

**Waitai Coastal-Burwood-Linwood Community Board
Information Session/Workshop
MINUTES ATTACHMENTS**

Date: Monday 22 April 2024
Time: 3.33 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

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Sensitivity: General

New Brighton CRAF Marine Parade Street Renewal Project

22 April 2024

Christchurch
City Council 



Project Purpose

To provide the Community Board with an update regarding the New Brighton Christchurch Regeneration Acceleration Facility (CRAF) Marine Parade Street Renewal project, extending from the intersection of Hawke Street to Bowhill Road.

Present final scheme options and methodology for public consultation.

Last Community Board meeting

- Project team were given a steer on finalising two options for Consultation and undertake safety audit.
- The following options have been finalised: Option A – Improve Existing and Option B - Improve Existing + Make Safer with chip seal.
- Requested by the Board to consult on a 'Do nothing option'

23 April 2024

Creating a PowerPoint presentation

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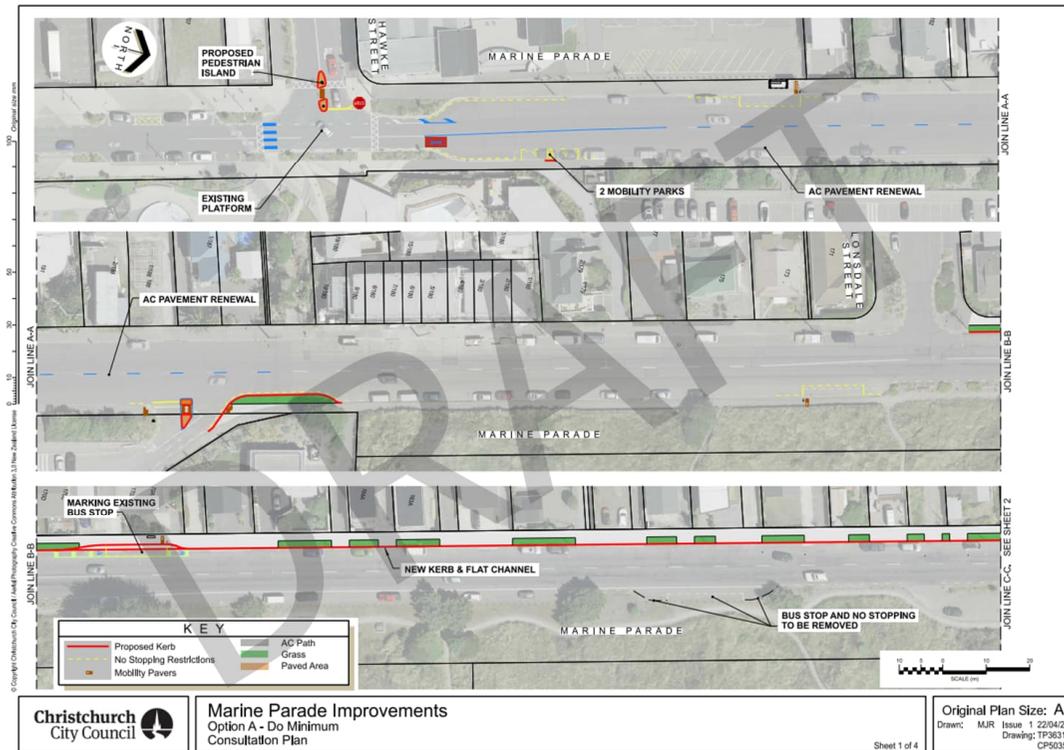
Option A - Improve Existing

1. AC renewal between Hawke Street and 187 Marine Parade (185m)
2. Replacement of Deep Dish Channel between Lonsdale Street and 142 Marine Parade
3. Minor Bus Stop Improvements
 1. Marked bus stops
 2. Tactile pavers
 3. Seating
 4. Sealed waiting areas
 5. Removal of 3 low use bus stops
4. Gain 5 additional carparks and 2 mobility parks near He Puna Taimoana
5. Cost estimate - **\$4.0M**

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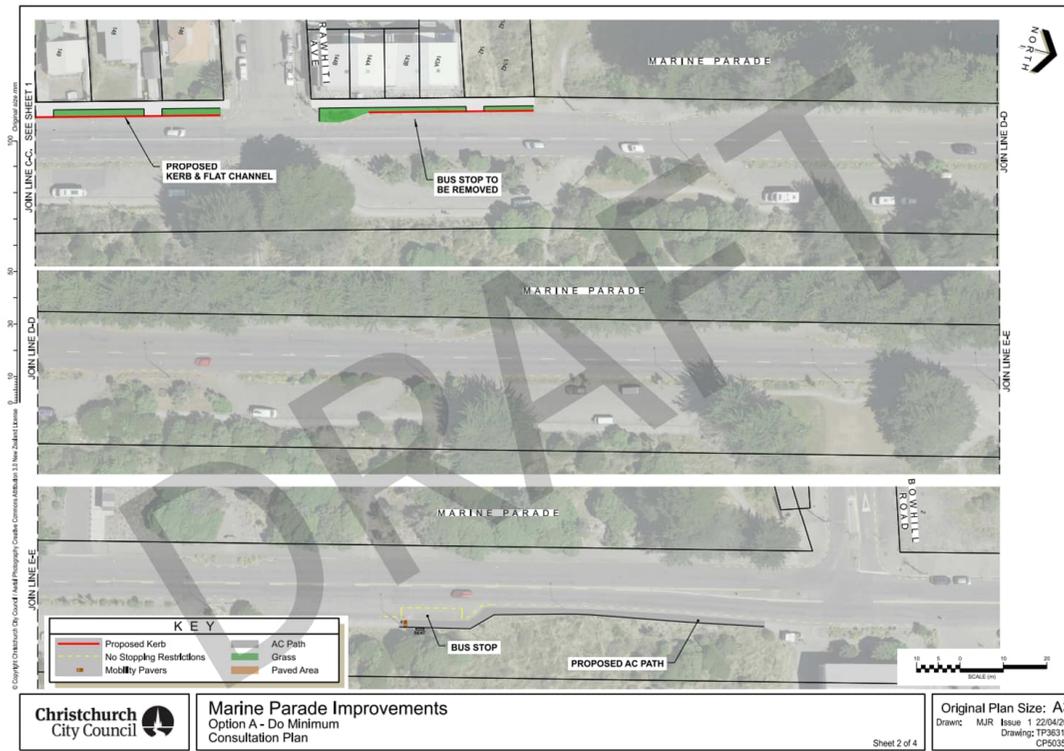
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Option A - Improve Existing



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Option A - Improve Existing



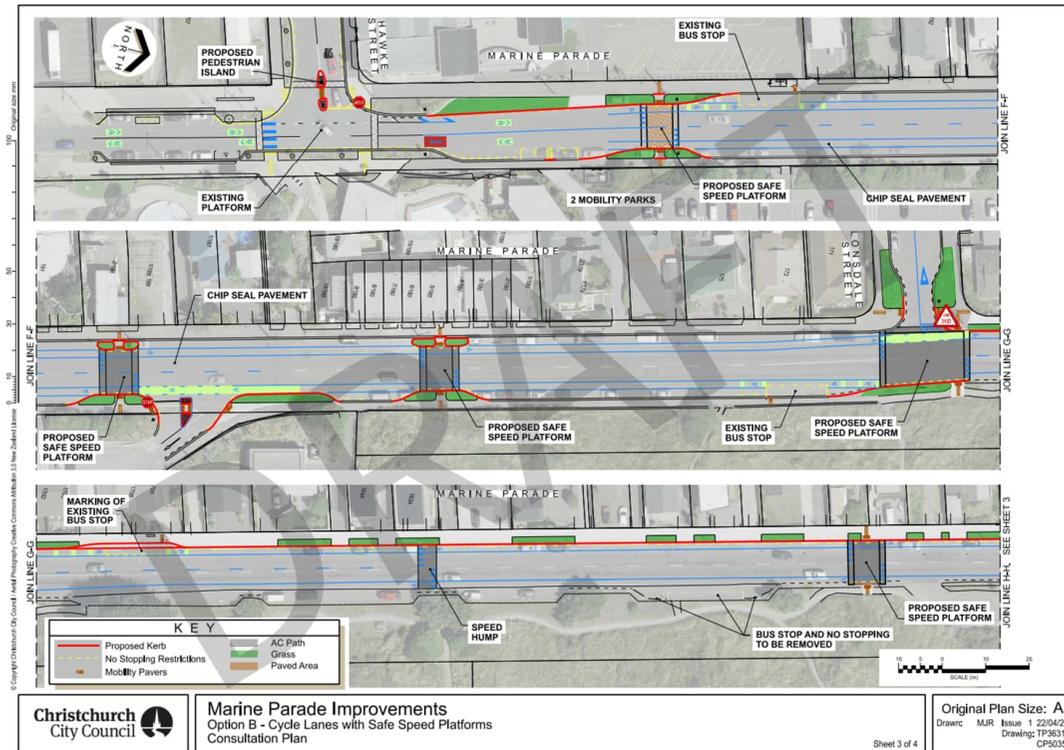
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Option B - Value Engineered 'Improve Existing + Make Safer'

1. Chipseal renewal between Hawke Street and 187 Marine Parade (185m)
2. Replacement of Deep-Dish Channel between Lonsdale Street and 142 Marine Parade
3. Seven Safe Speed Platforms & One Speed Hump
4. Minor Bus Stop Improvements
 1. Marked bus stops
 2. Tactile pavers
 3. Seating
 4. Sealed waiting areas
 5. Removal of 3 low use bus stop
5. Painted on-road cycle lanes between Hawke Street and Bowhill Road
6. Removal of 107 car parks and gain 2 mobility parks near He Puna Taimoana
7. Option B Cost Estimate - \$4.5M

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Option B - 'Improve Existing + Make Safer'

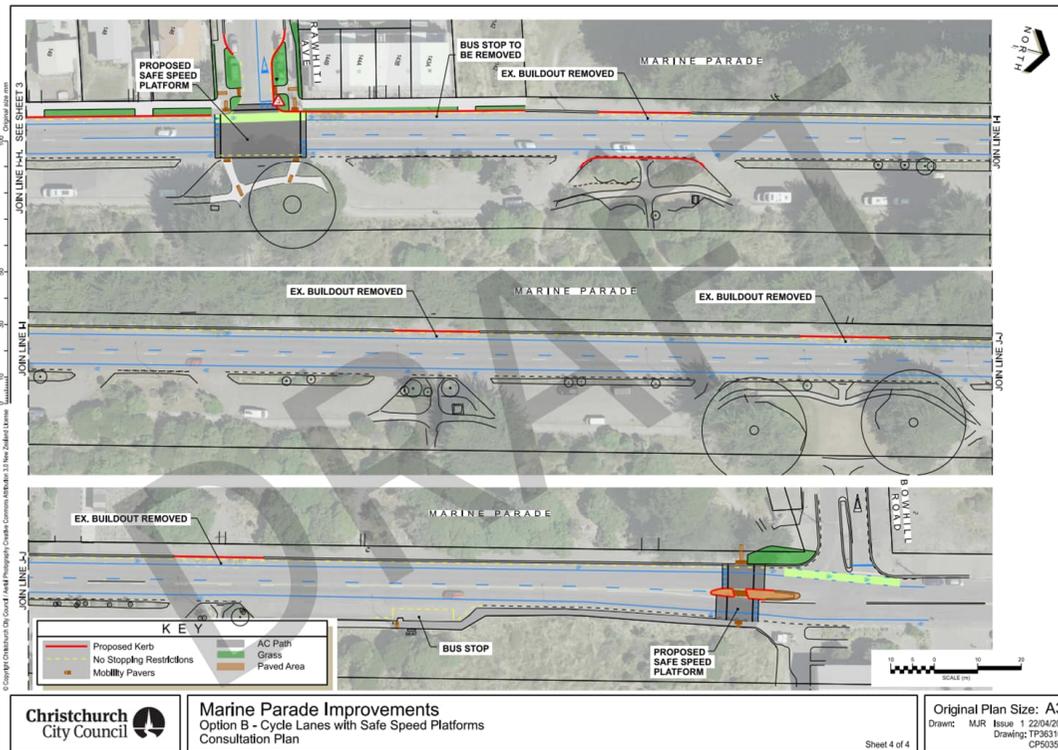


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Option B - 'Improve Existing + Make Safer'



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Questions Regarding Options?

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Consultation

Consultation starting approximately mid-May

- Kōrero mai | Let's Talk
- Residents on Marine Parade
- New Brighton community groups
- Key transport stakeholders
- New Brighton Library
- New Brighton Market
- Targeted marketing
- On street signage for pedestrians
- 3D images for consultation

23 April 2024

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Next steps

- PUBLIC CONSULTATION MAY 2024
- COMMUNITY BOARD SEPTEMBER 2024
- DETAILED DESIGN OCTOBER 2024
- COMPLETE DETAILED DESIGN FEBRUARY 2025
- ANTICIPATED CONSTRUCTION MID - 2025

23 April 2024

Ōtākaro Avon River Corridor

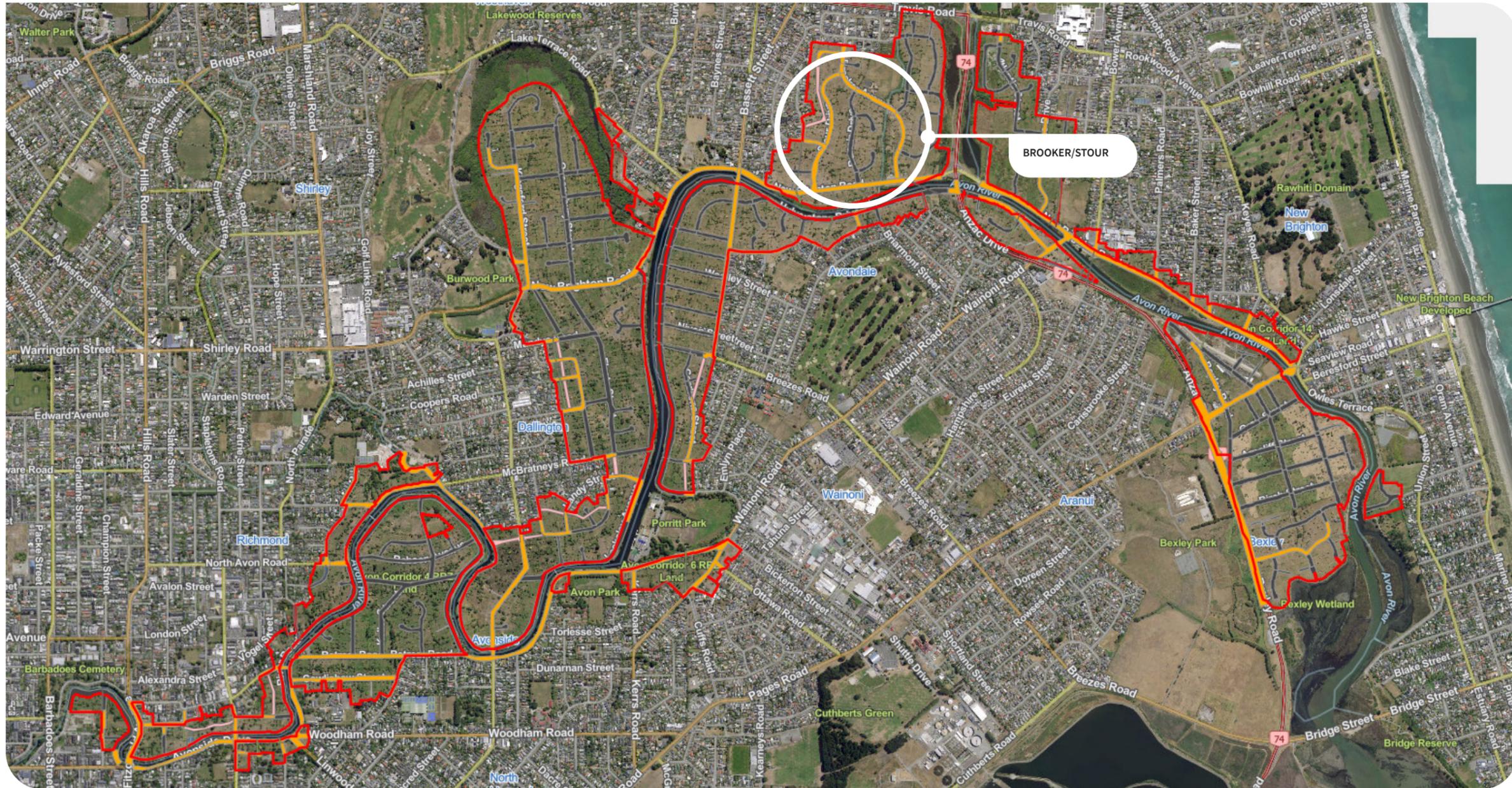
Potential Road Stopping Discussion

Waitai Coastal-Burwood-Linwood Community Board

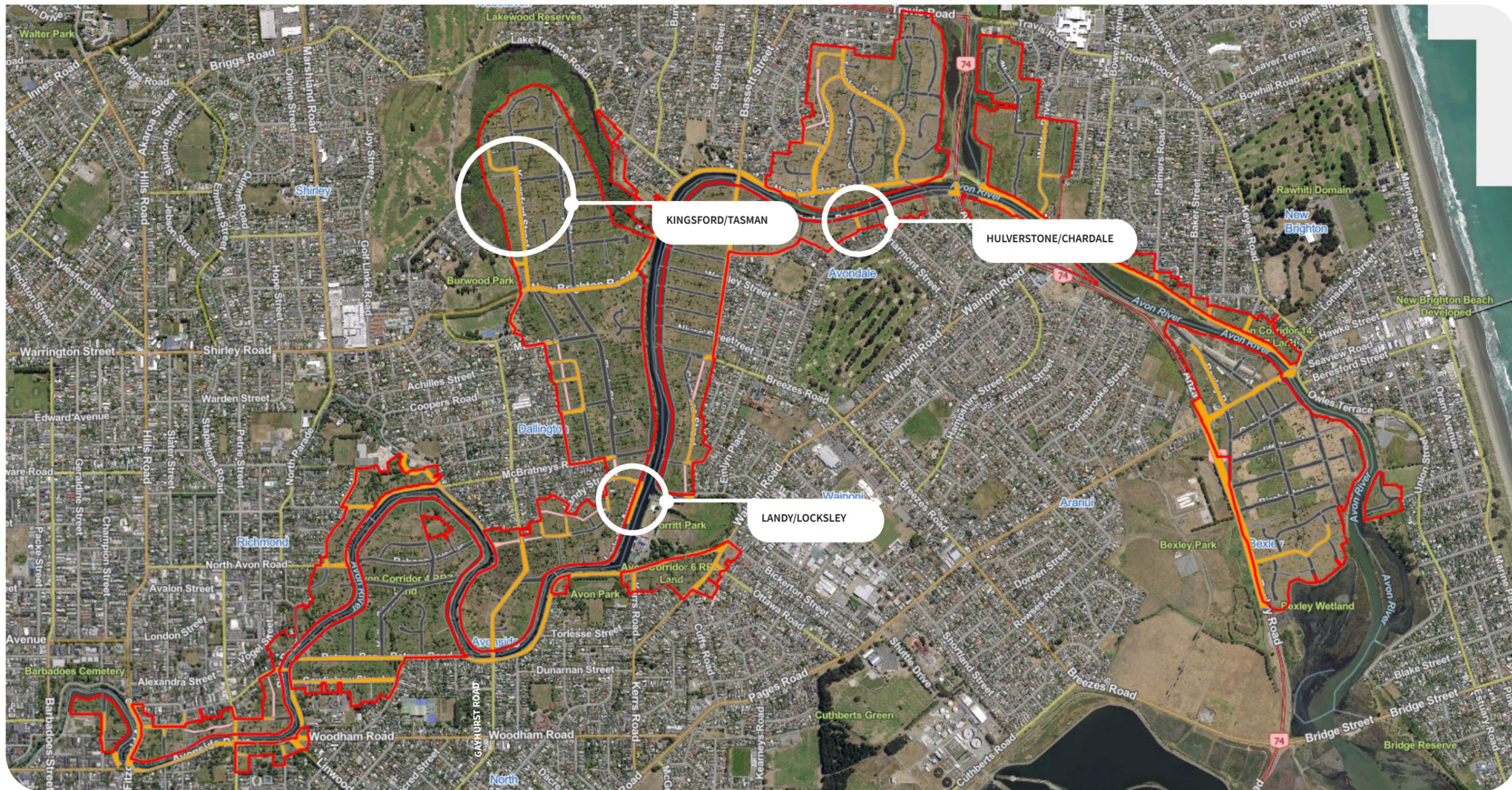
April 2024

ccc.govt.nz

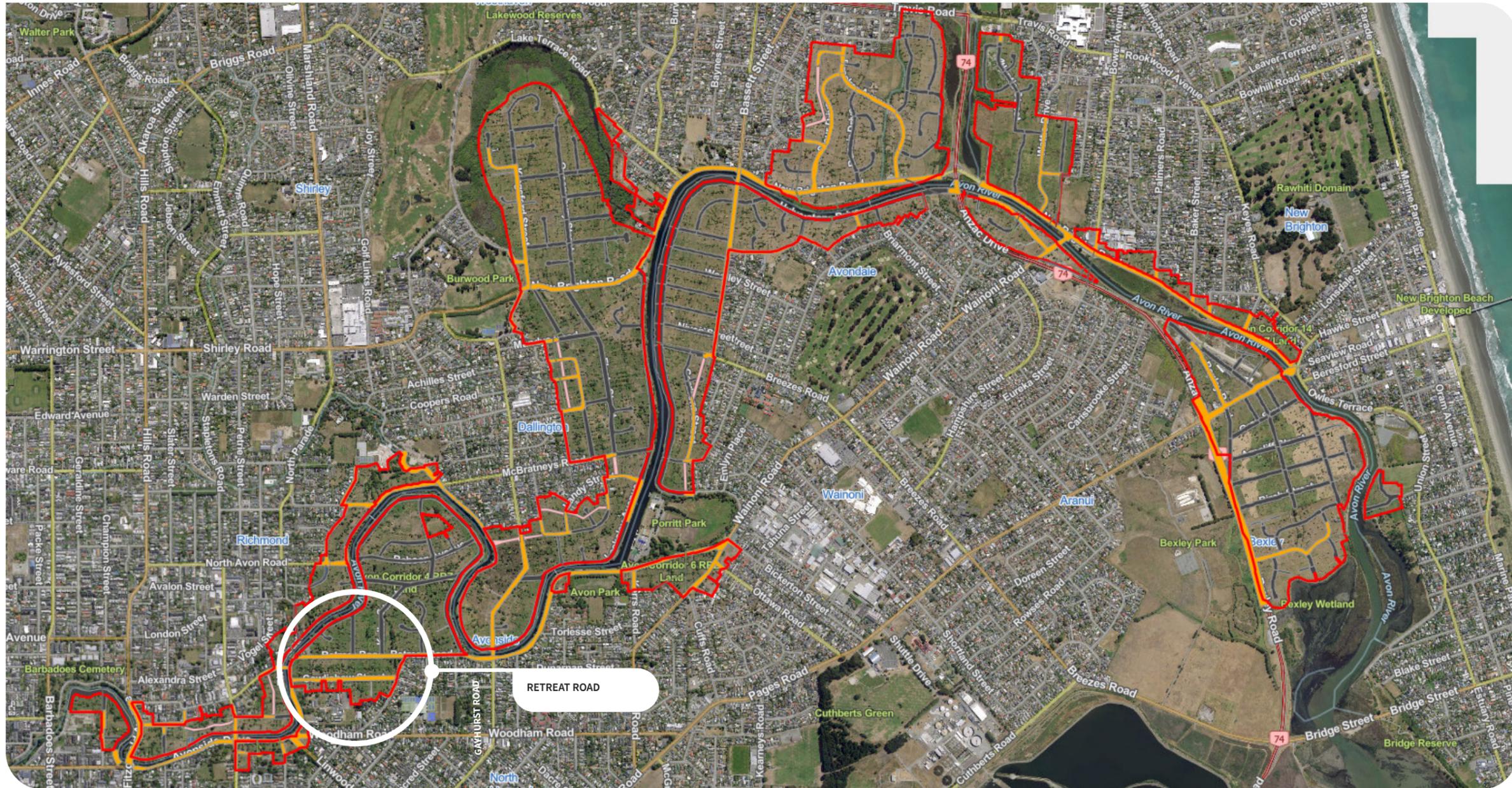
Potential road stopping | Overview map | BERA request



Potential road stopping | Overview map | Minor individual property changes



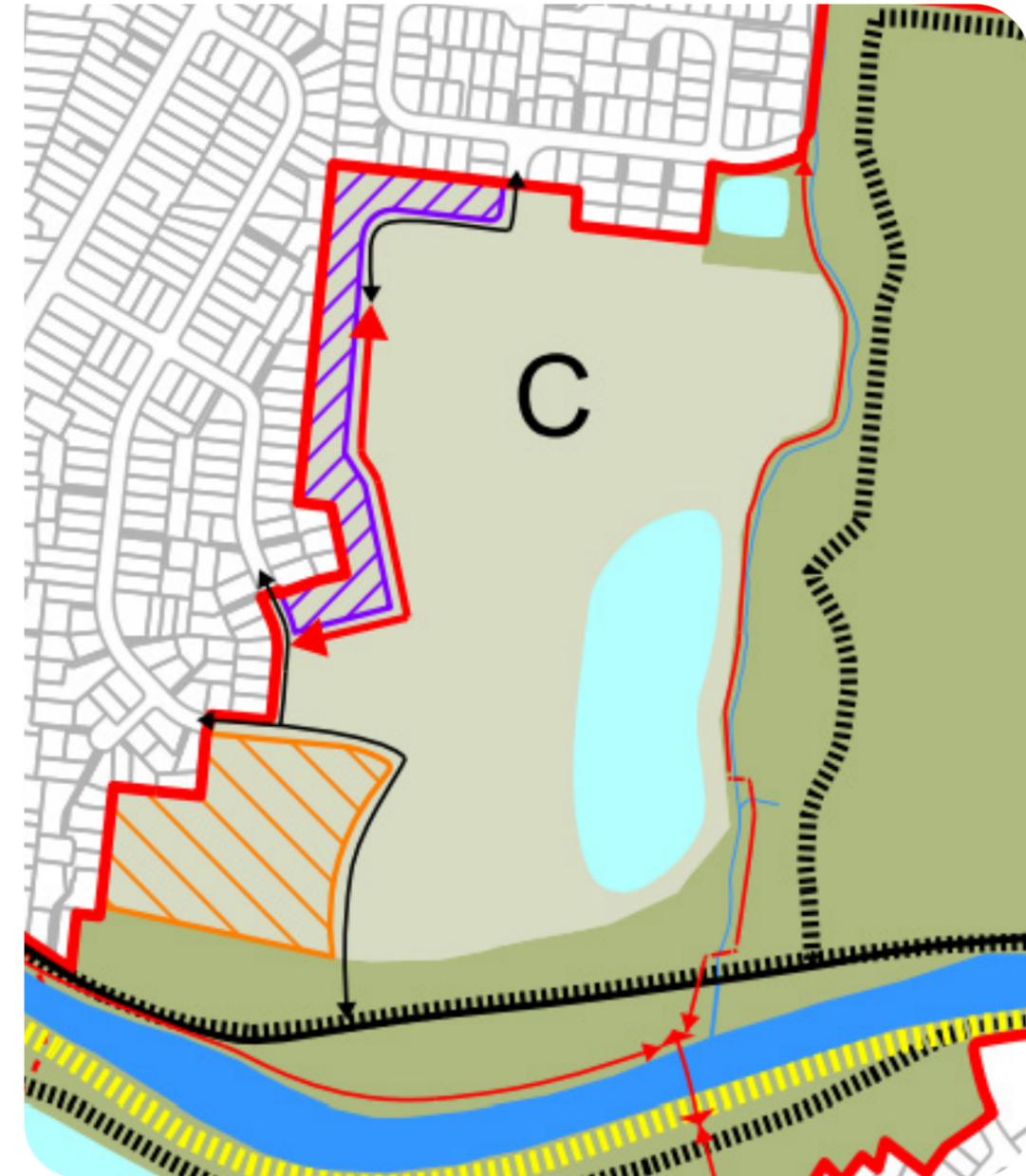
Potential road stopping | Overview map | Retreat Road



Detailed areas

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Brooker/Stour area existing



Brooker/Stour possible changes



- BERA recommendation to deal with antisocial behaviour. Recommendation includes traffic calming on Vivian St
- Traffic team have assessed this proposal as being unlikely to cause any wider network effects
- Stopping/closure is in line with the Regeneration Plan and would reduce red zone OPEX costs related to dumping and vandalism.
- Donnell Playground access needs to be considered, staged closing possible (or gates)

Hulverstone/Locksley/Kingsford existing



Hulverstone/Locksley/Kingsford possible stopping



- Tasman Place residence removed, roads no longer required.



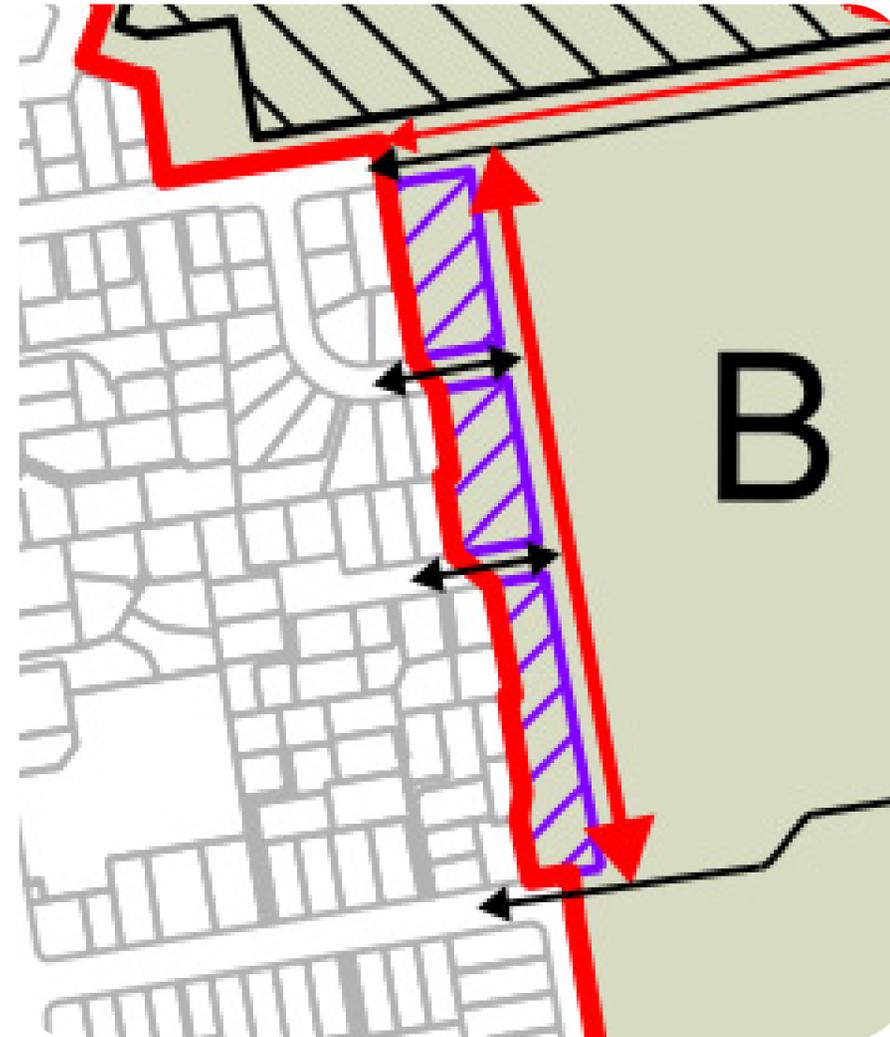
- Locksley Avenue residence removed, roads no longer required.



- Hulverstone residence access reconfiguration, roads no longer required beyond planned new access.



Cheam/Birchfield existing

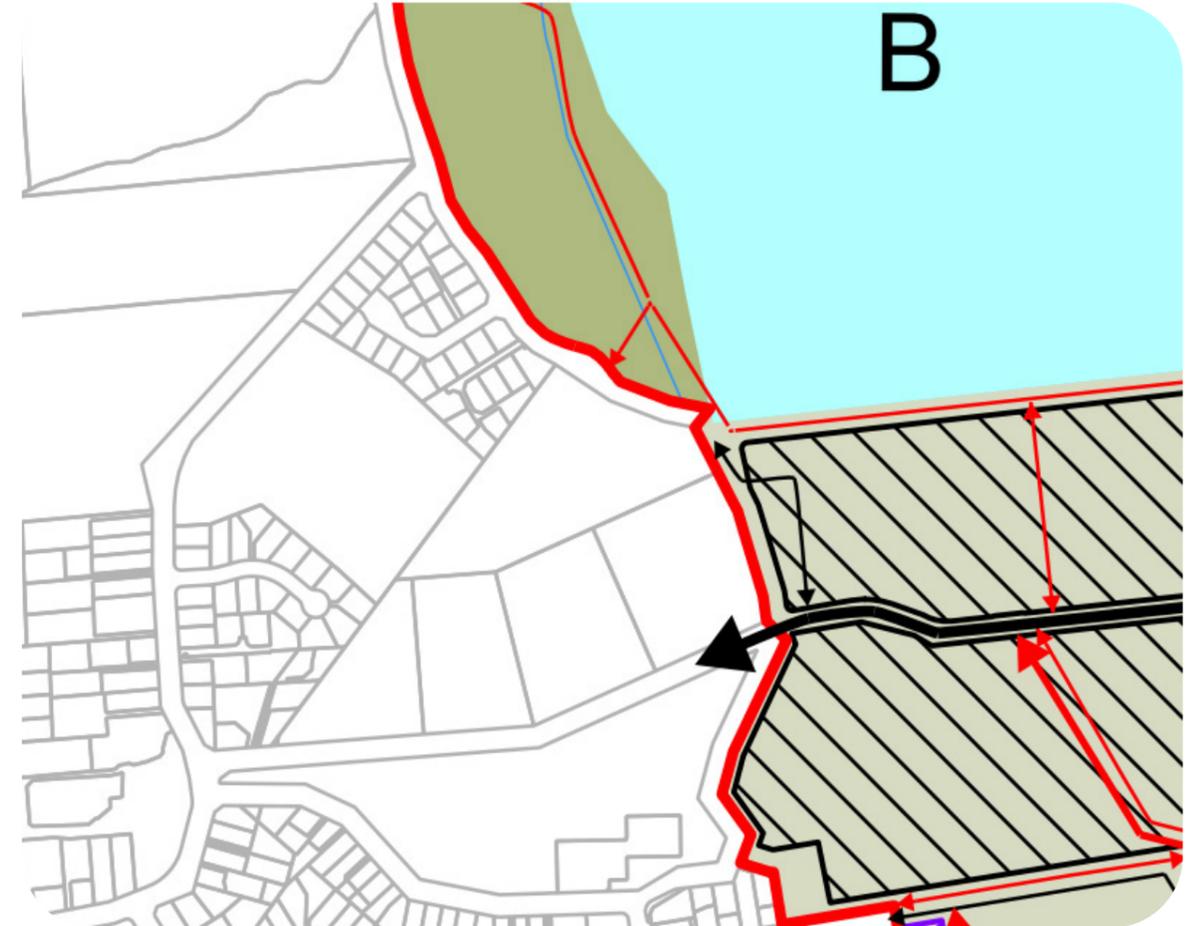


Cheam/Birchfield potential stopping



- Access to Sutton Place needs to be maintained, but the current configuration causes operational issues and costs
- Change would only affect Sutton Place residents, targeted consultation suggested.
- Suggest roads stay open up to future new road to avoid future costs. This will leave some 'stubs' open.
- Leaseholder in the area supportive of potential changes.

Broomfield existing

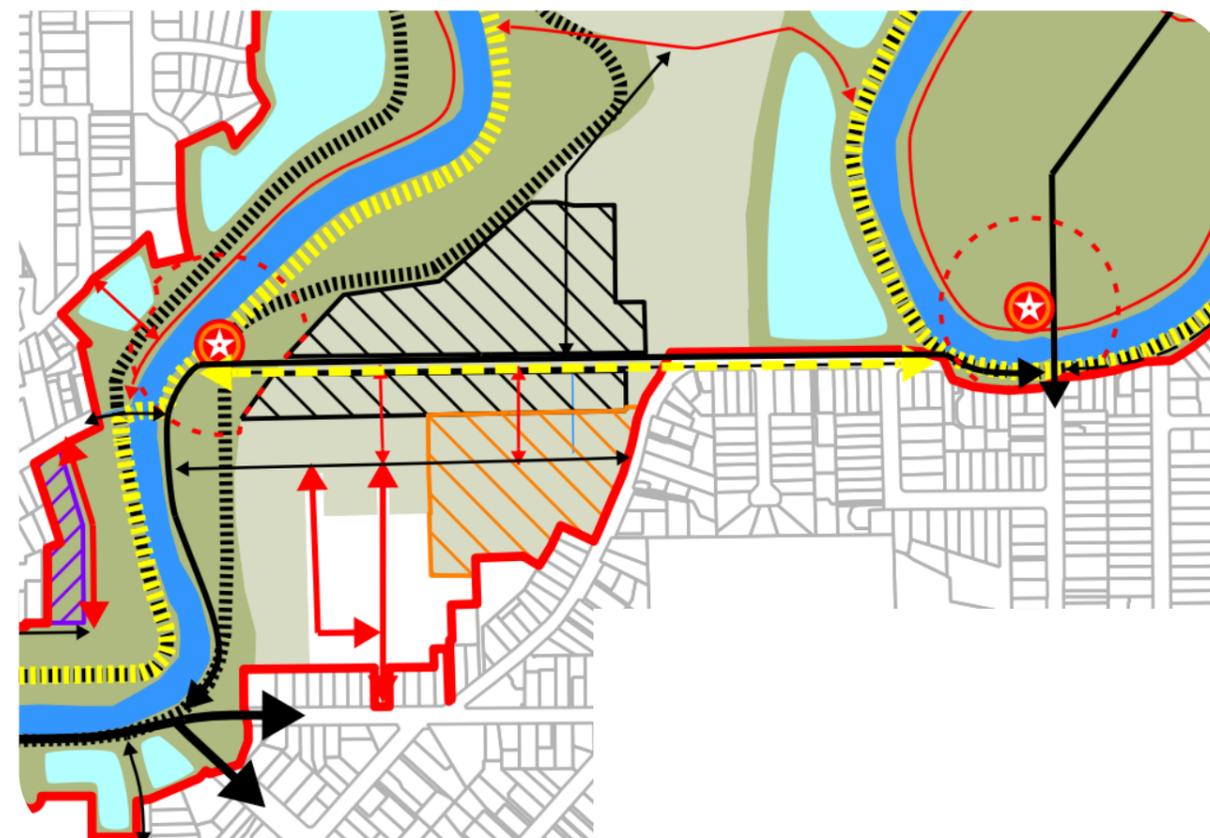


Broomfield possible stopping



- Resident initiated discussion, road showing as staying open in the Regeneration Plan
- Initial Transport comments suggest that significant network impacts are unlikely, but formal assessment would be sensible following results of consultation (if supported)
- As change would most directly affect residents of Strathmore Gardens/Tompkins Lane, targeted consultation suggested.
- Stopping this portion would reduce antisocial behaviour on the through route.
- Existing carparking could be gated and treated as a Parks asset.

Retreat/Cowlishaw existing



KEY

- Development Plan boundary
- Open Space Community Park Zone
- Water bodies
- Stormwater Management Areas *
- Green Spine
- A Otakaro Loop Reach
- B Horseshoe Lake Reach
- C Eastern Reaches
- No change to zoning
- City to Sea Path ****
- Proposed new roads
- Indicative pedestrian / cycle linkages
- Cycle commuter linkage
- New pedestrian / cycle / vehicle bridges
- State Highway 74
- Proposed Road linkage ***
- Existing minor arterial
- Existing collector road
- Existing local roads **
- Stopbank ****

OVERLAYS

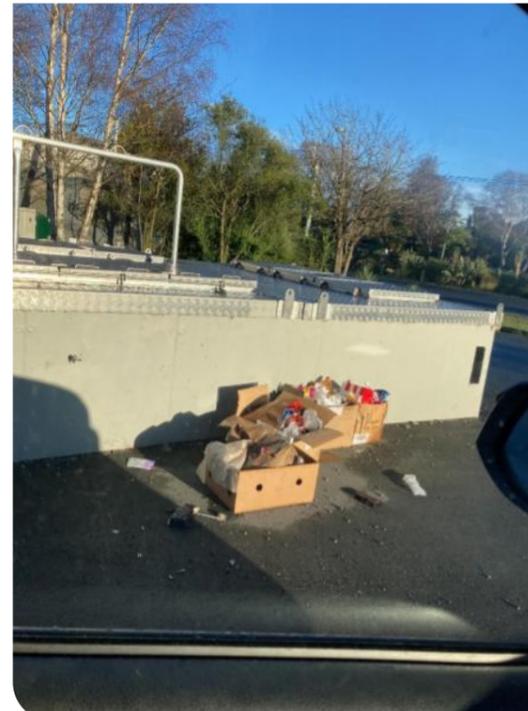
- Activity Area
- Trial Housing Area
- Edge Housing Area
- * Landing
- * Indicative size and shape
- ** These are the minimum number of local roads that are required to be retained. Others may also be retained.
- *** To be investigated.
- **** Indicative alignments.

Retreat Road issues





Retreat Road issues



664 customer service requests for litter collection have been responded to by red zone staff since taking over management in 2019.

This accounts for 16% of all of our requests across the Corridor.

Attached photos all from 2024.

Retreat/Cowlishaw possible stopping



- Most significant of the changes under discussion, further broad engagement and traffic studies recommended.
- Operationally, Retreat Road is one of the worst roads in the Corridor, responsible for 16% of our dumping/cleanup costs as well as significant speeding. The corner at Swanns Road has frequent 'spin out' accidents.
- The central section is sinking and suffers from flooding issues.
- Eden Project no longer going ahead, staff believe that any future project here and the trial housing could be serviced by Cowlishaw.
- Retaining Cowlishaw is staff preference as it has two sharp bends which would slow traffic speeds, and more edge friction/surveillance/traffic calming measures.
- No other discussions held to date, as we wanted a Board steer prior.