D, opposite Waimairi Road. They were assisted by their companion, but this demonstrates the risk associated with the kerb design.
- East observations were completed at a later time than West observations, meaning that the school term had ended and it was nearer to Christmas. This may affect the volume of pedestrians observed crossing.

Safer intersections around Church Corner

Overview

Between 9 November and 7 December 2023, 304 groups and individuals made submissions on the Church Corner safety improvements.

Submitter profile

Submissions were made by 12 recognised businesses and organisations:

Stakeholder type	Name
Transport	<ul style="list-style-type: none">• Environment Canterbury• GoBus• Spokes Canterbury• Living Streets Aotearoa• Canterbury/West Coast Automobile Association• NZ Heavy Haulage Association
Local organisations	<ul style="list-style-type: none">• St Peters Anglican Preschool• Petersgate Trust• The Church Corner Toy Library• St Allisa Lifecare• Amalfi Motor Lodge
Other	<ul style="list-style-type: none">• UC Climate Action Club

Table 1 – Organisations who provided submissions

GoBus asked for more detail about various aspects of the project in their submission, which staff have responded to. Their primary concern was the use of safe speed platforms on bus routes.

Of the 292 individuals that submitted:

- 44 live within Upper Riccarton
- 109 live in the surrounding suburbs (Riccarton, Ilam, Addington, Middleton, Hei Hei, Sockburn, Wigram or Hornby)
- 119 live in broader Christchurch
- 20 live outside of Christchurch

How to read this report

Submitters were asked how safe they feel travelling through the intersection now, compared to how safe they think they would feel if the proposed changes were made. The below table outlines how to read the tables in this report.

How to read shift in safety perceptions tables		
Symbol	Description	Meaning
∨	Decrease - Between 5-25% negative shift	Example: +10, +43% The number represents the net change in the number of people who have selected a specific safety rating. A positive number (+10) indicates an increase in the number of people selecting that rating, while a negative number (-10) indicates a decrease. For example, if 20 cyclists rated the current intersection 'somewhat safe' compared with 30 cyclists who rated the proposed intersection 'somewhat safe', this would result in a net increase of +10 cyclists selecting the 'somewhat safe' rating for the proposed intersection e.g. overall, more cyclists find the proposed intersection somewhat safe. The percentage (+43%) represents this net change in relation to the total number of respondents in a specific group. For example, if the total number of cyclists was 23, a net shift of 10 cyclists to a safety rating of 'somewhat safe' would result in a 43% increase of cyclists rating the proposed intersection 'somewhat safe'.
∨∨	Large decrease - More than 25% negative shift	
—	Minimal change - Less than 5% shift either way	
∧	Increase - Between 5-25% positive shift	
∧∧	Large increase - More than 25% positive shift	

Table 2 – How to read shift in safety perception tables

Feedback on the proposed changes for the Riccarton Road, Hansons Lane and Waimairi Road intersection

The existing Riccarton Road, Hansons Lane and Waimairi Road intersection is perceived as somewhat or very safe by 93 submitters. If the proposed changes were implemented, 171 submitters said they would feel somewhat or very safe.

Overall shift in safety perceptions

Overall, there was a decrease in submitters feeling somewhat or very unsafe (31.16%) and an increase in feeling somewhat or very safe (26.71%), as shown in Table 3.

Overall shift in safety perceptions					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Riccarton, Hansons, Waimairi intersection (292)	∨ -27, -9.25%	∨ -64, -21.92%	— +11, +3.77%	∧ +63, +21.58%	∧ +15, 5.14%

Table 3 - Riccarton, Hansons, Waimairi - overall shift in safety perceptions

Shift in safety perceptions by method of travel

Submitters shift in safety perceptions has been broken down by their method of travel, as seen below in Table 4. Most methods of travel mirror overall submitter sentiment with decreases in people feeling unsafe and increases in people feeling safe with the proposed changes. Submitters who drive a car shifted from feeling somewhat unsafe (16.38% decrease) to somewhat safe (14.69% increase). However, car drivers were the only group who showed a notable shift from very safe to less safe. 12 car drivers said they currently feel very safe and the proposed changes would make them feel very unsafe.

Submitters who use bikes or walk as their main method of travel were more likely to feel safer with the proposed changes than other methods of travel, with a 60% increase in bike users feeling somewhat or very safe and a 63.16% increase in walkers feeling somewhat or very safe.

Riccarton, Hansons, Waimairi – Shift in safety perceptions by method of travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	▼ -27, -9.25%	▼ -64, -21.92%	— +11, +3.77%	▲ +63, +21.58%	▲ +15, 5.14%
Car - driver (177)	▲ +9, +5.08%	▼ -29, -16.38%	— +5, +2.82%	▲ +26, +14.69%	▼ -13, -7.34%
Car - passenger (9)	▼ -2, -22.22%	▼ -1, -11.11%	▼ -2, -22.22%	▲ +1, +11.11%	▲ +4, +44.44%
Bike (70)	▼ -26, -37.14%	▼ -21, -30%	▲ +5, +7.14%	▲ +26, +37.14%	▲ +16, +22.86%
Walk (19)	▼ -4, -21.05%	▼ -9, -47.37%	▲ +1, +5.26%	▲ +8, +42.11%	▲ +4, +21.05%
Bus (10)	▼ -1, -10%	▼ -3, -30%	▲ +1, +10%	▲ +2, +20%	▲ +1, +10%
Other (7)	▼ -3, -42.86%	▼ -1, -14.29%	▲ +3, +42.86%	— 0, 0%	▲ +3, +42.86%

Table 4 - Riccarton, Hansons, Waimairi – shift in safety perceptions by method of travel

Shift in safety perceptions by reason for travel

Submitters shift in perception of safety has been broken down by reason for travel, as seen below in Table 5. There were mixed opinions from those who live in the area, some were more likely to feel somewhat safe with the proposed changes (25.64% increase). However, 12 submitters said that they currently feel very safe, but the proposed changes would make them feel very or somewhat unsafe. They provided some rational for this rating within their comments for this section:

- Four felt raised platforms or speed bumps made the road less safe.
- Four felt the changes would make congestion or traffic flow worse.
- Three felt that painted cycle lanes are dangerous as they narrow the road.

This trend is similar with submitters who were commuters. 17% more said they would feel somewhat safe with the proposed changes. Again, however, 13 commuters said that they currently feel very safe, but the proposed changes would make them feel somewhat or very unsafe. Their rational for this rating was:

- Seven disliked the inclusion of the raised platforms.
- Four felt money would be better spent elsewhere.

Submitters in the 'other' category shifted to feeling safer (31.25% increase in feeling somewhat safe and 28.13% increase in feeling safe). This category is largely made up of people who shop at the businesses in this area or do a combination of the other categories.

Riccarton, Hansons, Waimairi intersection – shift in safety perceptions by reason for travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	✓ -27, -9.25%	✓ -64, -21.92%	— +11, +3.77%	^ +63, +21.58%	^ +15, 5.14%
I live here (78)	— -1, -1.28%	✓ -14, -17.95%	— -2, -2.56%	^^ +20, +25.64%	✓ -4, -5.13%
I have a business / work here (18)	^ +1, +5.56%	✓ -5, -27.78%	^^ +5, +27.78%	— 0, 0%	✓ -1, -5.56%
I commute through here (79)	— -2, -2.53%	✓ -14, -17.72%	^ +7, +8.86%	^ +14, +17.72%	✓ -6, -7.59%
I visit here sometimes (73)	✓ -11, -15.07%	— -25, -34.25%	— +3, +4.11%	^ +16, +21.92%	^ +17, +23.29%
I drop my kids off around here (12)	✓ -2, -16.67%	— 0, 0%	✓ -1, -8.33%	^^ +3, +25%	— 0, 0%
Other (32)	^^ -12, -37.50%	✓ -6, -18.75%	— -1, -3.13%	^^ +10, +31.25%	^^ +9, +28.13%

Table 5 - Riccarton, Hansons, Waimairi – shift in by reason for travel

Key themes

Key themes raised by submitters about the Riccarton Road, Hansons Road and Waimairi Road intersection included:

Supportive of aspects of the proposal:

- Support the safe speed platform (13)
- Support the removal of the slip lane from Riccarton Road to Waimairi Road (13, of which 10 travel by active modes)
- Support the change from angled to parallel parking on Waimairi Road (15)
- Support the cycle infrastructure (11)

Concerns about aspects of the proposal:

- Congestion (36)
- Oppose the safe speed platform (31 – including ECan, GoBus and Canterbury Automobile Association)
- Oppose the removal of the slip lane from Riccarton Road to Waimairi Road (23, of which 19 travel by car)
- Cost (22)
- The layout of these intersections and/or light phasing causes problems (22)
- Oppose the change from angled to parallel parking on Waimairi Road (4)
- Oppose parking loss in general (4)

Requests:

- For more or better cycle infrastructure in this area (40)

35 generally positive comments and 15 generally negative comments were received about this section with no further detail.

Feedback on the proposed changes for the Main South Road and Yaldhurst Road intersection

The existing Main South Road and Yaldhurst Road intersection is perceived as somewhat or very safe by 71 submitters. If the proposed changes were implemented, 173 submitters said they would feel somewhat or very safe.

Overall shift in safety perceptions

Overall, there was a decrease in submitters feeling somewhat or very unsafe (38.01%) and an increase in feeling somewhat or very safe (34.93%), as shown below in Table 6.

Overall shift in safety perceptions					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Main South, Yaldhurst intersection (292)	∨ -61, -20.89%	∨ -50, -17.12%	— +10, +3.42%	∧ +60, +20.55%	∧ +42, +14.38%

Table 6 - Main South and Yaldhurst intersection - overall sentiment shift

Shift in safety perceptions by method of travel

Submitters shift in safety perceptions has been broken down by their method of travel, as seen below in Table 7. Much like the previous intersection, most methods of travel show similar trends to the overall submitter sentiment with decreases in people feeling unsafe and increases in people feeling safe with the proposed changes. Submitters who drive a car shifted from feeling somewhat unsafe (15.25% decrease) to feeling somewhat safe (12.43% increase).

Submitters who bike or walk as their main method of travel were again more likely to feel safer with the proposed changes than other modes of transport, with a 64.29% increase in bike users feeling somewhat or very safe and a 63.16% increase in walkers feeling somewhat or very safe.

80% more submitters who use the bus as their main method think they would feel somewhat or very safe as a result of the changes.

Main South and Yaldhurst Road intersection – shift in safety perceptions by method of travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	▼ -61, -20.89%	▼ -50, -17.12%	— +10, +3.42%	▲ +60, +20.55%	▲ +42, +14.38%
Car - driver (177)	▼ -11, -6.21%	▼ -27, -15.25%	— +8, +4.52%	▲ +22, +12.43%	— +8, +4.52%
Car - passenger (9)	▼ -1, -11.11%	▼ -4, -44.44%	▲ +1, +11.11%	▼ -1, -11.11%	▲ +5, +55.56%
Bike (70)	▼ -38, -54.29%	▼ -11, -15.71%	▲ +4, +5.71%	▲ +28, +40.00%	▲ +17, +24.29%
Walk (19)	▼ -7, -36.84%	▼ -4, -21.05%	▼ -1, -5.26%	▲ +6, +31.58%	▲ +6, +31.58%
Bus (10)	▼ -1, -10.00%	▼ -4, -40.00%	▼ -3, -30.00%	▲ +3, +30.00%	▲ +5, +50.00%
Other (6)	▼ -2, -33.33%	— 0, 0.00%	▲ +1, +16.67%	▲ +1, +16.67%	▲ +1, +16.67%

Table 7 - Main South, Yaldhurst - sentiment shift by method of travel

Shift in safety perceptions by reason for travel

Submitters shift in safety perceptions has been broken down by reason for travel, as seen below in Table 8. Business or people who work in the area who showed very little shift in any category. Submitters who visit the area sometimes were again more likely to shift towards feeling somewhat safe (31.51% increase) or very safe (24.66% increase) than any other reason for travel. Submitters who live in the area also said that they would feel safer (17.95% increase in somewhat safe and 15.38% increase in very safe).

Main South and Yaldhurst Road intersection – shift in safety perceptions by reason for travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	▼ -61, -20.89%	▼ -50, -17.12%	— +10, +3.42%	▲ +60, +20.55%	▲ +42, +14.38%
I live here (78)	▼ -18, -23.08%	▼ -8, -10.26%	— +1, +1.28%	▲ +14, +17.95%	▲ +12, +15.38%
I have a business / work here (18)	▼ -1, -5.56%	▼ -1, -5.56%	— 0, 0.00%	— 0, 0.00%	▲ +1, +5.56%
I commute through here (79)	▼ -9, -11.39%	▼ -10, -12.66%	▲ +6, +7.59%	▲ +15, +18.99%	— -1, -1.27%
I visit here sometimes (73)	▼ -16, -21.92%	▼ -24, -32.88%	— -1, -1.37%	▲ +23, +31.51%	▲ +18, +24.66%
I drop my kids off around here (12)	▼ -1, -8.33%	▼ -2, -16.67%	▲ +1, +8.33%	▲ +1, +8.33%	▲ +1, +8.33%
Other (32)	▼ -16, -50%	▼ -5, -15.63%	▲ +3, +9.38%	▲ +7, +21.88%	▲ +11, +34.38%

Table 8 - Main South and Yaldhurst - sentiment shift by reason for travel

Key themes

Common themes raised by submitters about the Main South Road and Yaldhurst Road intersection were:

Supportive of aspects of the proposal:

- Support removing vehicle access from Main South Road through to Riccarton Road and left onto Yaldhurst Road (54)
- Support the raised zebra crossing on Yaldhurst Road (21, of which 15 travel by active modes)

Concerns about aspects of the proposal:

- Oppose removing vehicle access from Main South Road through to Riccarton Road and left onto Yaldhurst Road (22, of which 21 travel by car)
- Congestion (36)
- Cost (13)
- Oppose the raised zebra crossing on Yaldhurst Road (8, of which 7 travel by car)

Requests:

- Would like to see more or better cycle infrastructure in this area (23)
- Would like the raised zebra crossing to be a dual pedestrian and cycle crossing (10)

21 generally positive comments and 13 generally negative comments were received about this section with no further detail.

Feedback on the Curletts Road and Main South Road intersection

The existing Curletts Road and Main South Road intersection is perceived as somewhat or very safe by 98 submitters. If the proposed changes were implemented, 151 submitters said they would feel somewhat or very safe.

Overall shift in safety perceptions

Overall, there was a decrease in submitters feeling somewhat or very unsafe (22.26%) and an increase in feeling somewhat or very safe (18.15%), as shown below in Table 9.

Overall shift in safety perceptions					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Curletts, Main South intersection (292)	∨ -25, -8.56%	∨ -40, -13.70%	— +12, +4.11%	∧ +34, +11.64%	∧ +19, +6.51%

Table 9 - Curletts and Main South intersection - overall sentiment shift

Shift in safety perceptions by method of travel

Submitters shift in safety perceptions has been broken down by their method of travel, as seen below in Table 10. The shift in safety perceptions for the proposed changes at this intersection is somewhat smaller than the shift seen in the previous intersections, which can likely be attributed to only one minor proposed change (the removal of the slip lane from Main South Road to

Curletts). Again, submitters who bike or walk as their main method of travel were more likely to feel safer with the changes than any other mode of transport, with a 51.43% increase in bike users feeling somewhat or very safe and a 52.64% increase in walkers feeling somewhat or very safe.

Curletts and Main South Road intersection – shift in safety perceptions by method of travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	▼ -25, -8.56%	▼ -40, -13.70%	— +12, +4.11%	▲ +34, +11.64%	▲ +19, +6.51%
Car - driver (177)	— +3, +1.69%	▼ -18, -10.17%	▲ +15, +8.47%	— +4, +2.26%	— -4, -2.26%
Car - passenger (9)	▼ -1, -11.11%	▼ -3, -33.33%	▲ +1, +11.11%	— 0, 0.00%	▲ +3, +33.33%
Bike (70)	▼ -22, -31.43%	▼ -12, -17.14%	— -2, -2.86%	▲ +24, +34.29%	▲ +12, +17.14%
Walk (19)	▼ -4, -21.05%	▼ -4, -21.05%	▼ -2, -10.53%	▲ +5, +26.32%	▲ +5, +26.32%
Bus (10)	— 0, 0.00%	▼ -2, -20.00%	▼ -1, -10.00%	▲ +2, +20.00%	▲ +1, +10.00%
Other (30)	▼ -1, -3.33%	— 0, 0.00%	▲ +1, +3.33%	▼ -2, -6.67%	▲ +2, +6.67%

Table 10 - Curletts and Main South Road intersection - sentiment shift by method of travel

Shift in safety perceptions by reason for travel

Submitters shift in safety perceptions has been broken down by reason for travel, as seen below in Table 11. Commuters were the only category that shifted their sentiment away from feeling very safe (6.33% decrease), and all groups increased in the amount that felt somewhat safe (by at least 8%).

Curletts and Main South Road intersection – shift in safety perceptions by reason for travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	▼ -25, -8.56%	▼ -40, -13.70%	— +12, +4.11%	▲ +34, +11.64%	▲ +19, +6.51%
I live here (78)	▼ -4, -5.13%	▼ -10, -12.82%	▲ +5, +6.41%	▲ +9, +11.54%	— -1, -1.28%
I have a business / work here (18)	— 0, 0.00%	▼ -2, -11.11%	— 0, 0.00%	▲ +1, +5.56%	▲ +1, +5.56%
I commute through here (79)	— 1, 1.27%	▼ -11, -13.92%	▲ +10, +12.66%	▲ +6, +7.59%	▼ -5, -6.33%
I visit here sometimes (73)	▼ -12, -16.44%	▼ -7, -9.59%	▼ -4, -5.48%	▲ +7, +9.59%	▲ +16, +21.92%
I drop my kids off around here (12)	▼ -1, -8.33%	▼ -2, -16.67%	▼ -1, -8.33%	▲ +3, +25.00%	▲ +1, +8.33%
Other (32)	▼ -9, -28.13%	▼ -8, -25.00%	▲ +2, +6.25%	▲ +8, +25.00%	▲ +7, +21.88%

Table 11 - Curletts and Main South Road intersection - sentiment shift by reason for travel

Key themes

Common themes raised by submitters about the Curletts Road and Main South Road intersection were:

Supportive of aspects of the proposal:

- Support the removal of the slip lane from Main South Road onto Curletts Road (41)

Concerns about aspects of the proposal:

- Oppose the removal of the slip lane from Main South Road onto Curletts Road (26)
- Congestion (32)
- Cost (9)

Requests:

- Feel that there needs to be changes made to the light phasing/green turning arrows at the Curletts Road and Main South Road intersection and the Curletts Road and Peer Street intersection (36)
- Would like to see more or better cycle infrastructure in this area (12)

20 generally positive comments and 12 generally negative comments were received about this section with no further detail.

Feedback on the raised signalised pedestrian crossing on Waimairi Road

Crossing Waimairi Road near Bush Inn Centre currently is perceived as somewhat or very safe by 66 submitters. If the proposed changes were implemented, 179 submitters said they would feel somewhat or very safe.

Overall shift in safety perceptions

Overall, there was a decrease in submitters feeling somewhat or very unsafe (36.64%) and an increase in feeling somewhat or very safe (38.70%), as shown below in Table 12.

Overall shift in safety perceptions					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Waimairi Road crossing (292)	∨ -51, -17.47%	∨ -56, -19.18%	— -6, -2.05%	∧ +64, +21.92%	∧ +49, +16.78%

Table 12 - Waimairi Road crossing - overall sentiment shift

Shift in safety perceptions by method of travel

Submitters shift in safety perceptions has been broken down by their method of travel, as seen below in Table 13. Across all methods, there was at least a 10% increase in submitters feeling somewhat safe. Submitters who bike, walk, use the bus or are a passenger were more likely to shift towards feeling very safe with the proposed changes (at least a 30% increase). While car drivers showed no shift in feeling very safe.

Waimairi Road crossing - shift in safety perceptions by method of travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	▼ -51, -17.47%	▼ -56, -19.18%	— -6, -2.05%	▲ +64, +21.92%	▲ +49, +16.78%
Car - driver (177)	▼ -13, -7.34%	▼ -23, -12.99%	— -1, -0.56%	▲ +36, +20.34%	— +1, +0.56%
Car - passenger (9)	▼ -2, -22.22%	▼ -5, -55.56%	▲ +1, +11.11%	▲ +3, +33.33%	▲ +3, +33.33%
Bike (10)	▼ -26, -37.14%	▼ -19, -27.14%	▼ -5, -7.14%	▲ +17, +24.29%	▲ +33, +47.14%
Walk (19)	▼ -6, -31.58%	▼ -6, -31.58%	— 0, 0.00%	▲ +6, +31.58%	▲ +6, +31.58%
Bus (10)	▼ -1, -10.00%	▼ -1, -10.00%	▼ -2, 20.00%	▲ +1, +10.00%	▲ +3, +30.00%
Other (6)	▼ -2, -33.33%	▼ -2, -33.33%	▲ +1, +16.67%	▲ +1, +16.67%	— -2, -33.33%

Table 13 - Waimairi crossing - sentiment shift by method of travel

Shift in safety perceptions by reason for travel

Shifts in submitters safety perceptions did not differ by reason for travel.

Key themes

Common themes raised by submitters about the raised signalised pedestrian crossing were:

Supportive of aspects of the proposal:

- Support the installation of traffic lights (21)
- Support the safe speed platform (12, of which 9 travel by active transport)

Concerns about aspects of the proposal:

- Oppose the installation of traffic lights (3)
- Oppose the safe speed platform (14, of which 11 travel by car)
- Congestion (11)
- Cost (10)

51 generally positive comments and 21 generally negative comments were received about this section with no further detail.

Staff response to some key themes

Improving facilities for cycling

There were many requests for improved cycle facilities on Riccarton Road, particularly for protected cycle infrastructure. It is not possible within the current budget to deliver large scale changes to accommodate protected infrastructure. This feedback will be provided to the Mass Rapid Transit (MRT) team that are looking at the longer-term design for this area.

Concerns about Congestion

The purpose of this project is solely to address an ongoing safety risk to people who travel outside

of vehicles at this intersection. Improvements to the efficiency of the intersection is not the main objective of the project.

The safe speed platforms are designed to control speeds to 30km/h and as such, at the most congested times of the day (where travel speeds are less) they are not expected to be detrimental to the efficiency of the intersection and exacerbate further any existing congestion related issues. Slower speeds and improved facilities help to make people travelling outside of vehicles feel safer, enabling more people to choose other transport options.

A concern was raised about additional traffic using Bowen Street, Owens Terrace and Suva Street. Volume counts are being undertaken at these locations to understand a baseline traffic volume. These will then be monitored and re-counted six months after the changes are made. This will allow staff to understand the impacts on the network and consider mitigation measures if required.

Use of safe speed platforms

The addition of the speed platforms is to achieve a significant and much needed improvement to user safety. No one expects a crash, but people make mistakes – including those who are careful and responsible drivers. Speed is the key factor in deaths and serious injuries – no matter what the cause of a crash is, its speed that determines whether or not you'll walk away from it. We can prevent serious injury and harm through a safe system approach, which incorporates safe speeds and safe infrastructure, which includes treatments such as vertical traffic calming. Slower speeds will provide more time for all users to observe each other and reduce the risk of crashes resulting in a significant reduction to the likelihood of crashes and, in the unfortunate event crashes do occur, less severe injuries.

The science behind lowering speeds shows that lower vehicle speeds improve survival rates and reduces serious harm to people who walk, cycle, scoot and use motorcycles. Lower vehicle speed is particularly important for vulnerable road users, who include children, the elderly and those with visual or mobility impairments. For example, the survival rate of people over 60 is half that of people younger than 60 at most vehicle impact speeds.

Even small reductions in speed improve survival and reduce serious harm in the event of a collision with a vehicle. Several studies show a 1 km/h and 5 km/h drop in average speed improves survival rates by 4% and 20% respectively.

Karakia Whakamutunga

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