
Waipuna
Halswell-Hornby-Riccarton Community Board
SUPPLEMENTARY AGENDA

Notice of Meeting:

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

Date: Thursday 14 November 2024
Time: 4.30 pm
Venue: Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Membership

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

13 November 2024

Principal Advisor

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

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

<https://www.youtube.com/@waipunahalswell-hornby-ric5806/streams>

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



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- Part A Matters Requiring a Council Decision
Part B Reports for Information
Part C Decisions Under Delegation
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11. Resolution to Include Supplementary Reports Te Whakataunga Whakauru Pūrongo āpiti

1. Background Te Horopaki

- 1.1 Approval is sought to submit the following report to the Waipuna Halswell-Hornby-Riccarton Community Board meeting on 14 November 2024:
 12. Notice of Motion - Riccarton Road traffic islands
- 1.2 The reason, in terms of section 46A(7) of the Local Government Official Information and Meetings Act 1987, why the report was not included on the main agenda is that it was not available at the time the agenda was prepared.
- 1.3 It is appropriate that the Waipuna Halswell-Hornby-Riccarton Community Board receive the report at the current meeting.

2. Recommendation Te Tūtohu

- 2.1 That the report be received and considered at the Waipuna Halswell-Hornby-Riccarton Community Board meeting on 14 November 2024.
 12. Notice of Motion - Riccarton Road traffic islands

12. Notice of Motion - Riccarton Road traffic islands

Reference Te Tohutoro: 24/1967594

Responsible Officer(s) Te Councillor Mark Peters

Pou Matua:

Accountable ELT

Member Pouwhakarae:

Andrew Rutledge, Acting General Manager Citizens and Community


Pursuant to Standing Order 22 of Christchurch City Council's Standing Orders, the following Notice of Motion was submitted by Councillor Mark Peters.

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

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Requests advice from staff regarding the process required to remove the three new traffic islands on Riccarton Road outside Woolworths Supermarket at Church Corner, shown on plan TG145703, as approved by the Board at its 15 February meeting, that was adjourned and reconvened on 20 February 2024 and reopening the left turn slip lane onto Main South Road from Riccarton Road.
2. Requests Officer advice containing the implications of revoking the previous decision to install the three new traffic islands on Riccarton Road outside Woolworths Supermarket at Church Corner, shown on plan TG145703, removing the islands, and reopening the left turn slip lane on to Main South Road from Riccarton Road.
3. Requests advice from staff as to how and where from budget can be secured for removal of the three new traffic islands on Riccarton Road outside Woolworths Supermarket at Church Corner, shown on plan TG145703, and reopening of the left turn slip lane on to Main South Road from Riccarton Road.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Church Corner and Waimairi Road Safety Improvements Report 15 February 2024 For original submissions see: https://christchurch.infocouncil.biz/Open/2024/02/HHRB_20240215_AGN_9183_AT_ExternalAttachments/HHRB_20240215_AGN_9183_AT_Attachment_42989_4.PDF	24/1967595	6

8. Church Corner and Waimairi Road Safety Improvements

Reference / Te Tohutoro: 23/1883677

Report of / Te Pou Matua:	Gemma Dioni, Principal Advisor Transportation - Safety Ann Tomlinson, Project Manager Krystle Anderson, Engagement Advisor Georgia Greene, Traffic Engineer
Senior Manager / Pouwhakarae:	Lynette Ellis, Head of Transport & Waste Management (Lynette.Ellis@ccc.govt.nz)

1. Purpose and Origin of Report Te Pūtake Pūrongo

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

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

2. Officer Recommendations Ngā Tūtohu

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

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

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

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

That the Waipuna Halswell-Hornby-Riccarton Community Board:

General

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

Traffic Controls

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

Bus Stops

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

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

Stopping and Parking restrictions

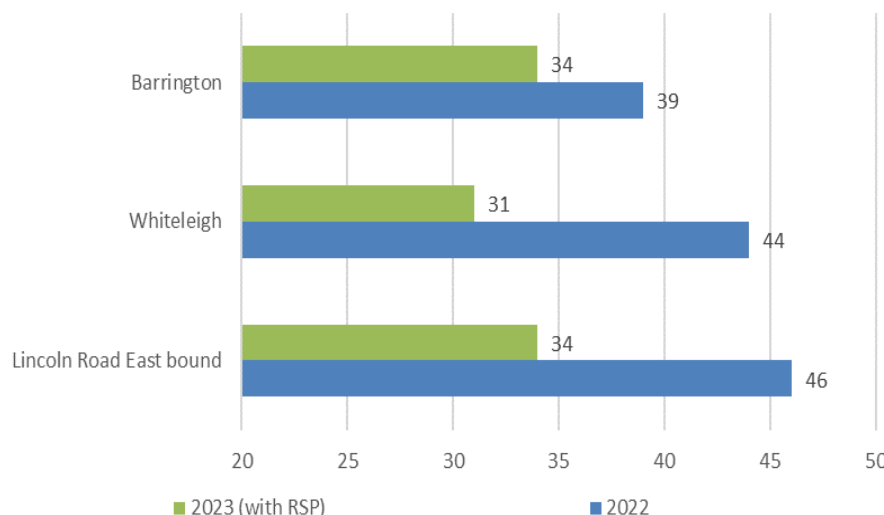
15. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Waimairi Road commencing at its intersection with Riccarton Road and extending in a northerly direction for a distance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

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

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

3. Reason for Report Recommendations Ngā Take mō te Whakatau

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



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

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

impaired, disabled and elderly people. This included a project to investigate the need for a signalised pedestrian crossing at the Bush Inn Centre.

- 3.5 The recommendations in this report will help to achieve the desired community outcome of having well-connected communities and neighbourhoods, so people can take fewer and shorter trips to access goods and services and have access to safe and reliable low-emission travel choices.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Main South Road/Yaldhurst/Riccarton

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

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

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

	Option 1	Option 2	Option 3
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Advantages	Slows traffic on the approach to the intersection to give people more time to react should a crash occur.	Simplifies layout by removing the turning movements from Main South/Yaldhurst/Riccarton	Removes right turn from Main South/Yaldhurst/Riccarton
	Increases footpath width outside Countdown	Increases footpath width outside Countdown	Increases footpath width outside Countdown
	Slight improvement at the crossing point outside the Medical Centre	Improves crossing opportunities outside the medical centre.	Improves crossing opportunities outside the medical centre.
		Increases footpath width on the northern side of Riccarton Road	Increases footpath width on the northern side of Riccarton Road
		Increases accessibility for people walking/cycling on Main South Road to access shops and services on the north side of Riccarton Road.	Increases accessibility for people walking/cycling on Main South Road to access shops and services on the north side of Riccarton Road.
	Improves westbound cycle access to the Major Cycleway on Ballantyne Ave.	Improves westbound cycle access to the Major Cycleway on Ballantyne Ave.	Improves westbound cycle access to the Major Cycleway on Ballantyne Ave.
Disadvantages	Right turn from Main South Road to Yaldhurst is retained. While the consequence of a crash may be reduced with the traffic calming, the likelihood of a crash remains.	Re-assignment of traffic on the network. Modelling would need to be undertaken to understand the effects on the network.	Re-assignment of traffic on the network. Modelling would need to be undertaken to understand the effects on the network.
	Cost to change kerblines on south side, which may need altering again in future for MRT.	Cost to change kerblines on north and south side, which may need altering again in future for MRT.	Cost to change kerblines on north and south side, which may need altering again in future for MRT.
	No safer crossing points for people wanting to access shops and services on the north side of Riccarton Road.		

Riccarton/Hansons/Waimairi

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

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

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

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

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

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

Waimairi Road crossing

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

Safe System Assessment

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

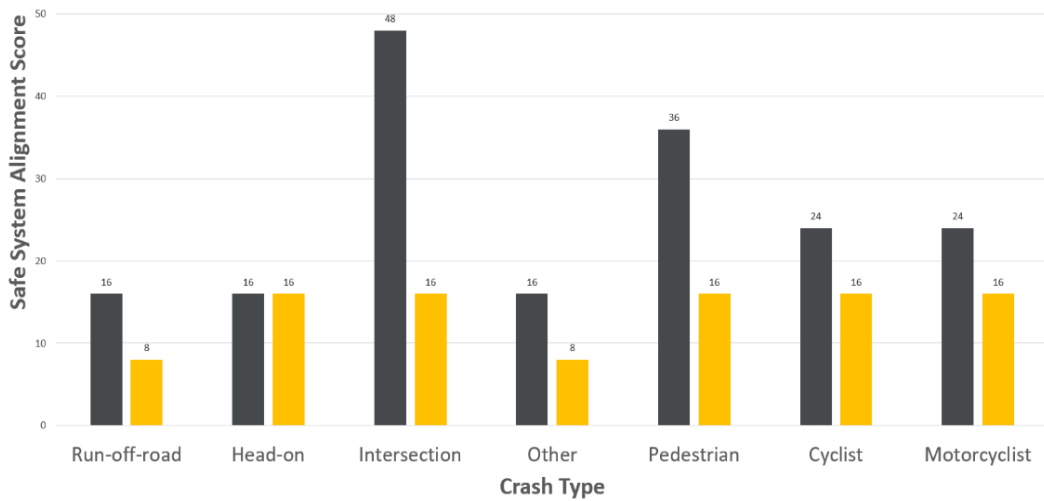


Chart 1: Summary safe system assessment collision type at Main South, Yaldhurst and Riccarton/Waimairi/Hansons (black is existing and orange is proposed)

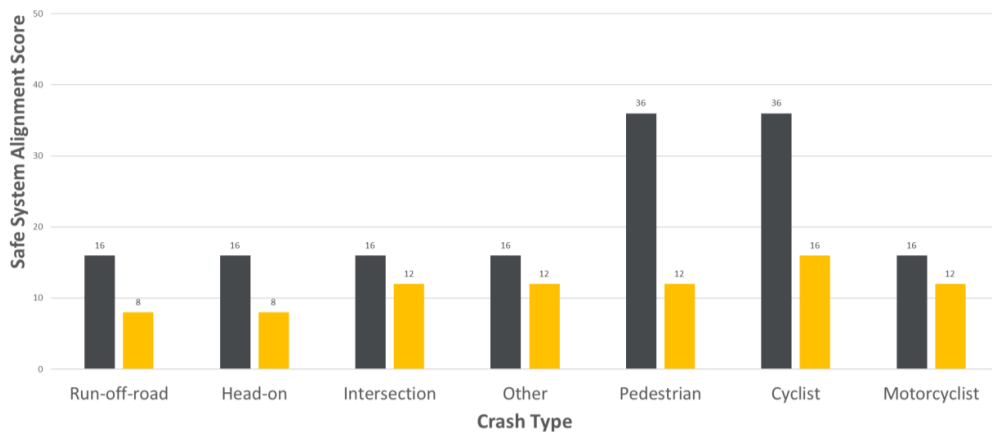


Chart 2: Summary safe system assessment collision type at Waimairi Road (black is existing and orange is proposed)

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

5. Detail Te Whakamahuki

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

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

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

Crash information for Main South/Yaldhurst/Riccarton

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

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

Crash information for Riccarton/Waimairi/Hansons

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

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15 February 2024



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

Crash information for Waimairi Road crossing

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

Changes following engagement

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

6. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

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

Summary of Submissions Ngā Tāpaetanga

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

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

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

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

7. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 7.1 Council's strategic priorities have been considered in formulating the recommendations in this report, including, residents having equitable access to a range of transport options that make it easy and safe to get around the city, and reduce emissions as a Council and as a City.
- 7.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 7.3 Transport
 - 7.3.1 Activity: Transport
 - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=96 crashes
 - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <= 12 crashes per 100,000 residents

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

7.6 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

7.7 The effects of this proposal upon Mana Whenua are expected to be insignificant as the proposal involves minor work within the existing carriageway.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

7.8 The decisions in this report are likely to:

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

7.8.2 Contribute positively to emissions reductions.

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

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

7.11 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.

7.12 Improving safety and making the intersection feel safer would address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

7.13 The National Emissions Reduction Plan (ERP) states we will have to 'substantially improve infrastructure for walking and cycling' to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 - required under the ERP). Improving the quality of walking and cycling infrastructure is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system, so improving safety for these users would be consistent with national direction.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

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

8. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

8.1 Cost to Implement - \$810k for the works on Riccarton Road and on Waimairi Road to Leslie Street. The Waimairi Road signalised crossing is estimated to cost \$500k. These are estimates and not tendered prices.

8.2 Maintenance/Ongoing costs - To be covered under the area maintenance contract, the effects will be minimal to the overall asset.

8.3 Funding Source -

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

Other He mea anō

- 8.5 None identified.

9. Legal Implications Ngā Hiraunga ā-Ture

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

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

Other Legal Implications Ētahi atu Hiraunga-ā-Ture

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

10. Risk Management Implications Ngā Hiraunga Tūraru

- 10.1 None identified.

11. Next Steps Ngā Mahinga ā-muri

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

Attachments Ngā Tāpirihanga

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

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

Document Name - Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

<p>Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).</p> <p>(a) This report contains:</p> <ul style="list-style-type: none"> (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement. <p>(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.</p>

Signatories Ngā Kaiwaitohu

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



Riccarton Road / Yaldhurst Road - Church Corner Improvements
Safety Improvements
For Approval

Original Plan Size: A3
Drawn: MJR Issue 1 23/01/2024
Designed: GHD Drawing: TG145701
Approved: Project: CP503552



Memorandum

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

Background

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

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



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

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

1

Site Data

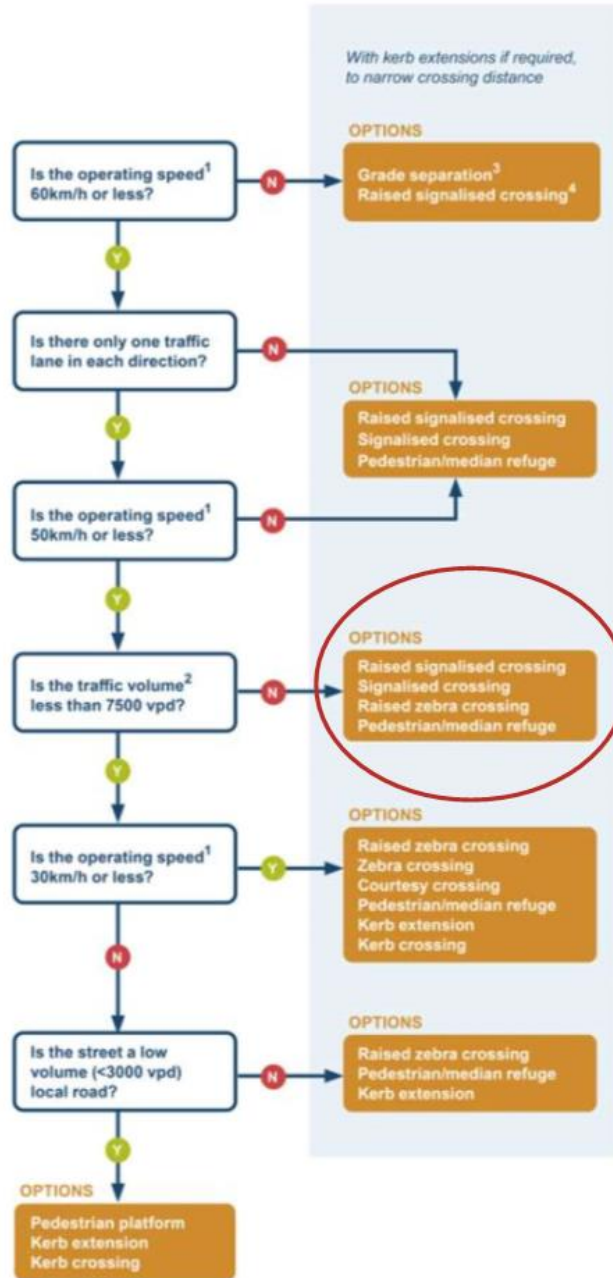
The following contextual data and/or assumptions have been made:

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

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

Mid-Block Crossing Selection Flowchart

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



Conclusion

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

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

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

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

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



Memorandum

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

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

Weather Condition: Fine and dry, Daylight.

Time period: 08:00-09:00

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

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

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

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

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

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

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

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

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

Time period: 15:00-16:00

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

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

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

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

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

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

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

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

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



Bush Inn / Church Corner Minor Safety Improvements

Ward Profile & Pedestrian Movements

Riccarton Ward Profile February 2022



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

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

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

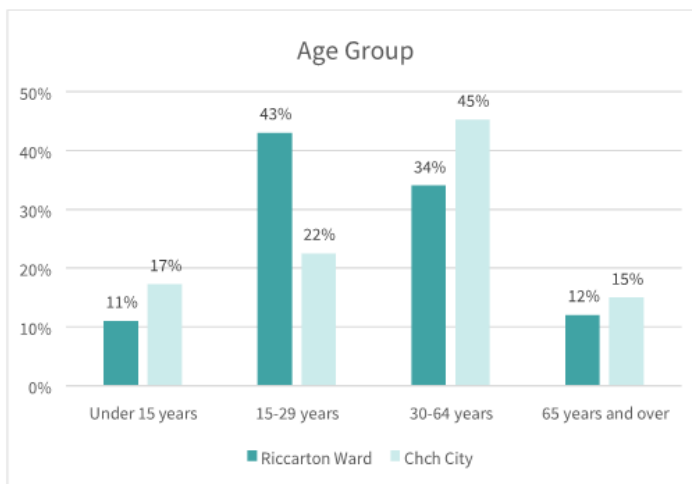
There are three major shopping centres in the ward; Bush Inn Centre, Tower Junction and the popular Westfield Mall, which is the largest retail complex in the South Island.

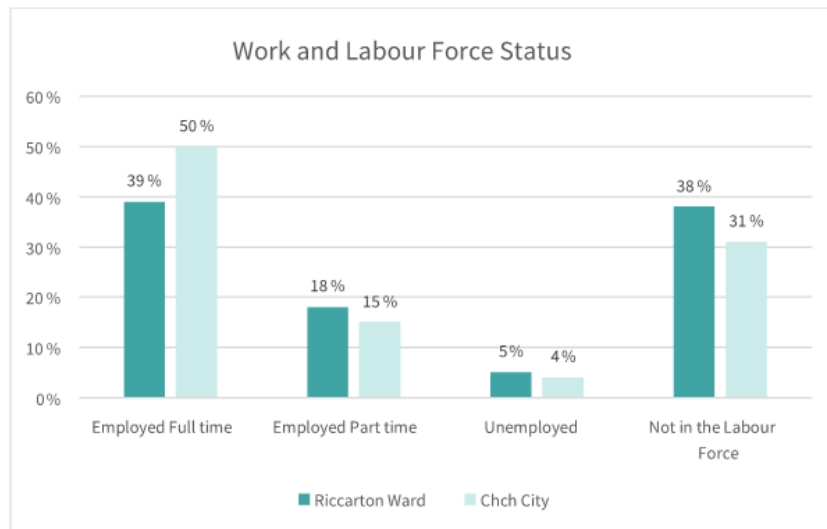
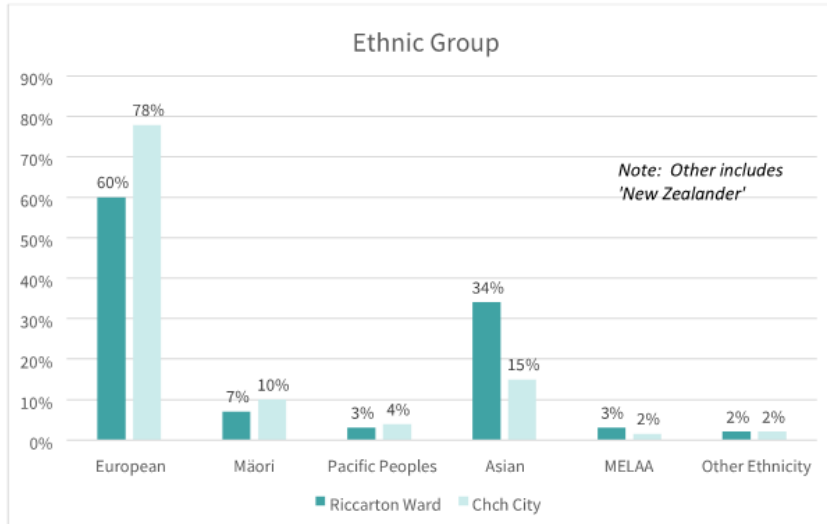
Profiles compiled by the Community Support and Partnerships Unit

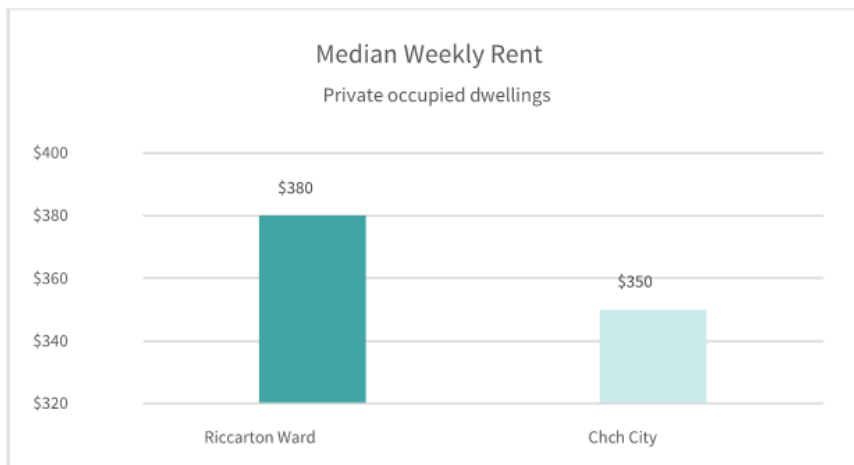
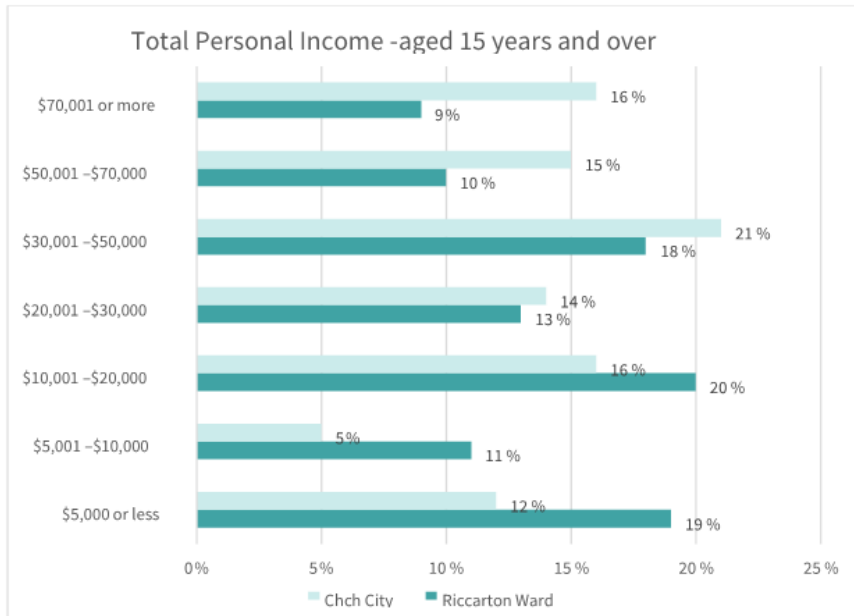
Facts and figures Demographic Summary (2018 Census Data)

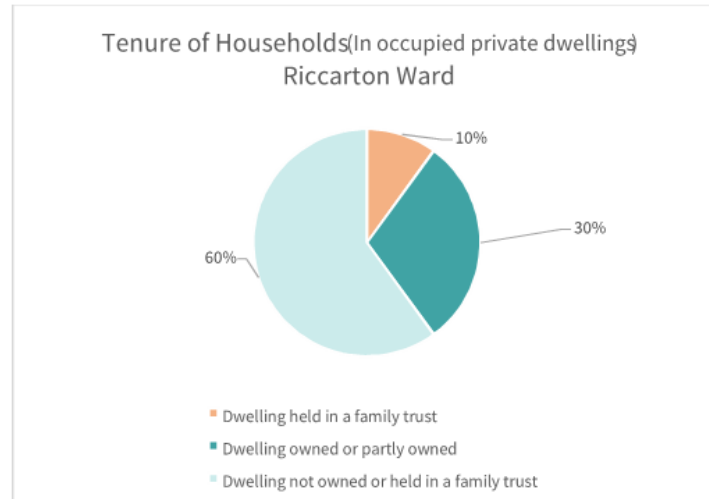
Population

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









Number of Occupied Private Dwellings: 7,647

Facilities and Amenities

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

Life in Christchurch Survey – Bush Inn

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

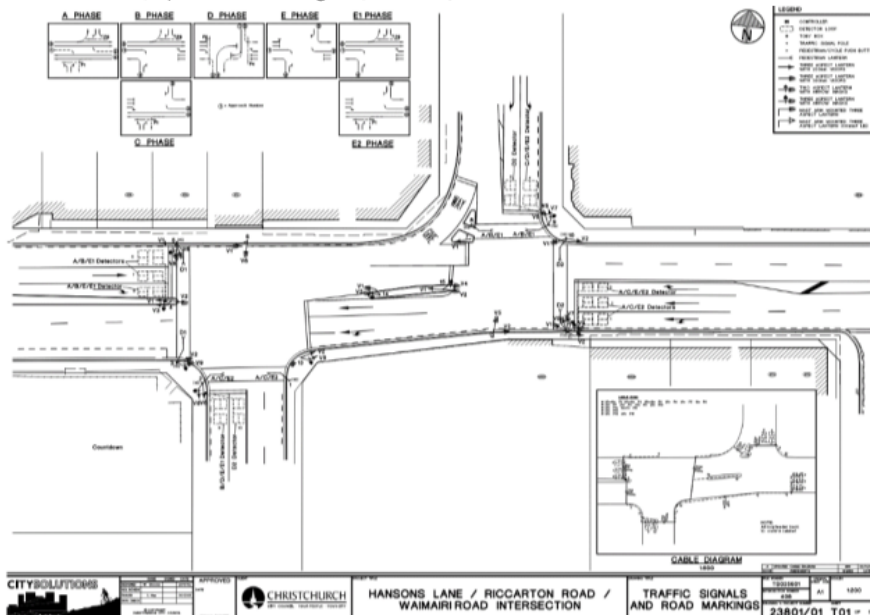
- The majority visit once a week (53.33%), with the next highest frequency being 2 to 4 times a week (26.67%).
- Most travel by car (66.67%), with the next highest mode being walking (16.67%).
- Of those travelling by car, 45% find it very easy, and 35% find it easy.
- Of those walking, 21.43% find it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

Pedestrian Movements

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

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

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



Methods

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

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

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

Data

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

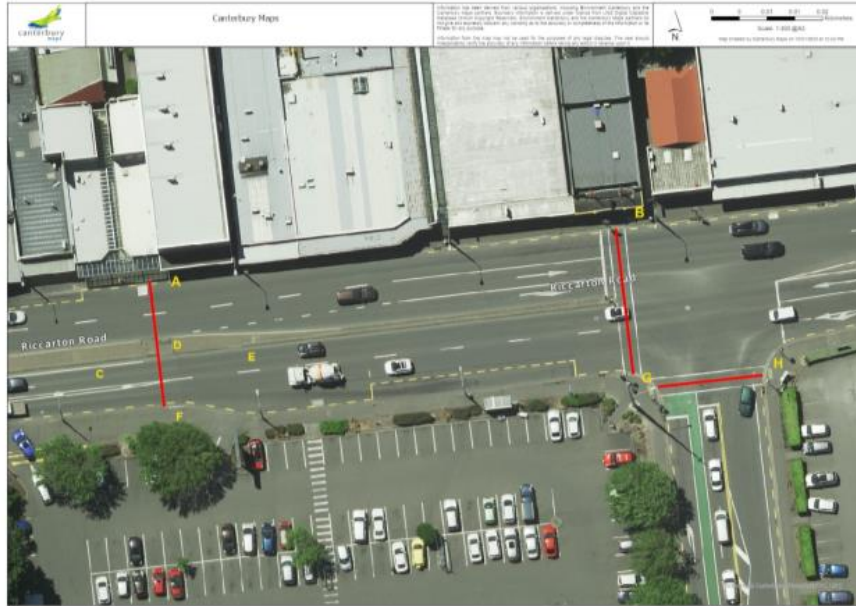


Figure 1: Map showing crossing points A to H on Riccarton-Hansons to describe pedestrian journeys.

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

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



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

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

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

Comments

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

Safer intersections around Church Corner

Overview

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

Submitter profile

Submissions were made by 12 recognised businesses and organisations:

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

Table 1 – Organisations who provided submissions

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

Of the 292 individuals that submitted:

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

How to read this report

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

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

Table 2 – How to read shift in safety perception tables

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

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

Overall shift in safety perceptions

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

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

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

Shift in safety perceptions by method of travel

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

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

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

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

Shift in safety perceptions by reason for travel

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

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

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

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

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

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

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

Key themes

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

Supportive of aspects of the proposal:

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

Concerns about aspects of the proposal:

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

Requests:

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

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

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

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

Overall shift in safety perceptions

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

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

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

Shift in safety perceptions by method of travel

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

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

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

Main South and Yaldhurst Road intersection – shift in safety perceptions by method of travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	∨ -61, -20.89%	∨ -50, -17.12%	— +10, +3.42%	∧ +60, +20.55%	∧ +42, +14.38%
Car - driver (177)	∨ -11, -6.21%	∨ -27, -15.25%	— +8, +4.52%	∧ +22, +12.43%	— +8, +4.52%
Car - passenger (9)	∨ -1, -11.11%	∨∨ -4, -44.44%	∧ +1, +11.11%	∨ -1, -11.11%	∧∧ +5, +55.65%
Bike (70)	∨∨∨ -38, -54.29%	∨ -11, -15.71%	∧ +4, +5.71%	∧∧ +28, +40.00%	∧ +17, +24.29%
Walk (19)	∨∨ -7, -36.84%	∨ -4, -21.05%	∨ -1, -5.26%	∧∧ +6, +31.58%	∧∧ +6, +31.58%
Bus (10)	∨ -1, -10.00%	∨∨ -4, -40.00%	∨∨ -3, -30.00%	∧∧ +3, +30.00%	∧∧ +5, +50.00%
Other (6)	∨∨ -2, -33.33%	— 0, 0.00%	∧ +1, +16.67%	∧ +1, +16.67%	∧ +1, +16.67%

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

Shift in safety perceptions by reason for travel

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

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

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

Key themes

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

Supportive of aspects of the proposal:

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

Concerns about aspects of the proposal:

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

Requests:

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

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

Feedback on the Curletts Road and Main South Road intersection

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

Overall shift in safety perceptions

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

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

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

Shift in safety perceptions by method of travel

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

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

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

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

Shift in safety perceptions by reason for travel

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

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

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

Key themes

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

Supportive of aspects of the proposal:

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

Concerns about aspects of the proposal:

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

Requests:

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

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

Feedback on the raised signalised pedestrian crossing on Waimairi Road

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

Overall shift in safety perceptions

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

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

Table 12 - Waimairi Road crossing - overall sentiment shift

Shift in safety perceptions by method of travel

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

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

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

Shift in safety perceptions by reason for travel

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

Key themes

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

Supportive of aspects of the proposal:

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

Concerns about aspects of the proposal:

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

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

Staff response to some key themes

Improving facilities for cycling

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

Concerns about Congestion

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

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

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

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

Use of safe speed platforms

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

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

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