Waipuna Halswell-Hornby-Riccarton Community Board and Waipapa Papanui-Innes-Central Community Board
AGENDA

Notice of Meeting Te Pānui o te Hui:

An Ordinary meeting of the Waipuna Halswell-Hornby-Riccarton Community Board and Waipapa Papanui-Innes-Central Community Board will be held on:

Date:	**Thursday 27 March 2025**
Time:	**4 pm**
Venue:	**Rārākau: Riccarton Centre,** **199 Clarence Street, Christchurch**

Membership

Chairperson	Marie Pollisco	
Deputy Chairperson	Helen Broughton	
Members	Sarah Brunton	Emma Norrish
	Henk Buunk	Simon Britten
	Gamal Fouda	Pauline Cotter
	Tyla Harrison-Hunt	Sunita Gautam
	Andrei Moore	Victoria Henstock
	Debbie Mora	Ali Jones
	Mark Peters	Jake McLellan
		John Miller
		Emma Twaddell

24 March 2025

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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/@fendaltonwaimairiharewoodc6878/streams

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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.

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.

Adopted by the Council on 5 April 2023

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.

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.

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

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

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

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

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

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. Deputations by Appointment Ngā Huinga Whakaritenga

3.1 Riccarton CRAF - Deans Avenue pedestrian safety improvements

Mary O'Connor, local resident, will address the Board in relation to the Riccarton CRAF – Deans Avenue pedestrian safety improvements report.

3.2 Riccarton CRAF - Deans Avenue pedestrian safety improvements

Grant Read, local resident, will address the Board in relation to the Riccarton CRAF – Deans Avenue pedestrian safety improvements report.

3.3 Riccarton CRAF - Deans Avenue pedestrian safety improvements

Claire Mulcock, Secretary will speak on behalf of the Deans Avenue Precinct Society in relation to the Riccarton CRAF – Deans Avenue pedestrian safety improvements report.

3.4 Riccarton CRAF - Brockworth Place Street renewal

Claire Mulcock, Secretary will speak on behalf of the Deans Avenue Precinct Society in relation to the Riccarton CRAF - Brockworth Place Street renewal Report.

4. Riccarton CRAF - Deans Avenue pedestrian safety improvements

Reference Te Tohutoro:	24/2332418
Responsible Officer(s) Te Pou Matua:	Ann Tomlinson, Project Manager Samantha Smith, Engagement Advisor
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton and Waipapa Papanui-Innes-Central Community Boards to approve the Deans Avenue pedestrian safety improvements scheme design following community engagement.

1.2 The delivery of this project was selected by the Board as a priority project is within the Riccarton Christchurch Regeneration Acceleration Facility (CRAF) programme of works.

1.2.1 The report is in response to ongoing safety concerns in the area, particularly for people walking and crossing Deans Avenue

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board and Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Riccarton CRAF - Deans Avenue pedestrian safety improvements Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any Bylaw to the extent that they are in conflict with the parking or stopping restrictions described in recommendations 4-6 below.
4. Approves all kerb alignments, paths, islands, road surface treatments, traffic calming features and road markings on Deans Avenue, commencing at its intersection with Freyberg Avenue and extending in a southerly direction until its intersection with Mayfair Street as detailed on plan TP364701, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A**.
5. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:
    a. On the western side of Deans Avenue, commencing at a point approximately 153 meters south of its intersection with Freyberg Avenue and extending in a southerly direction for a distance of 36 metres, as detailed on plan TP364701, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A**.
    b. On the western side of Deans Avenue, commencing at a point approximately 194 meters south of its intersection with Freyberg Avenue and extending in a southerly direction for a distance of 8 metres, as detailed on plan TP363401, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A**.

c. On the eastern side of Deans Avenue, commencing at a point approximately 146 meters south of its intersection with Freyberg Avenue and extending in a southerly direction for a distance of 29 metres, as detailed on plan TP363401, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A**.

6. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:

a. On the western side of Deans Avenue, commencing at its intersection with Brockworth Place and extending in a northerly direction for a distance of 26 metres, as detailed on plan TP363401, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A**.

b. On the western side of Deans Avenue, commencing at its intersection with Brockworth Place and extending in a southerly direction for a distance of 23 metres, as detailed on plan TP363401, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A**.

c. Approves that these resolutions 4-6 take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

3.1 In 2022, staff presented a package of improvements to the Waipuna Halswell-Hornby-Riccarton and Waimāero Fendalton-Waimairi-Harewood Community Boards (Agenda, Item 4). The Community Boards jointly approved a number of projects for the Riccarton and Fendalton CRAF programme (Minutes, Item 4), which included a package of pedestrian improvements such as build outs and refuge islands.

3.2 The Community Boards requested staff investigate and install a pedestrian crossing facility linking Masjid Al Noor Mosque and Hagley Park on Deans Avenue as the first priority.

3.3 The crossing is in a busy location with many people, including tamariki and rangatahi (youth) visiting Hagley Park for school and weekend sports, for walking and enjoying the park, and attending events. The Mosque generates large numbers of attendees including elderly members of the community.

3.4 The recommended option is to install a pedestrian crossing, as shown in **Attachment A**, and summarised below:

- Staggered pedestrian crossing in the central median island and kerb build outs to minimise the crossing distance for people. This requires the merge location for southbound traffic to be moved approximately 380 metres north to provide a single traffic lane for pedestrians to cross and space for the buildout.
- Speed humps on both approaches to the crossing to slow vehicle speeds close to the crossing point.
- Tactile pavers, supporting signage, road marking changes, parking removal and lighting upgrade.

3.5 Staff recommend the proposed improvement, as it presents safety improvements by:

3.5.1 Installing a safe pedestrian crossing facility roughly equidistant to existing crossings, and where count data from May 2024 shows pedestrian demand is high.

3.5.2 Providing traffic calming on the approaches. This means drivers have more time to react and avoid a crash, and should a crash occur, the impact is less severe.

3.5.3 Addressing a known issue with parked cars being side swiped by increasing the width of the parking lane on Hagley Park side of the road.

3.5.4 Making it safer for motorists who need to exit their vehicle on the road side.

3.5.5 The improvements will also discourage motorists from parking on the berm as the parking lane will be wider and feel safer.

4. Background/Context Te Horopaki

4.1 The Christchurch Regeneration Acceleration Fund is a funding package from the Treasury for transport projects in Christchurch.

4.1.1 The CRAF investment in roading and transport improvements was set up to address condition, and safety and access issues, with the projects selected and prioritised by the Community Boards.

4.1.2 It aims to act as a catalyst, improving safety outcomes and encourage more people to walk, bike or use public transport.

4.2 Improving safety and accessibility on local roads in Christchurch is a priority for the Council.

4.2.1 There are a number of levels of service agreed as part of the Long-Term Plan 24-34 which are relevant to this decision, such as measuring: safety statistics for pedestrians and cyclists; and perceptions that Christchurch is a "walking friendly city".

4.2.2 Providing safe infrastructure is a key tool for helping people get to where they are going safely, irrespective of their mode of travel.

4.3 Pedestrian safety improvements on Deans Avenue, within the vicinity of Al Noor Mosque and Hagley Park, are proposed at the request of the Waipuna Halswell-Hornby-Riccarton Community Board in 2022.

Current road layout

4.4 Deans Avenue (at the proposed location of the new crossing) consists of three lanes, with one lane northbound and two lanes southbound, separated by a physical raised median. There are no cycle lanes on Deans Avenue.

4.4.1 The carriageway width at the proposed location of the crossing is approximately 17 metres from kerb to kerb (including a two-metre wide median).

4.4.2 There is a footpath on the west side of Deans Avenue.

4.4.3 People walking on the east side use the shared path in Hagley Park. Anecdotally, this is a well-used path by large numbers of people walking and cycling, however, Council does not have formal counters in this location.

4.4.4 There is one existing non-priority crossing point for pedestrians on Deans Avenue close to the Mosque on the southern side of Brockworth Place. People have been observed crossing Deans Avenue at various locations along the frontage of the Mosque.

4.5 Parallel parking is provided on both sides of the road. Vehicles parking on the southbound side of Deans Avenue often mount the kerb to park clear of the traffic lane, due to the narrow parking lane in this location.

4.6 The seven-day average daily traffic volumes on Deans Avenue for all traffic lanes is 15,500 vehicles.

4.6.1 This is split into 7,500 vehicles per day northbound and 8,000 vehicles per day southbound. The single northbound lane is therefore carrying a similar volume to the two existing southbound lanes.

4.6.2 The percentage of heavy vehicles is 4.3%.

4.7 The current posted speed limit is 50km/h. A speed count undertaken in 2024 showed that the 85th percentile speed (the speed at which 85% of people are driving) is 50.2 km/h for northbound traffic and 53.3 km/h for southbound traffic.

4.8 According to the NZTA Crash Analysis System there have been six crashes in the five-year period between 2019 and 2023 within the project area on Deans Avenue.

4.8.1 Four were non-injury crashes and two were minor injury crashes. No crashes involved people walking or cycling.

4.8.2 Two of the non-injury crashes involved parked or parking vehicles.

Pedestrian demands

4.9 Pedestrian volumes were surveyed at various locations along Deans Avenue using cameras. The highest volume crossing was at the south end of Brockworth Place near the sports fields and where commuter parking is high. The second highest volume of pedestrians were in the area near Al Noor Mosque where the new crossing facility is proposed.

4.10 There are various pedestrian crossing facilities along Deans Avenue that have been established over the years which do not meet current best practice design standards, eg the waiting area within the median is very narrow.

4.11 It is acknowledged that some pedestrians will continue to cross where there are no current formal crossings, however this proposal provides a safe facility for pedestrians in the immediate vicinity of a high pedestrian generating destination.

4.12 The proposed crossing location is approximately equal distance from existing signalised crossings.

4.13 Both sides of Deans Avenue are programmed for a full reseal under the maintenance contract. These works have been brought forward a year to align with this project, and if approved will be delivered together. This will create cost efficiencies and mean less construction disruptions for the residents and users of Deans Avenue.

4.14 The following related memos/information were circulated to the meeting members:

Date	Subject
2 November 2023	Riccarton and Fendalton CRAF programme – project update (memo)
20 June 2024	Riccarton and Fendalton CRAF – project updates (memo)
16 January 2025	Riccarton CRAF - Deans Avenue pedestrian safety improvements – project details and update to Waipapa Papanui-Innes -Central Community (memo)

4.15 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
4 July 2022	Confirmation of Riccarton and Fendalton Christchurch Regeneration Acceleration Facility (CRAF) programme
24 October 2023	Riccarton CRAF – briefing
24 October 2024	Riccarton CRAF – project update

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.16 The following reasonably practicable options were considered and are assessed in this report:

4.16.1 **Option 1 –** One lane southbound with speed hump on approach (as shown in **Attachment A**).

4.16.2 **Option 2** - Retain two lanes southbound with a speed hump

4.16.3 **Option 3** - One lane southbound without speed hump

4.16.4 **Option 4** - One lane southbound without speed hump but retain some funding and review after a period in operation

4.16.5 **Do nothing.**

4.17 The following option was also considered but was not assessed as being reasonably practicable for the reasons outlined below. These options were discussed with the Community Board at a briefing on 24 October 2024 and ruled out primarily due to budget shortfall, however ducting will be installed to future proof for signals.

4.17.1 **Install a staggered raised signalised pedestrian crossing** – The cost of a signalised crossing would exceed the budget available. However, to ensure that traffic signals could be retrofitted in the future, this project will include the installation of ducting to future proof for signals.

4.17.2 **Install a staggered signalised pedestrian crossing -** The cost of a signalised crossing would exceed the budget available. However, to ensure that traffic signals could be retrofitted in the future, this project will include the installation of ducting to future proof for signals.

Options Descriptions Ngā Kōwhiringa

4.18 **Preferred Option:** One lane southbound with speed hump on approaches

4.18.1 **Option Description:** Pedestrian safety improvements as shown in **Attachment A** including:

- Staggered crossing in the central median island and kerb buildouts to minimise the crossing distance for people. This requires the merge location for southbound traffic to be moved approximately 380 metres north to provide a single traffic lane for pedestrians to cross and space for the buildout.
- Speed humps on both approaches to the crossing to slow vehicle traffic close to the crossing point.
- Tactile pavers.
- Supporting signage, and road marking.
- Lighting upgrade.

4.18.2 **Option Advantages**

- Provides a safe crossing location on Deans Avenue.
- Permanently reduces the crossing distance across the southbound lane from two lanes to one lane, assisting children and elderly to cross the road.
- Provides a connection to the shared path in Hagley Park.

- Addresses safety incidents involving parked (or manoeuvring) vehicles adjacent to the park, due to the increased buffer to the vehicle lane as a result of the reduction to one lane.
- Provides future proofing for signals by installing the ducting.
- Opportunity to deliver these pedestrian safety improvements with the resealing programmed for Deans Avenue.

4.18.3 **Option Disadvantages**

- Requires the removal of one tree.
- Public perception may be that the lane reduction will cause congestion. Transport modelling shows the extension of the single lane section will add an additional three seconds to journey time in the morning peak and four seconds in the evening peak.
- The installation of the speed humps which are being installed for the safety of the crossing could add an additional six second delay to journey time.

  Note: - This is in publicly available information from Auckland Transport: https://at.govt.nz/media/pvmaj3jj/210-road-safety-deep-dive.pdf - Evaluation of a demonstration project involving raising 37 zebra crossings showed a reduction from 2.4 serious or fatal crashes/year to 0.4 serious or fatal crashes a year with zero serious pedestrian crashes. Initial results from travel time modelling show most travel time delays fall between three and six seconds per raised device.
- Removes nine carparks to provide space for the buildouts and sightlines.

4.19 The following table summarises the different options considered, when compared to the preferred option. The advantages and disadvantages are very similar to the preferred option, with the traffic calming providing the added benefit for safety. This is discussed in the analysis criteria section.

	Option 1 – Preferred option	Option 2 - Retain two lanes southbound with a speed hump	Option 3 - One lane southbound without speed hump	Option 4 - One lane southbound without speed hump but retain some funding and review after a period in operation
Pedestrian Crossing Provided	Provides a safe crossing location on Deans Avenue to connect the Mosque to Hagley Park.	As per Option 1	As per Option 1	As per Option 1
Crossing distance	Permanently reduces the crossing distance across the southbound lane from two lanes to	People would need to cross two lanes of traffic on the eastern side, there would be no buildout or	As per Option 1	As per Option 1

	Option 1 – Preferred option	Option 2 - Retain two lanes southbound with a speed hump	Option 3 - One lane southbound without speed hump	Option 4 - One lane southbound without speed hump but retain some funding and review after a period in operation
	one lane, assisting children and elderly to cross the road.	pedestrian protection.		
Speed calming	To align with the safe system principles, traffic calming is provided on the approaches to the crossing. Vehicle speeds where pedestrians cross likely to be between 30 km/h and 40 km/h.	As per Option 1	Vehicle speeds are at or above 50 km/h at the location of the crossing.	As per Option 3
Safety risk	Manage the risk of a serious crash type by incorporating traffic calming.	As per Option 1	Manage risk but to a lesser extent than Option 1 and 2 due to higher vehicle speeds.	As per Option 3
Impact on Network	Southbound traffic volumes on Deans Ave South are similar to northbound flows. Single traffic lane would have spare capacity.	No change.	As per Option 1	As per Option 1
Parking	Improve safety and access for people exiting and entering parked vehicles adjacent to the park due to the increased vehicle lane width as a result of the reduction to one lane.	An extensive reduction in parking is required (removal of 72 parks) to: - provide pedestrians with adequate sight distances - enable two traffic lanes past the	As per Option 1	As per Option 1

	Option 1 – Preferred option	Option 2 - Retain two lanes southbound with a speed hump	Option 3 - One lane southbound without speed hump	Option 4 - One lane southbound without speed hump but retain some funding and review after a period in operation
	Protects kerb and channel asset as cars less likely to mount the kerb. Safer entry and exit to properties on the western side.	crossing point, as this would require significant modifications to the existing line markings and alignments		
Signals futureproofing	Ducting to be installed at the time of construction.	As per Option 1	As per Option 1	As per Option 1
Tree removal	One tree to be removed. New trees will replace the lost tree.	As per Option 1	As per Option 1	As per Option 1

4.20 Deans Avenue – Do nothing.

4.20.1 **Option Description:** Existing layout remains with no improvements for people crossing.

4.20.2 **Option Advantages**

- Tree in median island remains.
- Two traffic lanes are retained on Deans Avenue southbound.
- Money could be spent on other CRAF projects.
- No parking loss.

4.20.3 **Option Disadvantages**

- No safe crossing point for pedestrians within this area of Deans Avenue.
- Retains the narrow parking lane adjacent to Hagley Park.
- No future proofing for signals.
- No additional access point into Hagley Park.

Analysis Criteria Ngā Paearu Wetekina

4.21 The analysis criteria focuses on two issues: safety and network effects.

Safety review

4.22 An independent 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. While 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), most areas in the assessment are not applicable to this situation and therefore the comparison below uses a total score of 64. A summary of the scores from the Safe System Assessment can be found below in **Attachment E** but it should be noted that the original assessment scores relate to the total scores of 448.

4.23 The change between the existing and the proposed option for the pedestrian element, which is the main focus of the project would see a reduction in score from 36 out of 64 to 16 out of 64, that is a reduction of 20 points, significantly improving safety for people crossing the road. A score of zero or close to zero indicates a high level of alignment with the Safe System.

4.24 The independent auditor noted that the design option score is based on the proposed speed hump locations. Without these, vehicles passing the proposed staggered pedestrian crossing point are likely to be travelling above 30km/h which is above safe system limits for pedestrians. If a vehicle collided with a pedestrian, it is likely to result in serious injuries due to the speed of impact.

4.25 As a result of the Safe System Audit and prior to consultation, the location of the speed hump on the southbound approach was relocated closer to the crossing point.

4.26 Relocating the speed hump on the northbound approach was not possible due to the location of the driveways, however there are still safety benefits from having the speed hump as proposed as drivers still have to reduce speed prior to the crossing and will have an increased awareness of the change in road environment.

4.27 The independent auditor noted the safety benefits that will be achieved by the reduction to one southbound traffic lane and the widening of the parking lane. This is an improvement for vulnerable users and safety around vehicle parking manoeuvres.

4.28 The Audit team were also asked to review Options 2-4 (noted above in 4.23) through the Safe System Assessment process.

4.29 This demonstrated that the preferred option has the best alignment with the Safe System approach, as the number is the lowest.

Design Option	Description	Score
Preferred Option	One lane southbound with speed hump on approaches	16/64
Option 2	Retain two lanes southbound with speed humps	28/64
Option 3	One lane southbound without speed humps	30/64
Option 4	One lane southbound without speed humps but retain some funding and review after a period in operation	30/64
Existing conditions		50/64

4.30 The full assessment of the options is provided in **Attachment E**.

4.31 In summary, the scores indicate that Option 1 – preferred option would reduce the crash risk for Pedestrian, Cyclist and Other (parking related) crashes the most.

4.31.1 This is due to reductions in the likelihood and severity scores for these crash types. Options 2, 3 and 4 show some improvements in crash risk compared with the existing situation, but not as significant as Option 1.

Review of network effects

4.32 The proposed scheme, and Options 3 and 4, include an extension of the current single lane section on Deans Avenue by relocating the merge from two lanes to one to start between Freyberg Avenue and Oakford Close.

4.32.1 This will provide an additional 380 metres (approximately) of single lane, as there is already approximately 450 metres of one lane existing from Mayfair Street to Lester Lane (around 100m north of Moorhouse Avenue).

4.32.2 This will reduce the crossing distance for people walking, making it safer for pedestrians. It will also provide a wider carparking lane on the east side adjacent to Hagley Park, where currently the narrow parking lane has cars parked on the grass berm or encroaching into the live traffic lane.

4.33 An analysis has been completed to understand the effects on traffic of the proposal using a network model (CAST). The purpose of the review was to evaluate the network effects of the proposal and how this might impact on people who drive through this area. In summary:

- In the current situation, the observed 85th percentile travel speed (the speed at which 85% of drivers are travelling at or below) is around 50 km/h, with an average speed of approximately 45 km/h. These figures indicate that drivers travelling along Deans Avenue can travel at the posted speed limit without delays. This information is from a traffic count undertaken in August 2024, at a location between Palazzo Lane and Oakford Close.
- The count shows that approximately 650 vehicles travel southbound in the morning peak hour. A single traffic lane can carry around 1800 vehicles per hour, this reduces to around 1300 vehicles per hour where vehicles are required to merge, and around 1500 vehicles per hour when there is a 30km/h temporary speed limit. While there is no reduction in speed limit proposed, the advisory speed for people travelling over the speed hump will be 25km/h, so while not the same situation, this information is provided for comparative purposes to demonstrate likely effects.
- In each of these scenarios, there is available capacity with the extension of the single lane for an extra 380 metres. Any delays southbound are likely to be generated by the existing signalised crossing further south on Deans Avenue from the South Express Major Cycleway.
- The model shows that with the proposal, there could be a slight reduction in travel speed in the southbound direction by approximately 5 km/h to the north of the crossing due to the change from two lanes to one at this location and vehicles having to merge and slow for the traffic calming feature. The model suggests that during the morning peak, when the network is busiest, accommodating school and commuter traffic in this location, approximately 40 southbound vehicles approaching from Deans Avenue and Harper Avenue are likely to divert to Riccarton Avenue to avoid any potential delays and slower speeds on Deans Avenue. The number of drivers who divert during the evening peak is a lot lower (single numbers).
- The model showed that the effects of the reduced number of lanes (from two to one for this short distance) is not predicted to have significant impacts on the wider transport network.

While traffic speeds may slow on Deans Avenue while drivers merge, a small amount of traffic is modelled to divert along Riccarton Avenue. There would therefore be a very minor impact on Deans Avenue with the extension of the single lane.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Option 1 - Recommended Option	Option 2 – Retain two lanes southbound with a speed hump	Option 3 – One lane southbound without speed humps	Option 4 – One lane southbound without speed hump but retain some funding and review after a period in operation	Do Nothing
Cost to Implement	$590,000	$610,000 – increase due to redesign costs, Safety Audit review etc	$560,000	$560,000 + Approx $30,000 to install later	Nil
Maintenance/Ongoing Costs	Covered by existing maintenance contract – minor increase due to requirement for hand sweeping channel behind kerb buildout – approx. $500/year	As per Option 1	As per Option 1	As per Option 1	Covered by existing maintenance contract
Funding Source	73567 Riccarton CRAF – Pedestrian Improvements	As per Option 1	As per Option 1	As per Option 1	N/A
Funding Availability	Funds are available	As per Option 1	As per Option 1	As per Option 1	Funds are available
Impact on Rates	Nil	Nil	Nil	Nil	Nil

5.1 The cost estimates are detailed scheme phase estimates. If the construction estimate is higher than the detailed scheme phase estimate, there are unallocated funds available in the Riccarton CRAF programme.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Construction Risks: These are considered BAU, using a qualified and competent contractor and tying in with planned maintenance works.

6.2 Safety: The proposal includes traffic safety measures that will reduce risk for all road users at this location. The safety assessment shows that the proposal has benefits for all road users.

6.3 Network Impacts: The assessment of network effects demonstrates that extending the length of the one lane section of Deans Avenue southbound by 380 metres has a minimal impact on the network.

6.4 Public Perception: Public sentiment on safety schemes – particularly those including speed management features – can be polarised. Staff have provided a number of options with the pros and cons of each, so that Elected Members can select with the full information. Transport staff will also work with the Council's communications team to ensure the works, and reasons behind it, are understood by residents

Legal Considerations Ngā Hīraunga ā-Ture

6.5 Statutory and/or delegated authority to undertake proposals in the report:

6.5.1 The Community Boards have delegated authority from 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 and traffic controls.

6.5.2 Section 334 of the Register of Delegations contains a variety of delegations in respect of roads which have been delegated to the Community Boards. This includes:

To construct, remove or alter:

- *Pedestrian safety areas*
- *Grass plots or flower bed or trees*
- *Facilities for the safety, health, or convenience of the public, or for the control of traffic or the enforcement of traffic laws. For example, and without limitation includes, stop signs, give way signs, left and right turnings filters, one lane bridge traffic restrictions and one lane narrowing restrictions, pedestrian crossing and associated infrastructure, roundabouts, traffic islands, buildouts, chicanes, and other traffic restraints.*

6.5.3 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.

6.6 Other Legal Implications:

6.6.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

6.7 The required decisions:

6.7.1 Align with the Christchurch City Council's Strategic Framework.

6.7.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy 2019. The level of significance was determined by the low number of people affected and/or with an interest, limited

benefits/opportunities and costs/risks to Council, and modest level of community influence.

6.7.3 Are consistent with Council's Plans and Policies.

6.8 This report supports the Council's Long Term Plan (2024 - 2034):

6.9 Transport

6.9.1 Activity: Transport

- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 625 kilometres (total combined length)
- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

6.10 Early engagement with Masjid Al Noor Mosque and Deans Avenue Precinct Society started in 2023, with a site meeting with both stakeholders to get their comments on a proposed pedestrian safety project on Deans Avenue.

6.11 The draft plan was shared with emergency services stakeholders prior to public consultation with the following responses:

- **NZ Police** Crowded Place Expert confirmed the crossing and speed hump will improve safety in general, and that none of the upgrade would interfere with existing security measures.
- **Fire and Emergency New Zealand** confirmed that they have no concerns when viewing this in isolation to any other planned improvements in the area.
- **Hato Hone St John** confirmed that while this route is used for responses, they would not define it as a key route and are supportive of this enhancement. They appreciate while raised features force ambulances to reduce speed, they appreciate that is the intent and see no evidence to suggest responses are negatively impacted by these features.

6.12 Consultation started on 20 November 2024 and ran until 15 December 2024.

6.13 An email was sent to 102 key stakeholders, including Deans Ave Precinct Society, Al Noor Mosque, Riccarton Community Patrol, Christchurch District Health Board, Canterbury Rugby and Christchurch Metro Cricket. This included information they could share with their online communities.

6.14 Consultation documents delivered to residents on Deans Avenue between Brockworth Place and Freyberg Avenue. The Kōrero mai | Let's Talk page had 633 views throughout the consultation period.

6.15 Deans Avenue Precinct Society had questions on behalf of residents about whether they could have two white lines painted on Deans Avenue either side of the entranceway to Palazzo Lane to assist residents with getting onto Deans Avenue in peak traffic. The Traffic Operations team confirmed that 'keep clear' markings are not installed at low volume private lanes. These markings are for higher volume intersections and where emergency services operate.

Summary of Submissions Ngā Tāpaetanga

6.16 Submissions were made by four recognised organisations and 34 individuals. All 38 submissions are available on our Kōrero mai webpage.

6.17 Organisation feedback has been summarised below:

6.17.1 **Greater Ōtautahi Inc** were generally supportive of the plan including the crossing, the lane merge shift, and the connecting path. They requested the no stopping lines be extended, a speed limit reduction considered, and trees to replace the tree proposed for removal. They also suggested a signalised crossing would be beneficial if it were consistently able to provide crossings to pedestrians within 30 seconds. They were concerned about the staggered crossing and that it would not do enough to protect pedestrians, as pedestrian hesitance may come from excessive driver speed. However, they noted they are still supportive of a staggered crossing.

6.17.2 **Spokes Canterbury** were supportive of the plan but requested the pedestrian refuge island not be staggered to improve accessibility, a crossing for both pedestrians and cyclists, and to increase the distance between the lane merge and the crossing to increase visibility and allow for an on-road cycle lane.

6.17.3 **Canterbury/West Coast Automobile Association District Council** were somewhat supportive of the plan and did not support the speed humps regarding them as unsafe, increasing emissions and damaging vehicles.

6.17.4 **Deans Ave Precinct Society** were supportive of the need for safer crossing points between the west side of Deans Avenue and Hagley Park and agree the new crossing will be of benefit to pedestrians in this location. However, they did not think it met the needs of many residents who cross to/from Hagley Park. They also commented that cyclists rarely use Deans Avenue and would not access the crossing via the narrow footpath, however they did acknowledge the presence of the shared path in Hagley Park. They requested safer crossing points at other locations on Deans Avenue and to ensure that U-turns are still able to be maintained.

6.18 Of the 36 individual submissions:

- 23 supported the plan (seven of whom provided no further comment)
- 9 somewhat supported the plan
- 4 were not in support of the plan

6.19 Of the seven local residents who submitted:

- 2 supported the plan
- 3 somewhat supported the plan
- 2 were not in support of the plan

6.20 Submitters liked the following elements of the plan:

- The crossing (18)
- The speed humps (12)
- The lane merge shift (7)
- The general intent of a safer crossing at this location, but not the design (6)

6.21 Submitters disliked the following elements of the plan:

- The staggered pedestrian refuge island (6)
- The perceived low use of the crossing by the community / lack of need (6)
- Lack of consideration of cyclists (6)
- The speed humps (5)
- The lane merge shift (3)
- The removal of car parks (3)

6.22 Out of scope requests included installing other crossing locations and traffic calming on Deans Avenue including at Oakford Close, intersection narrowing at Brockworth Place and Oakford Close for pedestrians walking along Deans Avenue and a request to shift the crossing (although unclear exactly where) (5).

6.23 Main themes have been summarised and addressed below:

Themes	Staff response
Request for on-road cycle lanes	Cycle lanes at the crossing point only would not be promoted as they would be in isolation and would need to be considered as a whole corridor. This is outside the scope of this project. There is a shared path in Hagley Park that people on bicycles could use.
Request for a speed limit reduction within crossing vicinity	The Setting of Speed Limit Rule 2024 has changed the way speed limits have been set. Deans Avenue is classified as an Activity Street under One Network Framework. Therefore, a 40km/h speed limit could be considered by Council if we meet all the requirements of the Rule.
Request for a wider / not staggered pedestrian refuge island to include cyclists	There is a major cycle route just under 400 metres away that provides a signalised crossing into Hagley Park.
Request for a signalised crossing	This project will include future proofing for traffic signals by installing ducting.
Maintain existing U-turns on Deans Avenue	There is no change to any of the existing U-turn locations along Deans
Make the shared path into Hagley Park wider / follow the desire line	The new shared path location and width is designed to address the close proximity of tree roots and the tree locations.
Install bike parking facilities on Deans Avenue	Outside the scope of this project and we are not aware of any specific demand for bike parking in this area.
Concern regarding parking loss	Three carparks can be retained on the east side of Deans Avenue next to Hagley Park by

	slightly increasing the buildout to keep safe sight lines.
Request for trees to replace the tree proposed for removal	Four new street trees will be planted as part of the Brockworth Place (south end) street renewal project and is within approximately 170 metres.
Traffic modelling for the lane merge shift	Traffic modelling information supporting the lane merge shift is included in this report – items 4.27 and 4.28.

6.24 Staff have reviewed the consultation feedback, and the revised plan for approval includes retaining three carparks that were proposed for removal on the Hagley Park side of the crossing. The project also includes future proofing for traffic signals should they be required in the future.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.25 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.

6.26 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.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.27 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

6.28 The emission reductions associated with this project have not been estimated.

6.29 Improving the ability for people to walk, cycle, scoot and catch the bus are a key part of the Council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

6.30 Improving safety and providing a safer crossing so people 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.

6.31 The scheme will contribute positively to emission reduction by providing safer pedestrian access to Hagley Park and the Riccarton area.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, staff will progress to final detailed design and construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Riccarton CRAF - Deans Avenue scheme for Community Board approval	25/135039	22
B	Internal and External Memos Riccarton and Fendalton CRAF programme - project update 30 November 2023	23/1804721	23
C	Riccarton and Fendalton CRAF - update memo to Community Boards - June 2024	24/1083786	26
D	Memo to Waipapa Papanui-Innes-Central Community Board - Riccarton CRAF - Deans Avenue pedestrian safety project update	24/2330581	30
E	Deans Avenue Safety Improvements Options Safe System Assessment memo 240310	25/487648	33

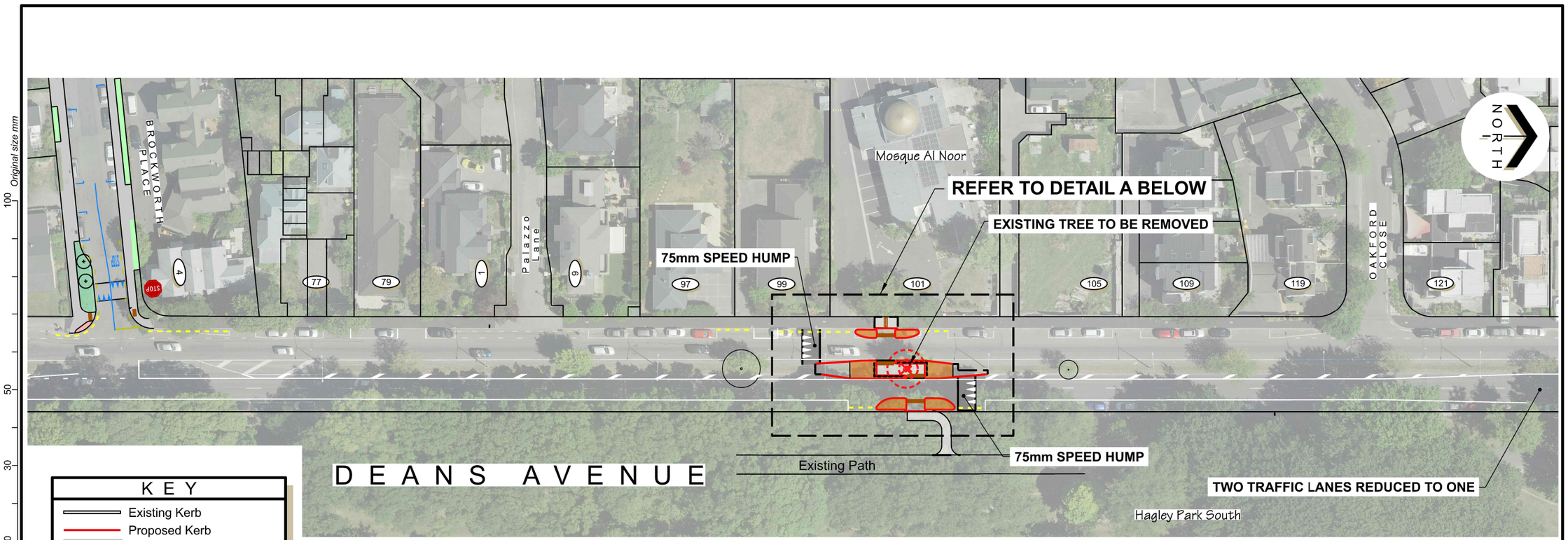
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Ann Tomlinson - Project Manager Kelly Griffiths - Senior Project Manager Samantha Smith - Engagement Advisor
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management

Christchurch City Council



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Christchurch City Council

Deans Avenue
Pedestrian Safety Improvements
For Board Approval

Attachment A

Original Plan Size: A3
Drawn: MJR Issue 1 05/03/2025
Designed: WSP Drawing: TP364701
Approved: BH Project: CP504094/01

Memos

Memo

Date: 2 November 2023
From: Ann Tomlinson – Project Manager
To: Waimāero Fendalton-Waimairi-Harewood Community Board
Cc: Kelly Griffiths – Project Manager
Mary-Anne Lomax – Community Governance Manager
Aidan Kimberley – Community Board Advisor
Reference: 23/1804721

Riccarton and Fendalton CRAF programme - project update

1. Purpose of this Memo Te take o tēnei Pānui

To update the Community Board of the status of each CRAF project in the Riccarton and Fendalton wards.

1.1 The information in this memo is not confidential and can be made public.

2. Update Te take o tēnei Pānui

2.1 The Christchurch Regeneration Acceleration Facility (CRAF) is a funding package of $40 million from the Treasury for transport projects in Christchurch.

2.2 On Thursday 26 October we provided the Waipuna Halswell-Hornby-Riccarton Community Board with an update of the Riccarton and Fendalton CRAF projects (presentation attached).

2.3 Below is an update where each project is currently at.

2.4 **Package of pedestrian improvements**

2.4.1 Scheme design underway for a signalised pedestrian crossing on Deans Avenue

2.4.2 Initial meetings held with Al Noor Mosque and Deans Avenue Precinct Society

2.4.3 Opportunity to also update parking markings and tapers along Deans Avenue

2.4.4 Consultation will be combined with Brockworth Place street renewal

2.5 **Brockworth Place (Deans Avenue to cul-de-sac) street renewal**

2.5.1 Have received initial scheme to further develop for consultation

2.5.2 Project will be combined with Deans Avenue pedestrian crossing facility

2.5.3 Working closely with contractor during early stages

2.6 **Bradshaw Terrace street renewal**

2.6.1 Updated scheme from 2010 and 2018

2.6.2 New footpaths, kerb and channel, street trees and road reconstruction

2.6.3 Engagement will be in November 2023 with directly affected residents and property owners and a small number of key stakeholders

2.7 **Package of cycle, footpath and traffic calming projects**

2.7.1 Project team is working through the initial list of sites identified through previous engagement and this will be co-ordinated directly with the contractor to deliver

2.7.2 Most projects will involve engagement with directly affected residents only

2.7.3 We will provide an updated list and programme back to the Community Boards when confirmed

2.7.4 Current list:

- Install green surfacing at conflict points on Waimairi Road between Maidstone Road and Greers Road – *Waimāero Fendalton-Waimairi-Harewood Community Board*
- Investigate raising the pedestrian crossing on Waimairi Road at Dovedale Avenue to help reduce vehicle speeds - *Waimāero Fendalton-Waimairi-Harewood Community Board*
- Install x2 speed humps either side of the bridge on Harakeke Street, between Rochdale Street and Matai Street West - *Waimāero Fendalton-Waimairi-Harewood Community Board*
- Add green surfacing at the cut down to Hagley Park on Kilmarnock Street – *Waipuna Halswell-Hornby-Riccarton Community Board*
- Install x2 mid-block speed humps on Mona Vale Avenue near Kilmarnock Street - *Waipuna Halswell-Hornby-Riccarton Community Board*
- Install x1 mid-block speed hump on Darvel Street (northside) near Kilmarnock Street - *Waipuna Halswell-Hornby-Riccarton Community Board*

2.8 **Waimairi Road pedestrian improvements (combining with Church Corner project)**

2.8.1 This project has been combined with intersection improvement works with the Traffic Operations team

2.8.2 Following feedback from a local resident and pedestrian surveys, a raised signalised pedestrian crossing is proposed where the current mid-block staggered crossing is located adjacent to the Bush Inn Centre

2.8.3 Consultation begins Thursday 9 November 2023

2.9 **Tactile pavers package**

2.9.1 Sites have been identified throughout the Riccarton area working alongside Blind and Low Vision

2.9.2 This is currently being priced to determine how much of the package can be delivered within budget and this will then be confirmed with the boards

2.10 There are a number of street restoration projects in the approved Riccarton and Fendalton CRAF programme, these are Auburn Avenue, Seton Street, Burdale Street, Middleton Road and Makora Street.

Street restoration projects include localised areas of repair to damaged streets, and do not include restorations or repairs to the whole street. Initial investigations into the scope of these five street restorations has identified they would not produce a good outcome for these streets. It would leave areas, or whole sides of the streets, unrepaired and potentially not considered for further condition improvement work for a number of years.

2.11 Because of this it has been advised that work does not progress on these five restoration projects, and the budget reallocated to condition improvement work in Riccarton and Fendalton that will produce better long-term outcomes. The CRAF project team will be back in touch with Waipuna Halswell-Hornby-Riccarton Community Board and the Waimāero Fendalton-Waimairi-Harewood Community Board in the coming months to discuss these replacement projects.

2.12 Makora Street is in the Fendalton ward, and the remaining four streets are in the Riccarton ward. The replacement projects will aim to have the same allocation over the two wards.

3. Conclusion Whakakapinga

3.1 We will continue to update the Community Boards as we work through these projects.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	HHR Community Board meeting presentation Riccarton CRAF - 26 October 2023	23/1809117

Signatories Ngā Kaiwaitohu

Author	Ann Tomlinson - Project Manager
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport

Memo

Date: 20 June 2024
From: Ann Tomlinson, Project Manager
To: Waipuna Halswell-Hornby-Riccarton Community Board
Waimāero Fendalton-Waimairi-Harewood Community Board
Cc: Jess Garrett, Community Governance Manager
Maryanne Lomax, Community Governance Manager
Faye Collins, Community Board Advisor
Aidan Kimberley, Community Board Advisor
Reference: 24/1051271

Riccarton and Fendalton Christchurch Regeneration Acceleration Facility (CRAF) - project updates

1. Purpose of this Memo Te take o tēnei Pānui

1.1 The purpose of this memo is to provide an update to the Waipuna Halswell-Hornby-Riccarton and Waimāero Fendalton-Waimairi-Harewood Community Boards on the Riccarton CRAF programme.

1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

2.1 The Christchurch Regeneration Acceleration Facility (CRAF) is a funding package of $40 million from the Treasury for transport projects in Christchurch. The purpose of the funding is to make a difference to affected communities by improving liveability and to support their ongoing regeneration.

2.2 The CRAF investment in roading and transport improvements will address condition, safety and access issues.

2.3 The CRAF funding includes $30 million for targeted roading and transport improvements to deliver integrated safety, modal choice and asset improvements to communities which experienced significant damage and disruption, or increased transport demand/travel use due to a change in travel patterns following the earthquakes in five areas – Riccarton and Fendalton, Linwood/Woolston, Richmond, New Brighton and Spreydon/Somerfield/Waltham/Beckenham.

2.4 **Package of 17 pedestrian improvements**

2.4.1 The priority for the Community Board for this package of improvements was to investigate a pedestrian crossing facility outside the Masjid Al Noor Mosque on Deans Avenue.

2.4.2 Early engagement has been had with representatives of the Mosque and with Deans Avenue Precinct Society.

2.4.3 Pedestrian counts on Deans Avenue, which included 10 cameras between Riccarton Road and Mayfair Avenue, are complete. Pedestrian data analysis supports a signalised crossing at this location, using the Pedestrian Network Guide Crossing Selection Process.

2.4.4 Scheme design and costings are nearing completion with consultation planned for September/October following a Community Board Information Session. This project will be consulted on alongside Brockworth Place, street renewal as the community and stakeholders are the same.

2.5 **Bradshaw Terrace street renewal**

2.5.1 Construction is on track for completion early July 2024.

2.5.2 Due to limited availability the street tree species was changed from *Acer platanoides 'Globosum'* to *Crape Myrtle Lagerstroemia indica 'De Puard'.* Both trees are a small deciduous tree well suited to the site location and conditions. All residents were notified of this change by letter drop on 12 June 2024 (copy also send to the Community Board prior to distribution).

2.6 **Brockworth Place street renewal (Deans Avenue to #23 Brockworth Place)**

2.6.1 Scheme design is complete with scheme cost estimate underway.

2.6.2 Consultation is planned for September/October following a Community Board Information Session. This project will be consulted on alongside the Deans Avenue crossing facility as the community and stakeholders are the same.

2.7 **Package of minor cycle, footpath and traffic calming improvements**

2.7.1 The initial three projects in scheme design and investigations:

- Installation of two mid-block speed humps on Mona Vale near Kilmarnock Street
- Installation of a speed hump on Darvel Street
- Installation of two speed humps either side of the bridge on Harakeke Street, between Rochdale Street and Matai Street West

2.7.2 Lighting assessments are currently underway for each project followed by scheme design construction estimates.

2.7.3 Consultation with affected residents planned for September/October following a Community Board Information Session.

2.8 **Waimairi Road pedestrian improvements**

2.8.1 This project is for the installation of a signalised raised pedestrian crossing on Waimairi Road at the Bush Inn Centre. This was recently approved alongside the Church Corner safety improvements package.

2.8.2 Construction is expected to start in early July 2024 and is being delivered with the Church Corner works.

2.8.3 The majority of these works will be nightworks due to the high number of vehicles during the day through this area. Early engagement has been undertaken with affected businesses and residents regarding the construction.

2.9 **Package of tactile pavers**

2.9.1 This package of works is complete.

3. Conclusion Whakakapinga

3.1 There is approximately $1.9 million remaining in the Riccarton and Fendalton CRAF programme. Once the confirmed costs and estimates for the current projects are known the project team will work with the Waipuna Halswell-Hornby-Riccarton and Waimāero

Fendalton-Waimairi-Harewood Community Boards to determine the projects to be delivered with the remaining budget and to ensure some of this funding is allocated to projects identified in the Fendalton ward.

3.2 The next CRAF in-person update to the Community Boards will be in September or October 2024.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Authors	Ann Tomlinson - Project Manager Kelly Griffiths - Senior Project Manager
Approved By	Oscar Larson - Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport

Memos

Memo

Date: 16 January 2025
From: Ann Tomlinson, Project Manager
To: Waipapa Papanui-Central-Innes Community Board
Cc: Emma Pavey (P-I-C Community Governance Manager), Mark Saunders (P-I-C Community Board Advisor)
Bailey Peterson, (H-H-R Community Governance Manager), Faye Collins (H-H-R Community Board Advisor)
Reference: 24/2330581

Riccarton CRAF - Deans Avenue pedestrian safety improvements

1. Purpose of this Memo Te take o tēnei Pānui

1.1 The purpose of this memo is to provide the Waipapa Papanui-Innes-Central Community Board with information regarding proposed pedestrian safety improvements on Deans Avenue between Oakford Close and Palazzo Lane. This project is being delivered as part of the Christchurch Regeneration Acceleration Facility (CRAF) programme in the Riccarton area.

1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

2.1 We have recently become aware that the Deans Avenue pedestrian safety project is located on the boundary between Waipuna Halswell-Hornby-Riccarton Community Board and Waipapa Papanui-Innes-Central Community Board.

2.2 While ongoing updates have been provided to Waipuna Halswell-Hornby-Riccarton Community Board, unfortunately the same information has not been shared with the Waipapa Papanui-Innes-Central Community Board due to the above oversight.

2.3 Information contained in this memo will provide the Community Board with background to this project, options considered, details regarding the preferred option, status of the project and decision making.

Project Background

2.4 The Christchurch Regeneration Acceleration Facility (CRAF) is a funding package of $40 million from the Treasury for transport projects in Christchurch. The purpose of the funding is to make a difference to affected communities by improving liveability and to support their ongoing regeneration.

2.5 The CRAF investment in roading and transport improvements addresses condition, and safety and access issues. It acts as a catalyst towards the development of a high-quality, safe, and reliable transport network. It improves connectivity and customer experience across Christchurch city, improves safety outcomes encouraging more people to walk, bike or use public transport.

2.6 During the initial CRAF consultation where projects were submitted for consideration, requests for new pedestrian crossing facilities were made by the Riccarton community and the Waipuna Halswell-Hornby-Riccarton and Waimāero Fendalton-Waimairi-Harewood Community Boards.

2.7 Deans Avenue (at the proposed location of the new crossing facility) consists of a dual carriageway with one lane northbound and two lanes southbound, separated by a physical raised median.

2.8 The current posted speed limit is 50km/h and the carriageway width is approximately 17 metres from kerb to kerb (including a two metre wide median). There is parallel parking on both sides of the road.

2.9 The area around the proposed crossing location generates high numbers of pedestrian movements including residents accessing Hagley Park, commuter parking, Al Noor Mosque attendees and Hagley Park sport users.

2.10 Early engagement meetings were held with Deans Avenue Precinct Society and representatives of Al Noor Mosque both of whom support a safe crossing facility on Deans Avenue.

Project plan details

2.11 Options considered:

2.11.1 Staggered raised zebra crossing with a mid-block refuge and signals

2.11.2 Staggered zebra crossing with a mid-block refuge and signals

2.11.3 Staggered raised zebra crossing with a mid-block refuge and no signals

2.12 The preferred option that was supported by the Waipuna Halswell-Hornby-Riccarton Community Board and taken to consultation in November 2024 provides the following features (*see attached plan*):

- New crossing facility including a staggered crossing with a mid-block refuge and pedestrian buildouts with no signals (ducting to be installed for future signals should funding become available)
- The beginning of the southbound lane merge on Deans Avenue will be moved further north to between Fryberg Avenue and Oakford Close to reduce the number of lanes at the new crossing. This will also allow for additional parking width adjacent to Hagley Park
- Removal of one tree in the central median island for the installation of the mid-block refuge. Two new trees will be planted in nearby Brockworth Place as part of the upcoming street renewal project to compensate for this removal
- Speed hump on each approach to the crossing
- New tactile pavers
- New entrance and path from the crossing into Hagley Park connecting with the existing shared path
- Removal of four car parks on the northbound side (two for the buildout and two for visibility) and eight car parks on the southbound side (three for the buildout and five for visibility) to allow for the buildouts and clear sight lines for both pedestrians and drivers

Current project status

2.13 Consultation was open for feedback from 20 November 2024 to 15 December 2024 and was available on Let's talk/Korero Mai

2.14 Feedback is being analysed and will be included in the joint Waipuna Halswell-Hornby-Riccarton and Waipapa Papanui-Innes-Central Community Boards approval report for March 2025.

3. Conclusion Whakakapinga

3.1 It is proposed to bring a decision report to the Waipuna Halswell-Hornby-Riccarton and Waipapa Papanui-Central-Innes Community Boards in March 2025 for project approval.

3.2 Staff are available to provide any further information required prior to the March 2025 decision meeting.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Riccarton CRAF- Deans Avenue - consultation plan	24/2041964

Signatories Ngā Kaiwaitohu

Authors	Ann Tomlinson - Project Manager Kelly Griffiths - Senior Project Manager
Approved By	Lynette Ellis - Head of Transport & Waste Management

Deans Avenue Pedestrian Safety Improvements

Design Options Safe System Assessment

Prepared for	Christchurch City Council
Project Number	CCC-J194
Revision	A
Issue Date	10 March 2025
Prepared by	Tigs Slegers, Graduate Transportation Engineer
Reviewed by	Ann-Marie Head, Associate Director – Transportation Engineering

1. Introduction

A concept design Safe System Audit was undertaken in October 2024 for safety improvements on Deans Avenue. This memo provides safe system assessments of a broader range of options as follows:

- Option 1: One lane southbound with speed hump – Staff recommended option
- Option 2: Two lanes southbound with speed hump
- Option 3: One lane southbound without speed hump
- Option 4: One lane southbound without speed hump but retain some funding and review after 12/24 months
- Existing layout

2. Design updates

The Option 1 design (drawing TP364701, dated 05/03/2025) is the most similar to the design audited in the concept design Safe System Audit with the following changes identified:

- The speed humps have been shifted closer to the pedestrian crossing point
- The eastern pedestrian buildout is wider resulting in a slightly narrower traffic lane past the refuge
- Parking on the southbound side is retained closer to the crossing

Drawings of Options 2, 3 and 4 have not been provided, however they are each a combination of Option 1 and the existing layout.

3. Assessment of Safe System Alignment

3.1 Project Design Safe System Assessment Summary

The Safe System Assessment Matrix scores for the existing conditions and the proposed design options are shown in Table 3.1. The scores for each crash type are shown in Figure 3.1. The detailed assessments are presented in Section 3.2. Note that for the purposes of the assessment matrices, the existing layout has been assessed first, and then any changes to the existing are highlighted in red in the subsequent option matrices.

Table 3.1 Safe System assessment score summary table

Option	Score
Design Option 1	146 / 448
Design Option 2	158 / 448
Design Option 3 and 4	160 / 448
Existing conditions	180 / 448

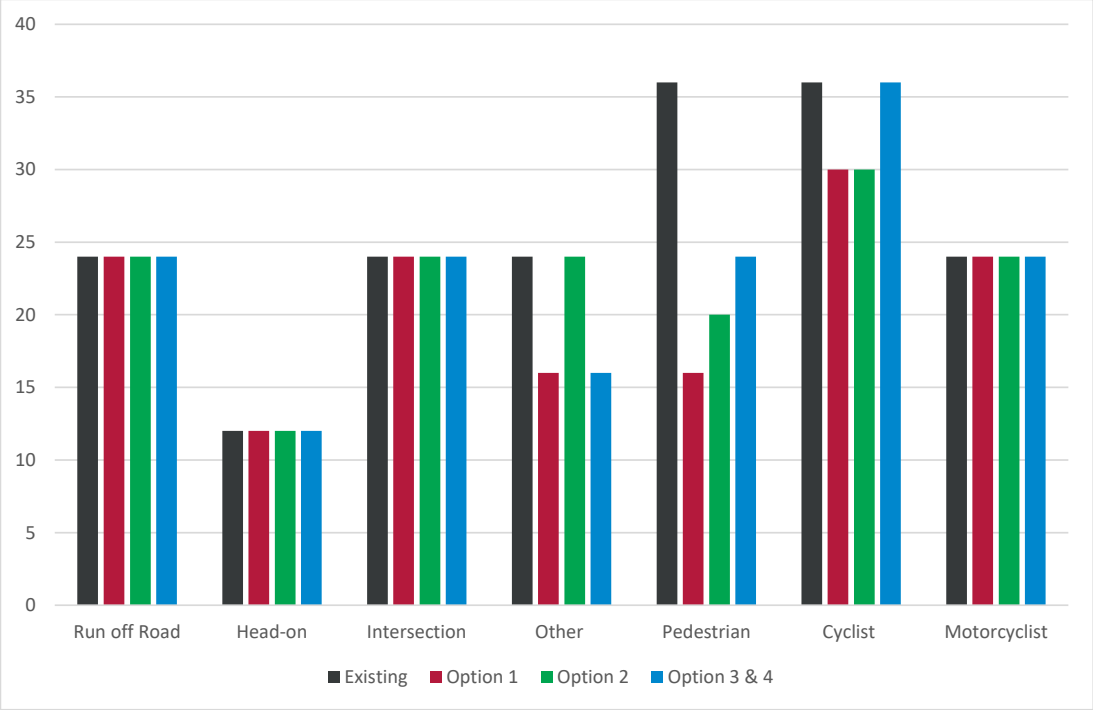

Figure 3.1 Safe System assessment scores

The scores indicate that Option 1 would reduce the crash risk for Pedestrian, Cyclist and Other (parking related) crashes the most compared with the other options. This is due to reductions in the likelihood and severity scores for these crash types. Options 2, 3 and 4 show some improvements in crash risk compared with the existing situation but not as significant as Option 1.

3.2 Safe System Assessment Matrix – Existing layout

	Run-off road	Head-on	Intersection	Other (Parked cars)	Pedestrian	Cyclist	Motorcyclists
Exposure Comments:	Deans Avenue ADT= 14,500	Deans Avenue ADT= 14,500	Deans Avenue ADT = 14,500 Brockworth Place ADT = 750 Other side roads max 200 vpd	Combined ADT= 14,500	Pedestrians estimated >100 per day	Cyclists estimated >100 per day	Motorcyclists estimated >100 per day
Exposure Score:	4/4	4/4	4/4	4/4	4/4	4/4	4/4
Likelihood Comments:	Factors that increase the likelihood include: • Vehicles speeds are at or above 50 km/h • Known 'boy racer' route Factors that decrease the likelihood include: • Vertical kerbs • No curves • Flat alignment	Factors that increase the likelihood include: • none Factors that decrease the likelihood include: • Opposing traffic lanes separated by a raised central median, with some gaps at intersections	Factors that increase the likelihood include: • Uncontrolled intersections Factors that decrease the likelihood include • Low volume of traffic on side roads • T-intersections reduce conflict points • No right turn on Oakford Close and Palazzo Lane due to continuous raised median • Right turn bay at Brockworth Place • Central flush median at Freyberg Avenue	Factors that increase the likelihood include: • Narrow parking lane of 1.7 m • Vehicle speeds are at or above 50 km/h • Parking vehicles manoeuvring in traffic lane Factors that decrease the likelihood include: • Large proportion of medium to long term parking (people are parking once then travelling into the city centre for the day)	Factors that increase the likelihood include: • Limited crossing opportunities • No formal crossing facilities at desire line crossing outside Masjid Al Noor Mosque • Two southbound lanes • Western footpath not separated from vehicle traffic • Vehicle speeds are at or above 50 km/h • Busy location particularly around Masjid Al Noor Mosque Factors that decrease the likelihood include: • Shared path in Hagley Park is separated from vehicle traffic • Central median allows staged crossing	Factors that increase the likelihood include: • Limited crossing opportunities • No on-road cycle lanes • Vehicle speeds are at or above 50 km/h Factors that decrease the likelihood include: • Urban environment	Factors that increase the likelihood include: • Two southbound lanes Factors that decrease the likelihood include: • No right turn on Oakford Close and Palazzo Lane • Right turn lane at Brockworth Place • Central flush median at Freyberg Avenue • Urban environment
Likelihood Score:	2/4	1/4	2/4	3/4	3/4	3/4	2/4
Severity Comments:	Factors that increase the severity include: • Fixed unshielded hazards (trees, poles, fences) • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • None Factors that decrease the severity include: • Vehicles speeds are below 70km/h	Factors that increase the severity include: • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • Vehicles speeds are at or above 50 km/h • Fixed unshielded hazards (trees, poles, fences) Factors that decrease the severity include: • None
Severity Score:	3/4	3/4	3/4	2/4	3/4	3/4	3/4
Product **(multiply scores above for crash type)**	24/64	12/64	24/64	24/64	36/64	36/64	24/64
				Total	**180**		

3.3 Safe System Assessment Matrix – Option 1: One southbound lane and speed humps

	Run-off road	Head-on	Intersection	Other (Parked cars)	Pedestrian	Cyclist	Motorcyclists
Exposure Comments:	Deans Avenue ADT= 14,500	Deans Avenue ADT= 14,500	Deans Avenue ADT = 14,500 Brockworth Place ADT = 750 Other side roads max 200 vpd	Combined ADT= 14,500	Pedestrians estimated >100 per day	Cyclists estimated >100 per day	Motorcyclists estimated >100 per day
Exposure Score:	4/4	4/4	4/4	4/4	4/4	4/4	4/4
Likelihood Comments:	Factors that increase the likelihood include: • Vehicles speeds are at or above 50 km/h • Known 'boy racer' route Factors that decrease the likelihood include: • Vertical kerbs • No curves • Flat alignment	Factors that increase the likelihood include: • none Factors that decrease the likelihood include: • Opposing traffic lanes separated by a raised central median, with some gaps at intersections	Factors that increase the likelihood include: • Uncontrolled intersections Factors that decrease the likelihood include • Low volume of traffic on side roads • T-intersections reduce conflict points • No right turn on Oakford Close and Palazzo Lane due to continuous raised median • Right turn bay at Brockworth Place • Central flush median at Freyberg Avenue	Factors that increase the likelihood include: • ~~Narrow parking lane of 1.7 m~~ • Vehicle speeds are at or above 50 km/h • Parking vehicles manoeuvring in traffic lane Factors that decrease the likelihood include: • Large proportion of medium to long term parking (people are parking once then travelling into the city centre for the day) • Parking lane of 2.2 m	Factors that increase the likelihood include: • ~~Limited crossing opportunities~~ • ~~No formal crossing facilities at desire line crossing outside Masjid Al Noor Mosque~~ • ~~Two southbound lanes~~ • Western footpath not separated from vehicle traffic • ~~Vehicle speeds are at or above 50 km/h~~ • Busy location particularly around Masjid Al Noor Mosque Factors that decrease the likelihood include: • Shared path in Hagley Park is separated from vehicle traffic • Central median allows staged crossing • Non-priority crossing outside Masjid Al Noor Mosque	Factors that increase the likelihood include: • ~~Limited crossing opportunities~~ • No on-road cycle lanes • Vehicle speeds are at or above 50 km/h Factors that decrease the likelihood include: • Urban environment • Non-priority crossing outside Masjid Al Noor Mosque • Single wider southbound lane	Factors that increase the likelihood include: • ~~Two southbound lanes~~ Factors that decrease the likelihood include: • No right turn on Oakford Close and Palazzo Lane • Right turn lane at Brockworth Place • Central flush median at Freyberg Avenue • Urban environment
Likelihood Score:	2/4	1/4	2/4	2/4	2/4	3/4	2/4
Severity Comments:	Factors that increase the severity include: • Fixed unshielded hazards (trees, poles, fences) • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: •	Factors that increase the severity include: • None Factors that decrease the severity include: • Vehicles speeds are below 70km/h •	Factors that increase the severity include: • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • ~~Vehicles speeds are at or above 50 km/h~~ • Vehicle speeds likely to be between 30 km/h and 50 km/h where parking occurs Factors that decrease the severity include: • None	Factors that increase the severity include: • ~~Vehicles speeds are at or above 50 km/h~~ • Vehicle speeds where pedestrians cross likely to be between 30 km/h and 40 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • ~~Vehicles speeds are at or above 50 km/h~~ • Vehicle speeds likely to be between 30 km/h and 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • ~~Vehicles speeds are at or above 50 km/h~~ • Fixed unshielded hazards (trees, poles, fences) • Vehicle speeds likely to be between 30 km/h and 50 km/h Factors that decrease the severity include: • None
Severity Score:	3/4	3/4	3/4	2/4	2/4	2.5/4	3/4
Product **(multiply scores above for crash type)**	24/64	12/64	24/64	16/64	16/64	30/64	24/64
				Total	**146**		

3.4 Safe System Assessment Matrix – Option 2: Two lanes southbound with speed hump

	Run-off road	Head-on	Intersection	Other (Parked cars)	Pedestrian	Cyclist	Motorcyclists
Exposure Comments:	Deans Avenue ADT= 14,500	Deans Avenue ADT= 14,500	Deans Avenue ADT = 14,500 Brockworth Place ADT = 750 Other side roads max 200 vpd	Combined ADT= 14,500	Pedestrians estimated >100 per day	Cyclists estimated >100 per day	Motorcyclists estimated >100 per day
Exposure Score:	4/4	4/4	4/4	4/4	4/4	4/4	4/4
Likelihood Comments:	Factors that increase the likelihood include: • Vehicles speeds are at or above 50 km/h • Known 'boy racer' route Factors that decrease the likelihood include: • Vertical kerbs • No curves • Flat alignment	Factors that increase the likelihood include: • none Factors that decrease the likelihood include: • Opposing traffic lanes separated by a raised central median, with some gaps at intersections	Factors that increase the likelihood include: • Uncontrolled intersections Factors that decrease the likelihood include • Low volume of traffic on side roads • T-intersections reduce conflict points • No right turn on Oakford Close and Palazzo Lane due to continuous raised median • Right turn bay at Brockworth Place • Central flush median at Freyberg Avenue	Factors that increase the likelihood include: • Narrow parking lane of 1.7 m • Vehicle speeds are at or above 50 km/h • Parking vehicles manoeuvring in traffic lane Factors that decrease the likelihood include: • Large proportion of medium to long term parking (people are parking once then travelling into the city centre for the day)	Factors that increase the likelihood include: • ~~Limited crossing opportunities~~ • ~~No formal crossing facilities at desire line crossing outside Masjid Al Noor Mosque~~ • Two southbound lanes • Western footpath not separated from vehicle traffic • ~~Vehicle speeds are at or above 50 km/h~~ • Busy location particularly around Masjid Al Noor Mosque Factors that decrease the likelihood include: • Shared path in Hagley Park is separated from vehicle traffic • Central median allows staged crossing • Non-priority crossing outside Masjid Al Noor Mosque	Factors that increase the likelihood include: • ~~Limited crossing opportunities~~ • No on-road cycle lanes • Vehicle speeds are at or above 50 km/h Factors that decrease the likelihood include: • Urban environment • Non-priority crossing outside Masjid Al Noor Mosque	Factors that increase the likelihood include: • Two southbound lanes Factors that decrease the likelihood include: • No right turn on Oakford Close and Palazzo Lane • Right turn lane at Brockworth Place • Central flush median at Freyberg Avenue • Urban environment
Likelihood Score:	2/4	1/4	2/4	3/4	2.5/4	3/4	2/4
Severity Comments:	Factors that increase the severity include: • Fixed unshielded hazards (trees, poles, fences) • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: •	Factors that increase the severity include: • None Factors that decrease the severity include: • Vehicles speeds are below 70km/h •	Factors that increase the severity include: • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • ~~Vehicles speeds are at or above 50 km/h~~ • Vehicle speeds likely to be between 30 km/h and 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • ~~Vehicles speeds are at or above 50 km/h~~ • Vehicle speeds where pedestrians are crossing likely to be between 30 km/h and 40 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • ~~Vehicles speeds are at or above 50 km/h~~ • Vehicle speeds likely to be between 30 km/h and 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • ~~Vehicles speeds are at or above 50 km/h~~ • Fixed unshielded hazards (trees, poles, fences) • Vehicle speeds likely to be between 30 km/h and 50 km/h Factors that decrease the severity include: • None
Severity Score:	3/4	3/4	3/4	2/4	2/4	2.5/4	3/4
Product **(multiply scores above for crash type)**	24/64	12/64	24/64	24/64	20/64	30/64	24/64
				Total	**158**		

3.5 Safe System Assessment Matrix – Option 3 and 4: One southbound lane no speed hump

	Run-off road	Head-on	Intersection	Other (Parked cars)	Pedestrian	Cyclist	Motorcyclists
Exposure Comments:	Deans Avenue ADT= 14,500	Deans Avenue ADT= 14,500	Deans Avenue ADT = 14,500 Brockworth Place ADT = 750 Other side roads max 200 vpd	Combined ADT= 14,500	Pedestrians estimated >100 per day	Cyclists estimated >100 per day	Motorcyclists estimated >100 per day
Exposure Score:	4/4	4/4	4/4	4/4	4/4	4/4	4/4
Likelihood Comments:	Factors that increase the likelihood include: • Vehicles speeds are at or above 50 km/h • Known 'boy racer' route Factors that decrease the likelihood include: • Vertical kerbs • No curves • Flat alignment	Factors that increase the likelihood include: • none Factors that decrease the likelihood include: • Opposing traffic lanes separated by a raised central median, with some gaps at intersections	Factors that increase the likelihood include: • Uncontrolled intersections Factors that decrease the likelihood include • Low volume of traffic on side roads • T-intersections reduce conflict points • No right turn on Oakford Close and Palazzo Lane due to continuous raised median • Right turn bay at Brockworth Place • Central flush median at Freyberg Avenue	Factors that increase the likelihood include: • ~~Narrow parking lane of 1.7 m~~ • Vehicle speeds are at or above 50 km/h • Parking vehicles manoeuvring in traffic lane Factors that decrease the likelihood include: • Large proportion of medium to long term parking (people are parking once then travelling into the city centre for the day) • Parking lane of 2.2 m	Factors that increase the likelihood include: • ~~Limited crossing opportunities~~ • ~~No formal crossing facilities at desire line crossing outside Masjid Al Noor Mosque~~ • ~~Two southbound lanes~~ • Western footpath not separated from vehicle traffic • Vehicle speeds are at or above 50 km/h • Busy location particularly around Masjid Al Noor Mosque Factors that decrease the likelihood include: • Shared path in Hagley Park is separated from vehicle traffic • Central median allows staged crossing • Non-priority crossing outside Masjid Al Noor Mosque	Factors that increase the likelihood include: • ~~Limited crossing opportunities~~ • No on-road cycle lanes • Vehicle speeds are at or above 50 km/h Factors that decrease the likelihood include: • Urban environment • Non-priority crossing outside Masjid Al Noor Mosque • Single wider southbound lane	Factors that increase the likelihood include: • ~~Two southbound lanes~~ Factors that decrease the likelihood include: • No right turn on Oakford Close and Palazzo Lane • Right turn lane at Brockworth Place • Central flush median at Freyberg Avenue • Urban environment
Likelihood Score:	2/4	1/4	2/4	2/4	2/4	3/4	2/4
Severity Comments:	Factors that increase the severity include: • Fixed unshielded hazards (trees, poles, fences) • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: •	Factors that increase the severity include: • None Factors that decrease the severity include: • Vehicles speeds are below 70km/h •	Factors that increase the severity include: • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • Vehicles speeds are at or above 50 km/h Factors that decrease the severity include: • None	Factors that increase the severity include: • ~~Vehicles speeds are at or above 50 km/h~~ • Fixed unshielded hazards (trees, poles, fences) • Vehicle speeds likely to be between 30 km/h and 50 km/h Factors that decrease the severity include: • None
Severity Score:	3/4	3/4	3/4	2/4	3/4	3/4	3/4
Product **(multiply scores above for crash type)**	24/64	12/64	24/64	16/64	24/64	36/64	24/64
				Total	**160**		

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5. Riccarton CRAF - Brockworth Place street renewal

Reference Te Tohutoro:	25/24773
Responsible Officer(s) Te Pou Matua:	Ann Tomlinson, Project Manager Samantha Smith, Engagement Advisor
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to approve the Brockworth Place street renewal scheme design following community engagement to proceed to detailed design and construction.

1.2 The report has been written to address the poor condition of the transport assets on Brockworth Place, including the carriageway and footpaths.

1.3 This project is also part of the Christchurch Regeneration Acceleration Facility (CRAF) programme for Riccarton.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Riccarton CRAF - Brockworth Place street renewal Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the following recommendations required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
4. Approves all kerb alignments, road surface treatment, road markings, landscaping and street trees on Brockworth Place, commencing at its southern intersection with Deans Avenue, and extending in a westerly direction to its western end (hammerhead), as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025).
5. Approves, pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Stop control be placed against Brockworth Place at its southern intersection with Deans Avenue, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025).
6. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025) that the stopping of vehicles be prohibited at any time on the southern side of Brockworth Place commencing at its southern intersection with Deans Avenue, and extending in a westerly direction for a distance of 19 metres.
7. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025) that the stopping of all vehicles be prohibited at all times on the southern side of Brockworth Place commencing at a point 132 metres west of its southern intersection with Deans Avenue, and extending in a westerly direction for a distance of 35 metres.

8. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025) that the stopping of vehicles be prohibited at any time on the southern side of Brockworth Place commencing at a point 205 metres west of its southern intersection with Deans Avenue, and extending in a westerly direction then northerly direction and easterly direction for a distance of 30 metres.

9. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025) that the stopping of vehicles be prohibited at any time on the northern side of Brockworth Place commencing at its southern intersection with Deans Avenue, and extending in a westerly direction for a distance of 31 metres.

10. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025) that the stopping of all vehicles be prohibited at all times on the northern side of Brockworth Place commencing at a point 135 metres west of its southern intersection with Deans Avenue, and extending in a westerly direction then northernly direction for a distance of 30 metres.

11. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025) that the stopping of vehicles be prohibited at any time on the northern side of Brockworth Place commencing at a point 45 metres east of its western end (hammerhead), and extending in an easterly direction then northerly direction for a distance of 39 metres.

12. 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 5 to 11 above.

13. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 5 to 11 above are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

3.1 In 2022 the Waipuna Halswell-Hornby-Riccarton and Waimāero Fendalton-Waimairi-Harewood Community Boards approved a number of projects for the Riccarton and Fendalton CRAF programme.

3.2 Brockworth Place was identified as a street that was in poor condition and was approved to be included as a street renewal project as part of the CRAF programme.

3.2.1 The preferred option proposes to include:

- Replacing the existing kerb and dish channel
- Narrowing the road to a nine metre carriageway with 1.8 metre kerbside footpath and grass berm/landscaping along the property boundary
- Speed hump, stop control and buildout at the intersection with Deans Avenue
- Two new street trees at the intersection with Deans Avenue and two new street trees at the right-angle bend
- Centreline at the right-angle bend

- Tactile pavers at the intersection with Deans Avenue and at the right-angle bend
- No stopping at the no exit end, right-angle bend, intersection with Deans Avenue and on Deans Avenue
- Parking ticks on both side of Brockworth Place
- Loss of six on-street parking spaces – four spaces at the no exit end with two parking spaces at the right-angle bend. There will be 30 spaces remaining.
- Existing flax vegetation outside No.4 Brockworth Place to be replaced with grass berm
- Retain existing grass berm at the right-angle bend
- Retain existing landscape planting by property No. 12/14, 15, 16, 21 and 25 Brockworth Place
- No grass berm by No. 71 Deans Avenue

3.3 The recommended option is to install the above improvements in accordance with **Attachment A.**

3.4 The recommendations in this report will help achieve the desired community outcome of a well-connected and accessible city through improved road safety.

3.5 The project will be funded through the Christchurch Regeneration Acceleration Fund (CRAF).

4. Background/Context Te Horopaki

4.1 CRAF is a funding package from the Treasury for transport projects in Christchurch. The CRAF investment in roading and transport improvements will address condition, safety and access issues. It will act as a catalyst towards the development of a high-quality, safe and reliable transport network.

4.2 Brockworth Place street renewal is in response to the poor condition of the street and was approved under the CRAF category for improving condition. The Brockworth Place street renewal has the following objectives:

4.2.1 Replacing existing kerb and dish channel

4.2.2 Investigating if a reconstruction of the carriageway and footpath is needed

4.2.3 Investigating if an upgrade of the drainage is required

4.2.4 Widening footpaths to comply with Pedestrian Network Guidance

4.2.5 Provide a safe environment for pedestrians crossing the road

4.2.6 Ensure the road width supports the nature of the street

4.2.7 Providing landscaping enhancements where possible

4.2.8 Implement the Christchurch City Council Tree Policy. This includes the requirement to create opportunities for tree planting as per policy 1.1, 1.2 and 1.3.

4.3 The extent of the street renewal for Brockworth Place is from Deans Avenue to No. 30 Brockworth Place, plus the no-exit end.

Existing condition

4.4 There are footpaths on both sides of Brockworth Place. They are located along the kerb with the grass berms along the property boundary. The footpath width is predominantly around 1.4 metres.

4.5 There is no existing traffic control or threshold treatment on Brockworth Place at the intersection with Deans Avenue.

4.6 Parking along Brockworth Place is mostly unrestricted except for a few short sections of No Stopping restriction near the intersection of Deans Avenue and certain narrow sections of the street. There are 36 on street parking spaces.

4.7 Most of the services along Brockworth Place are underground with five standalone streetlights along the property boundary on the southern side and a power pole with a streetlight at No.25 Brockworth Place.

4.8 The street has a posted speed limit of 50 kph.

Recommended works

4.9 To address the objectives, the proposed improvements include the following features:

4.9.1 Nine metre carriageway with 1.8 metre kerbside footpath with grass berm along the property boundary. The grass berm along the property boundary enables existing trees and vegetation to remain.

4.9.2 Speed hump and buildout on the south side at the intersection with Deans Avenue.

4.9.3 Stop control at the intersection with Deans Avenue.

4.9.4 New kerb and flat channel.

4.9.5 Four new street trees – two at the intersection with Deans Avenue and two at the right-angle bend.

4.9.6 New centre line at the right-angle bend.

4.9.7 Tactile pavers at the intersection with Deans Avenue and at the right-angle bend.

4.9.8 No stopping at the no exit end, right-angle bend, intersection with Deans Avenue and on Deans Avenue.

4.9.9 Parking ticks along the kerb on both sides of Brockworth Place.

4.9.10 Loss of six on-street parking spaces on Brockworth Place – four at the no exit end and two at the right-angle bend. There are 30 parking spaces remaining.

4.9.11 Existing flax vegetation along No.4 Brockworth Place to be replaced with grass berm.

4.10 The following related memos/information were circulated to the meeting members:

Date	Subject
2 November 2023	Riccarton and Fendalton CRAF programme – project update (memo)
20 June 2024	Riccarton and Fendalton CRAF – project update (memo)

4.11 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
4 July 2022	Confirmation of Riccarton and Fendalton Christchurch Regeneration Acceleration Facility (CRAF) programme https://christchurch.infocouncil.biz/Open/2022/07/JFWHH_20220704_AGN_8111_AT.htm
24 October 2023	Riccarton CRAF – briefing https://christchurch.infocouncil.biz/Open/2024/10/ISWH_20241024_MAT_10152.htm
24 October 2024	Riccarton CRAF – project update https://www.youtube.com/watch?v=1iMep3OvQoE

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.12 The following reasonably practicable options were considered and are assessed in this report:

4.12.1 **Option 1 –** Full street renewal of Brockworth Place as show in **Attachment A**.

4.12.2 **Option 2 –** Do nothing.

4.13 The following options were considered but ruled out:

4.13.1 Same as Option 1 with a new Give Way control at the right-angle bend.

This option was not progressed as the Give Way control, with no kerb on the west side of the right-angle bend, makes it look like a typical intersection, encouraging traffic to enter the "no exit" end instead of turning at the right-angle bend to the north.

4.13.2 Same as Option 1 with a raised paved platform at Deans Avenue and new build out on the northwest corner at the right-angle bend.

This option was not progressed due to the additional drainage required at Deans Avenue. The additional build out was also not progressed due to increased costs and the right-angle bend operates safely as is.

Options Descriptions Ngā Kōwhiringa

4.14 **Preferred Option:** Full street renewal of Brockworth Place

4.14.1 **Option Description:** Full street renewal including footpaths, pedestrian safety improvements, new street trees and stormwater upgrade.

4.14.2 **Option Advantages**

- Replacing existing kerb and dish channel with new kerb and flat channel.
- Nine metre road width to accommodate parking on both sides of the street.
- Full road reconstruction for the project area.
- New sumps and under-channel piping for stormwater with all stormwater laterals connecting to the under-channel piping to discharge to stormwater directly.
- 1.8m wide kerbside footpath to meet Pedestrian Network Guidance with a grass berm along the property boundary to enable existing trees and vegetation to remain.
- Loss of on-street parking limited to the intersection with Deans Avenue, at the right-angle bend and the no exit end. Most on-street parking will be retained.
- Streetscape improvements with four new street trees and landscape planting at the intersection with Deans Avenue.
- New tactile pavers for the crossing points at Deans Avenue and at the right-angle bend.

4.14.3 **Option Disadvantages**

- Additional budget required from the programme.
- Disruption to residents during construction.

4.15 **Option 2** – Do nothing.

4.15.1 **Option Description:** Brockworth Place will remain as is with no safety or condition improvements.

4.15.2 **Option Advantages**

- Funding could be spent on other projects.

4.15.3 **Option Disadvantages**

- Does not respond to drainage issues.
- Does not provide an upgrade to a street that is in poor condition.
- Does not improve pedestrian safety.

- Ongoing maintenance costs.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do Nothing
Cost to Implement	$1,969,703	Nil
Maintenance/Ongoing Costs	Covered by existing maintenance contract – roughly like for like replacement, the only change is four additional street trees. Cost difference will be negligible.	Covered by existing maintenance contract – higher operational costs due to aged assets remaining. Cost difference will be negligible.
Funding Source	73573 Riccarton CRAF – Brockworth Place - street renewal	N/A
Funding Availability	Funds are available	Funds are available
Impact on Rates	Nil*	Nil
Additional funding is available to be drawn down from "61031 Riccarton CRAF – Area Project Planning and Funding" to fund the project shortfall once the construction cost estimate is confirmed. A contract will not be entered into without sufficient budget being available in the project.		

** This project is funded from the Christchurch Regeneration Acceleration Fund, so does not impact on rates*

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Initial investigations have shown there is coal tar present. Additional investigations will be undertaken at the beginning of construction to provide more detailed data for construction. To mitigate this, we have allowed for coal tar removal for the full length of Brockworth Place in the cost estimate and an additional contingency of 20% in the overall project budget.

Legal Considerations Ngā Hīraunga ā-Ture

6.2 Statutory and/or delegated authority to undertake proposals in the report:

6.2.1 The Community Boards have delegated authority from 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 and traffic control devices.

6.2.2 The installation of any signs and/or marking associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.2.3 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.

6.3 Other Legal Implications:

6.3.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

6.4.1 Align with the Christchurch City Council's Strategic Framework.

6.4.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy 2019. The level of significance was determined by the low number of people affected and/or with an interest, limited benefits/opportunities and costs/risks to Council, and modest level of community interest.

6.5 This report supports the Council's Long Term Plan (2024 - 2034):

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 16.0.3 Improve resident satisfaction with road condition - >=30%
- Level of Service: 16.0.20 Maintain the condition of road carriageways - <=4,900 customer service requests
- Level of Service: 16.0.8 Maintain the condition of footpaths (on a scale of 1-5, 1 is excellent condition and 5 is very poor condition) - >=82% footpaths rated 1,2 or 3
- Level of Service: 16.0.9 Improve resident satisfaction with footpath condition - >=42%

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Feedback was received between 18 November 2024 and 15 December 2024.

6.8 An email was sent to 12 key stakeholders, including Orion, Deans Avenue Precinct Society, KiwiRail, AA, Chorus and Riccarton Community Patrol. Community organisations were provided with summary details to share with their community.

6.9 A letter with an attached plan was delivered to Brockworth Place residents on 18 November 2024 with an invitation to get in touch if they had any questions or concerns.

Summary of Feedback Ngā Tāpaetanga

6.10 Orion had several questions for the team concerning tree species and heights of the berm/footpath, which were addressed by staff.

6.11 Five residents had questions and concerns for the team. Resident queries and concerns have been summarised below:

Query/concern	Staff response/action
Have local residents' perspectives been considered?	Consultation with stakeholders/residents occurred in 2021 and we are continuing to gather resident input.
Is beautification necessary given budget constraints?	Enhancements align with CRAF goals regarding providing landscaping enhancements where possible and the Urban Forest Plan policy.
Vehicles are parking on footpaths and damaging berms.	Residents should report illegal parking; new grassed areas will reduce berm damage since the grassed areas will be at the back of both widened footpaths.

Why narrow the entry and add a speed bump? Will U-turns be possible?	The treatment proposed at the Deans Avenue intersection is to make entering and exiting the street safer. The entry treatment and speed bump are proposed to ensure approaching drivers take the left turn slower than at present. The existing kerb creates a relatively large entry radius associated with 50 km/h approach speeds. Further, narrowing the road width at the entry point creates a safer environment for pedestrians. This design is based on the NZ design criteria for this type of intersection. One of the main objectives of this project is to provide a safe environment for pedestrians crossing the road. Our design does consider the turning path for a U-turning large vehicle (equivalent to a large SUV) which will be able turn safely without over running the kerb line.
Will cyclists have enough space at the tricky intersection?	The design at the intersection lowers vehicle speeds, improves lane usage for cyclists, and enhances the road surface.
What happens to the median strip on Deans Ave?	The paved area will remain as is.
Is a stop sign necessary given visibility and traffic?	The stop sign ensures legal compliance and safer gaps in traffic, improving pedestrian safety.
Can angle parking be added to Brockworth Place?	Not feasible due to street width; would reduce parking spaces and increase conflicts.
Can other infrastructure upgrades be done first?	As part of the investigation work completed for the project, no other infrastructure improvements were identified as being planned.
Consider prudent use of resources and ratepayer funds. Changes planned may not all be necessary.	Please note that this project is government funded, as opposed to being ratepayer funded, through the Christchurch Regeneration Acceleration Facility (CRAF).
Why remove existing landscaping near properties?	The plan has been amended to retain as many existing landscaping areas as possible, where residents have requested this.
Tree planting near 25 Brockworth Place is unnecessary due to existing greenery / power line conflict.	We have an obligation as a project team to follow the Christchurch City Council Tree Policy, which includes the requirement to create opportunities for tree planting. Low-height species are planned, considering overhead lines.
Will entry narrowing reduce already limited parking?	No changes to existing yellow no-stopping lines are planned.
Will the grass island near 19 Brockworth Place make driveway access difficult?	There is existing grass outside the driveway on the east side, which will not change, and an informal crossing point is proposed on the west side of the driveway. The driveway width will not change.

Many people using the mosque do a u-turn at the corner (travelling south and u-turn at our intersection to go north) This all adds to the complexity of getting out into Deans Ave heading south.	The design does consider the turning path for a U-turning large vehicle (equivalent to a large SUV) which will be able turn safely without over running the kerb line.
The parking tick on Le Cascina Lane is too close to the entrance.	The plan will be updated to correct this error.
Request for a turning bay as U-turning coming South down deans Ave is tricky.	The proposed design still allows for southbound vehicles to u-turn at Brockworth Place.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.14 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.

6.15 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.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.16 The decisions in this report are likely to:

6.16.1 Contribute neutrally to adaptation to the impacts of climate change.

6.16.2 Contribute neutrally to emissions reductions.

6.17 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

6.18 This is a minor scheme and will not have a significant impact, however it will provide safer and wider footpaths for residents and pedestrians and there will be four new street trees planted.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved staff will progress the scheme to final detailed design and construction.

Attachments Ngā Tāpirihanga

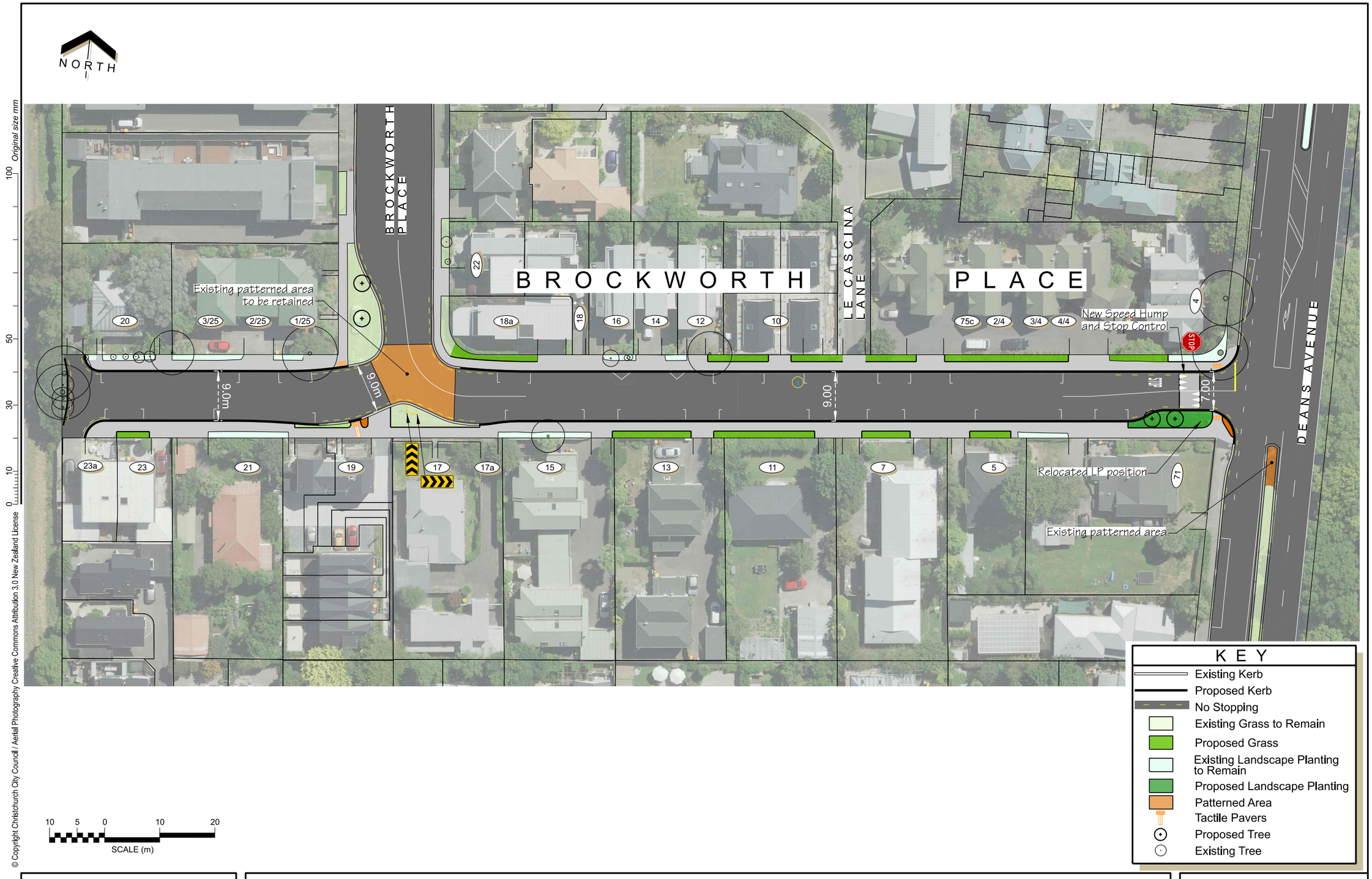
No.	Title	Reference	Page
A	Attachment A to report 25/24773 (Title: Riccarton CRAF - Brockworth Place Street Renewal - For Board Approval Plan) TP363202	25/88944	52
B	Riccarton CRAF update - November 2023	23/1804721	53
C	Riccarton CRAF update - June 2024	24/1083786	56

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Ann Tomlinson - Project Manager Samantha Smith - Engagement Advisor Kelly Griffiths - Senior Project Manager
Approved By	Oscar Larson - Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management



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Christchurch City Council

Brockworth Place (Deans Avenue - Southern End)

Street Renewal
For Board Approval

Original Plan Size: A3

Drawn: MJR Issue 1 18/02/2025
Drawing: TP363202
Project: 504094/02

Memos

Memo

Date: 2 November 2023
From: Ann Tomlinson – Project Manager
To: Waimāero Fendalton-Waimairi-Harewood Community Board
Cc: Kelly Griffiths – Project Manager
Mary-Anne Lomax – Community Governance Manager
Aidan Kimberley – Community Board Advisor
Reference: 23/1804721

Riccarton and Fendalton CRAF programme - project update

1. Purpose of this Memo Te take o tēnei Pānui

To update the Community Board of the status of each CRAF project in the Riccarton and Fendalton wards.

1.1 The information in this memo is not confidential and can be made public.

2. Update Te take o tēnei Pānui

2.1 The Christchurch Regeneration Acceleration Facility (CRAF) is a funding package of $40 million from the Treasury for transport projects in Christchurch.

2.2 On Thursday 26 October we provided the Waipuna Halswell-Hornby-Riccarton Community Board with an update of the Riccarton and Fendalton CRAF projects (presentation attached).

2.3 Below is an update where each project is currently at.

2.4 **Package of pedestrian improvements**

2.4.1 Scheme design underway for a signalised pedestrian crossing on Deans Avenue

2.4.2 Initial meetings held with Al Noor Mosque and Deans Avenue Precinct Society

2.4.3 Opportunity to also update parking markings and tapers along Deans Avenue

2.4.4 Consultation will be combined with Brockworth Place street renewal

2.5 **Brockworth Place (Deans Avenue to cul-de-sac) street renewal**

2.5.1 Have received initial scheme to further develop for consultation

2.5.2 Project will be combined with Deans Avenue pedestrian crossing facility

2.5.3 Working closely with contractor during early stages

2.6 **Bradshaw Terrace street renewal**

2.6.1 Updated scheme from 2010 and 2018

2.6.2 New footpaths, kerb and channel, street trees and road reconstruction

2.6.3 Engagement will be in November 2023 with directly affected residents and property owners and a small number of key stakeholders

2.7 **Package of cycle, footpath and traffic calming projects**

2.7.1 Project team is working through the initial list of sites identified through previous engagement and this will be co-ordinated directly with the contractor to deliver

2.7.2 Most projects will involve engagement with directly affected residents only

2.7.3 We will provide an updated list and programme back to the Community Boards when confirmed

2.7.4 Current list:

- Install green surfacing at conflict points on Waimairi Road between Maidstone Road and Greers Road – *Waimāero Fendalton-Waimairi-Harewood Community Board*
- Investigate raising the pedestrian crossing on Waimairi Road at Dovedale Avenue to help reduce vehicle speeds - *Waimāero Fendalton-Waimairi-Harewood Community Board*
- Install x2 speed humps either side of the bridge on Harakeke Street, between Rochdale Street and Matai Street West - *Waimāero Fendalton-Waimairi-Harewood Community Board*
- Add green surfacing at the cut down to Hagley Park on Kilmarnock Street – *Waipuna Halswell-Hornby-Riccarton Community Board*
- Install x2 mid-block speed humps on Mona Vale Avenue near Kilmarnock Street - *Waipuna Halswell-Hornby-Riccarton Community Board*
- Install x1 mid-block speed hump on Darvel Street (northside) near Kilmarnock Street - *Waipuna Halswell-Hornby-Riccarton Community Board*

2.8 **Waimairi Road pedestrian improvements (combining with Church Corner project)**

2.8.1 This project has been combined with intersection improvement works with the Traffic Operations team

2.8.2 Following feedback from a local resident and pedestrian surveys, a raised signalised pedestrian crossing is proposed where the current mid-block staggered crossing is located adjacent to the Bush Inn Centre

2.8.3 Consultation begins Thursday 9 November 2023

2.9 **Tactile pavers package**

2.9.1 Sites have been identified throughout the Riccarton area working alongside Blind and Low Vision

2.9.2 This is currently being priced to determine how much of the package can be delivered within budget and this will then be confirmed with the boards

2.10 There are a number of street restoration projects in the approved Riccarton and Fendalton CRAF programme, these are Auburn Avenue, Seton Street, Burdale Street, Middleton Road and Makora Street.

Street restoration projects include localised areas of repair to damaged streets, and do not include restorations or repairs to the whole street. Initial investigations into the scope of these five street restorations has identified they would not produce a good outcome for these streets. It would leave areas, or whole sides of the streets, unrepaired and potentially not considered for further condition improvement work for a number of years.

2.11 Because of this it has been advised that work does not progress on these five restoration projects, and the budget reallocated to condition improvement work in Riccarton and Fendalton that will produce better long-term outcomes. The CRAF project team will be back in touch with Waipuna Halswell-Hornby-Riccarton Community Board and the Waimāero Fendalton-Waimairi-Harewood Community Board in the coming months to discuss these replacement projects.

2.12 Makora Street is in the Fendalton ward, and the remaining four streets are in the Riccarton ward. The replacement projects will aim to have the same allocation over the two wards.

3. Conclusion Whakakapinga

3.1 We will continue to update the Community Boards as we work through these projects.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	HHR Community Board meeting presentation Riccarton CRAF - 26 October 2023	23/1809117

Signatories Ngā Kaiwaitohu

Author	Ann Tomlinson - Project Manager
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport

Memo

Date: 20 June 2024
From: Ann Tomlinson, Project Manager
To: Waipuna Halswell-Hornby-Riccarton Community Board
Waimāero Fendalton-Waimairi-Harewood Community Board
Cc: Jess Garrett, Community Governance Manager
Maryanne Lomax, Community Governance Manager
Faye Collins, Community Board Advisor
Aidan Kimberley, Community Board Advisor
Reference: 24/1051271

Riccarton and Fendalton Christchurch Regeneration Acceleration Facility (CRAF) - project updates

1. Purpose of this Memo Te take o tēnei Pānui

1.1 The purpose of this memo is to provide an update to the Waipuna Halswell-Hornby-Riccarton and Waimāero Fendalton-Waimairi-Harewood Community Boards on the Riccarton CRAF programme.

1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

2.1 The Christchurch Regeneration Acceleration Facility (CRAF) is a funding package of $40 million from the Treasury for transport projects in Christchurch. The purpose of the funding is to make a difference to affected communities by improving liveability and to support their ongoing regeneration.

2.2 The CRAF investment in roading and transport improvements will address condition, safety and access issues.

2.3 The CRAF funding includes $30 million for targeted roading and transport improvements to deliver integrated safety, modal choice and asset improvements to communities which experienced significant damage and disruption, or increased transport demand/travel use due to a change in travel patterns following the earthquakes in five areas – Riccarton and Fendalton, Linwood/Woolston, Richmond, New Brighton and Spreydon/Somerfield/Waltham/Beckenham.

2.4 **Package of 17 pedestrian improvements**

2.4.1 The priority for the Community Board for this package of improvements was to investigate a pedestrian crossing facility outside the Masjid Al Noor Mosque on Deans Avenue.

2.4.2 Early engagement has been had with representatives of the Mosque and with Deans Avenue Precinct Society.

2.4.3 Pedestrian counts on Deans Avenue, which included 10 cameras between Riccarton Road and Mayfair Avenue, are complete. Pedestrian data analysis supports a signalised crossing at this location, using the Pedestrian Network Guide Crossing Selection Process.

2.4.4 Scheme design and costings are nearing completion with consultation planned for September/October following a Community Board Information Session. This project will be consulted on alongside Brockworth Place, street renewal as the community and stakeholders are the same.

2.5 **Bradshaw Terrace street renewal**

2.5.1 Construction is on track for completion early July 2024.

2.5.2 Due to limited availability the street tree species was changed from *Acer platanoides 'Globosum'* to *Crape Myrtle Lagerstroemia indica 'De Puard'.* Both trees are a small deciduous tree well suited to the site location and conditions. All residents were notified of this change by letter drop on 12 June 2024 (copy also send to the Community Board prior to distribution).

2.6 **Brockworth Place street renewal (Deans Avenue to #23 Brockworth Place)**

2.6.1 Scheme design is complete with scheme cost estimate underway.

2.6.2 Consultation is planned for September/October following a Community Board Information Session. This project will be consulted on alongside the Deans Avenue crossing facility as the community and stakeholders are the same.

2.7 **Package of minor cycle, footpath and traffic calming improvements**

2.7.1 The initial three projects in scheme design and investigations:

- Installation of two mid-block speed humps on Mona Vale near Kilmarnock Street
- Installation of a speed hump on Darvel Street
- Installation of two speed humps either side of the bridge on Harakeke Street, between Rochdale Street and Matai Street West

2.7.2 Lighting assessments are currently underway for each project followed by scheme design construction estimates.

2.7.3 Consultation with affected residents planned for September/October following a Community Board Information Session.

2.8 **Waimairi Road pedestrian improvements**

2.8.1 This project is for the installation of a signalised raised pedestrian crossing on Waimairi Road at the Bush Inn Centre. This was recently approved alongside the Church Corner safety improvements package.

2.8.2 Construction is expected to start in early July 2024 and is being delivered with the Church Corner works.

2.8.3 The majority of these works will be nightworks due to the high number of vehicles during the day through this area. Early engagement has been undertaken with affected businesses and residents regarding the construction.

2.9 **Package of tactile pavers**

2.9.1 This package of works is complete.

3. Conclusion Whakakapinga

3.1 There is approximately $1.9 million remaining in the Riccarton and Fendalton CRAF programme. Once the confirmed costs and estimates for the current projects are known the project team will work with the Waipuna Halswell-Hornby-Riccarton and Waimāero

Fendalton-Waimairi-Harewood Community Boards to determine the projects to be delivered with the remaining budget and to ensure some of this funding is allocated to projects identified in the Fendalton ward.

3.2 The next CRAF in-person update to the Community Boards will be in September or October 2024.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Authors	Ann Tomlinson - Project Manager Kelly Griffiths - Senior Project Manager
Approved By	Oscar Larson - Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport

Karakia Whakamutunga

Closing Incantation

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!	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!