Waipapa
Papanui-Innes-Central Community Board
MINUTES ATTACHMENTS

Date: Thursday 14 August 2025
Time: 4 pm
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

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Ferry Road pedestrian safety improvements

Why we're doing this

- Improve the accessibility of Christchurch's walking and cycling routes.
- Enhance safety for vulnerable users (e.g. children, elderly & mobility impaired residents).
- Promote active transport.
- Improve access to bus stops.
- Reduce reliance on cars for shorter trips.

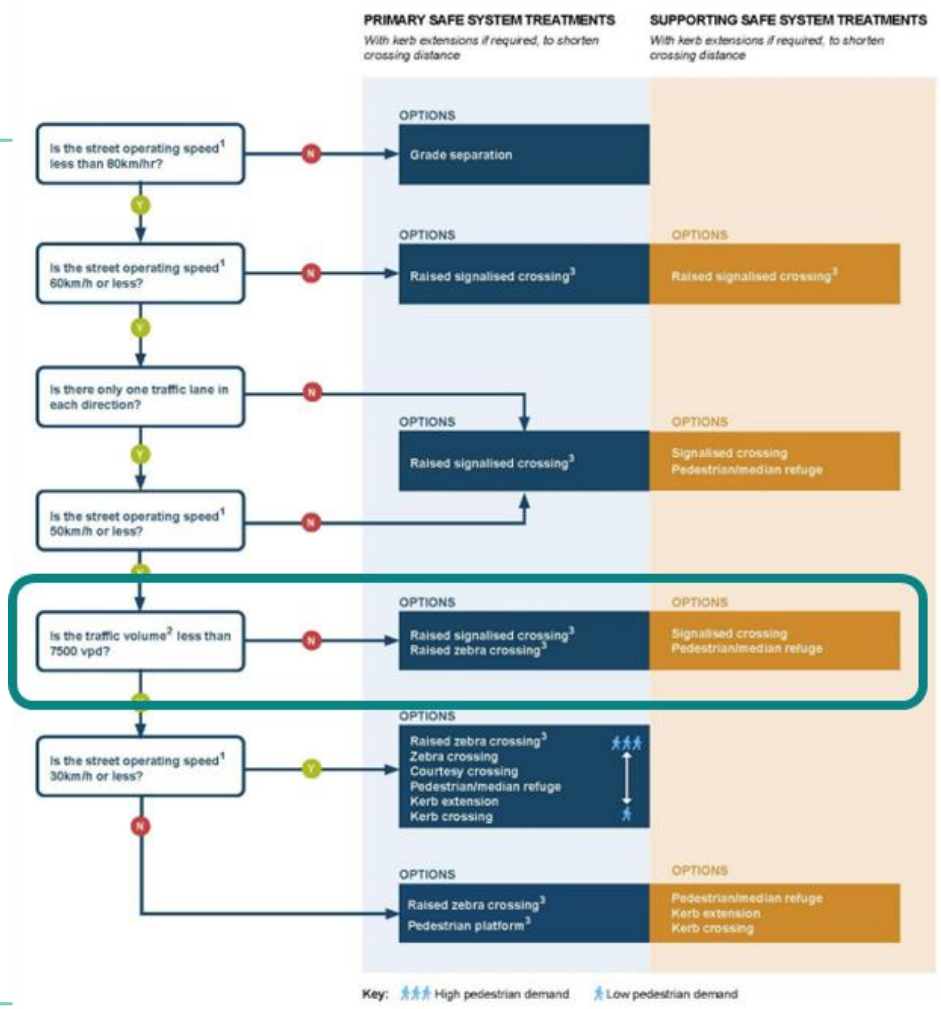
What we're proposing

- Installing four pedestrian refuge islands with speed humps on approaches at the following intersections:
  - Ferry/Mathesons/Barbour
  - Ferry/Olliviers
  - Ferry/Bordesley
  - Ferry/Ryan
- Installing new yellow no-parking lines around the pedestrian refuge – necessary to improver intervisibility between people crossing and vehicles.
- Install new stop and give way signs at the Mathesons Road, Barbour Street, Grafton Street and Ryan Street intersections.

Christchurch City Council

Crossing type selection

- Priority crossings (e.g. traffic signals and zebra crossings) give priority to people crossing, requiring vehicles to stop and wait.
- Due to high traffic volumes (20,000 vehicles per day) and high crossing demand, the concern is that vehicles may not stop.
- Pedestrian refuge crossings are proposed as they strike the right balance. However, vehicle speeds on approaches to the crossing points need to be considered.



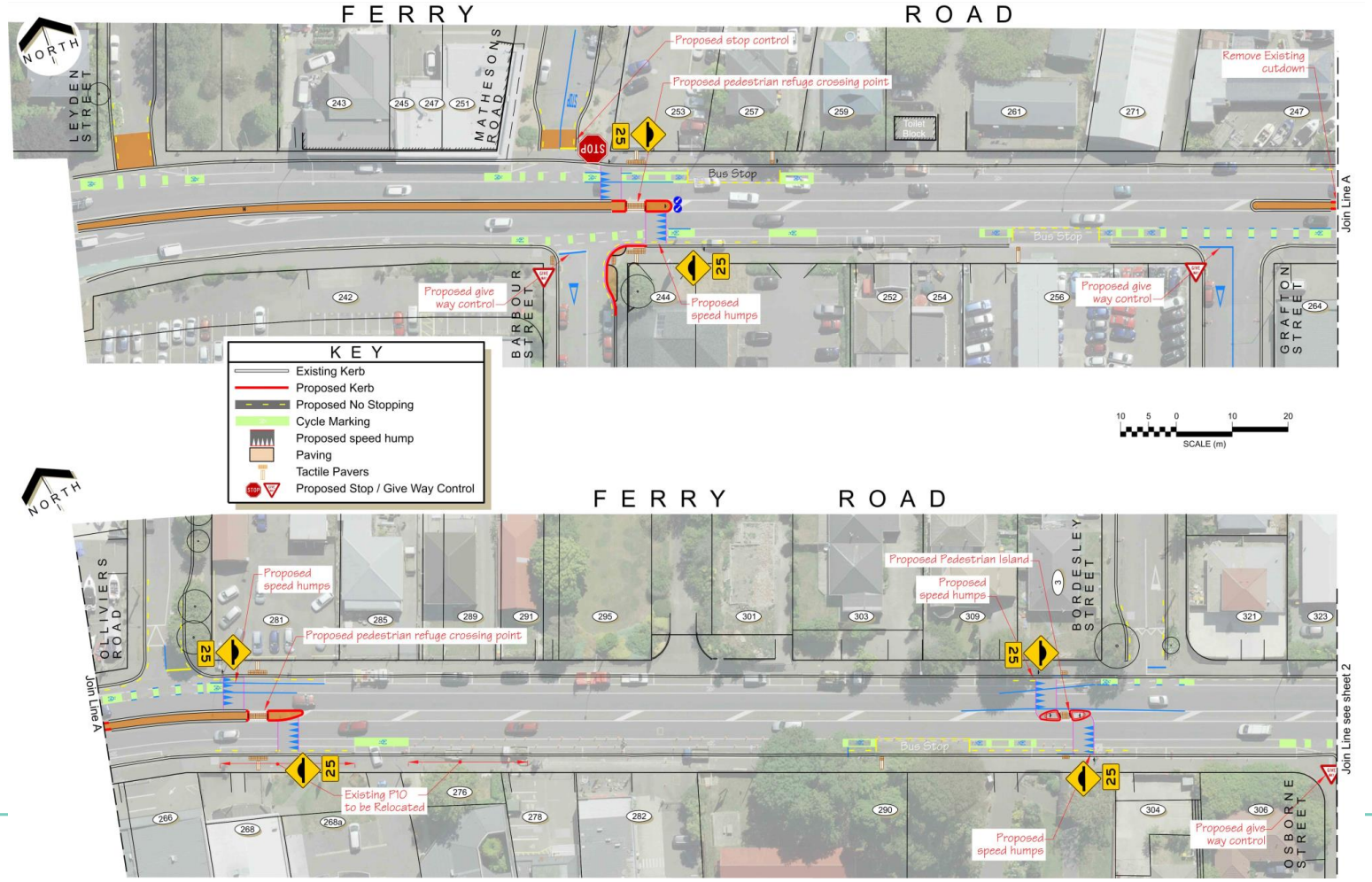
22 May 2025

Christchurch City Council

Attachment A Item 8

Christchurch City Council

Mathesons to Bordesley Street



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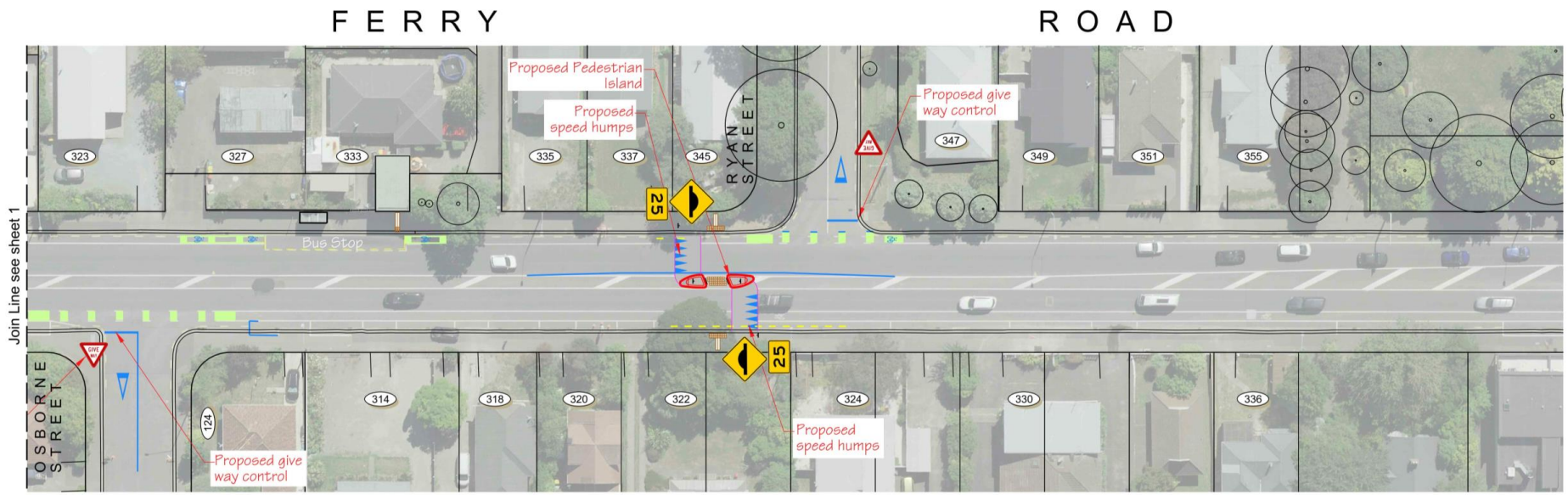
Attachment A Item 8

Osborne to Ryan Street



Category	Speed Humps (75mm standard CSS)	Raised Platforms (100mm high with 1:15 ramps)	No Traffic Calming
Vehicle Speeds at Crossing	Moderate reduction (~40–45 km/h near hump)	Significant reduction (~30–40 km/h at platform)	No reduction (50+ km/h typical)
Pedestrian Safety	Improved – lower crash risk and severity if crash occurs.	Improved – lower crash risk and severity if crash occurs.	Higher risk – greater injury severity
Pedestrian Comfort & Confidence	Moderate improvement – safer and more visible	High improvement – safer and more visible	Low comfort – vehicles still travelling at speed.
Crash Reduction Outcomes	Notable reduction - fewer injury crashes	Notable reduction - fewer injury crashes	No benefit – high pedestrian crash risk
Journey Time / Traffic Flow	Moderate impact (~2–5 sec delay per hump)	Moderate impact (~2–5 sec delay per platform)	Unimpeded flow – no delay
Maintenance	Moderate – road marking and signage upkeep	Moderate – road marking and signage upkeep	Low – standard road maintenance only
Night-time Visibility	High – lit and signed	High – lit and signed	Often poor – island may not be visible. Handrail damage is common from where they have been hit by vehicles.
Visual Cue to Drivers	Positive - Reduces speed before island	Positive - Reduces speed before island	Limited – island not always obvious
Impact on buses	Moderate impact - Could be slightly more uncomfortable for passengers.	Minor impact - Swedish platforms can provide smoother transitions and gradual down ramps.	Limited - no impact

Swedish platforms

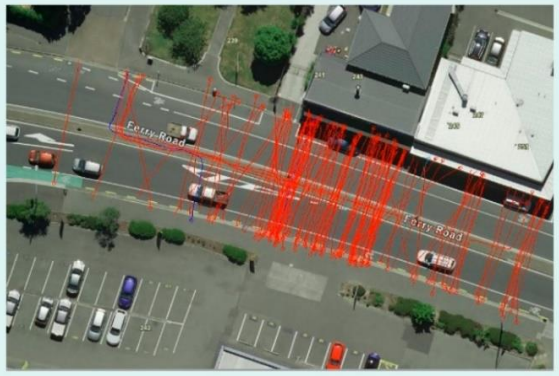
- **Swedish platforms** can either be used in combination with a priority crossing or as a standalone traffic calming measure to reduce vehicle speeds
- They have a similar entry taper to speed humps but a shallower exit taper and therefore provide a smoother ride for larger vehicles such as buses.
- For Ferry Road, they have been considered as a standalone device (instead of speed humps) to be used on approaches to the crossing points
- They were not progressed as they require more space than a speed hump, require sections of physical median to slot into, have a bigger impact on parking and a higher cost due to drainage implications.

Questions

20 April 2022

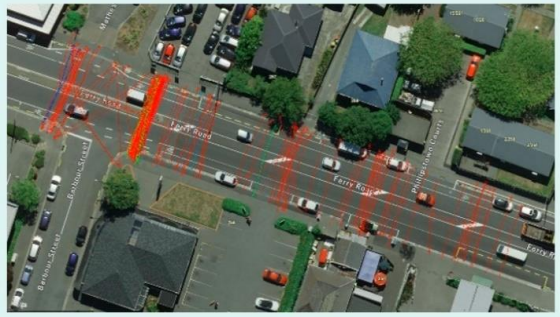
Why we're doing this

Between Lyden St and Barbour St

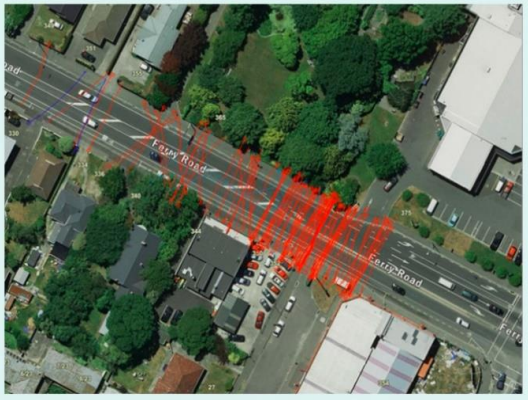


Between Philipstown Courts and Short St

Between Barbour Street and Philipstown Courts



Between Ryan St and Isabella Pl



Leyden St to Philipstown Courts

344 crossings

Grafton Street to Short Street

270 crossings

Short Street to Osbourne Street

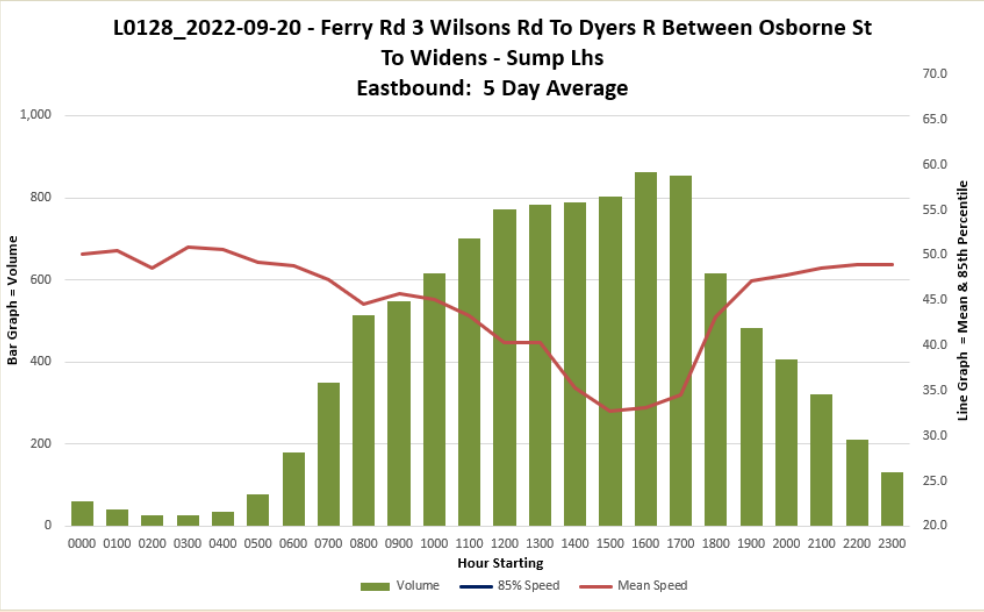
19 crossings

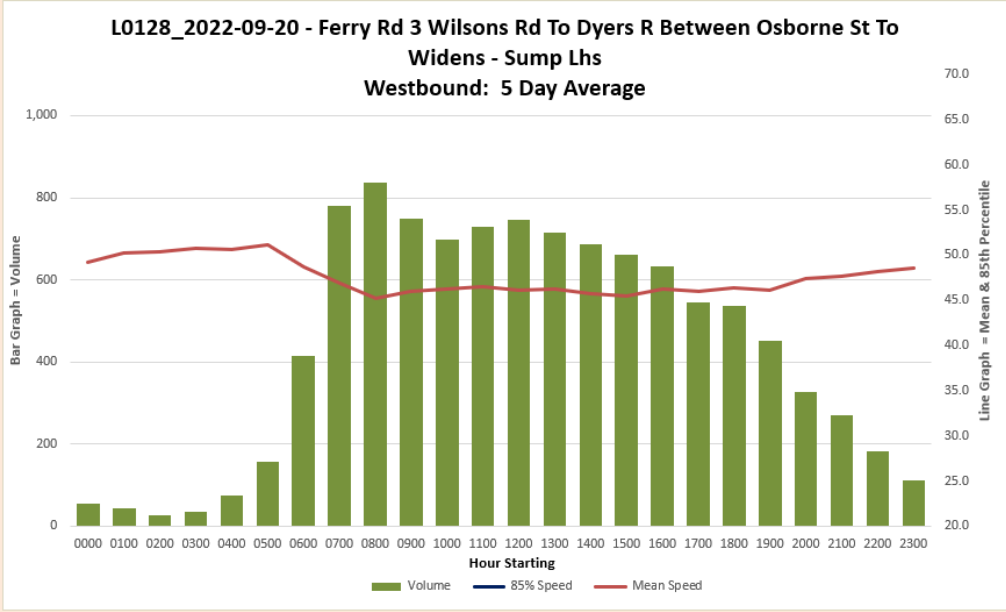
Osbourne Street to Isabella Street

148 crossings

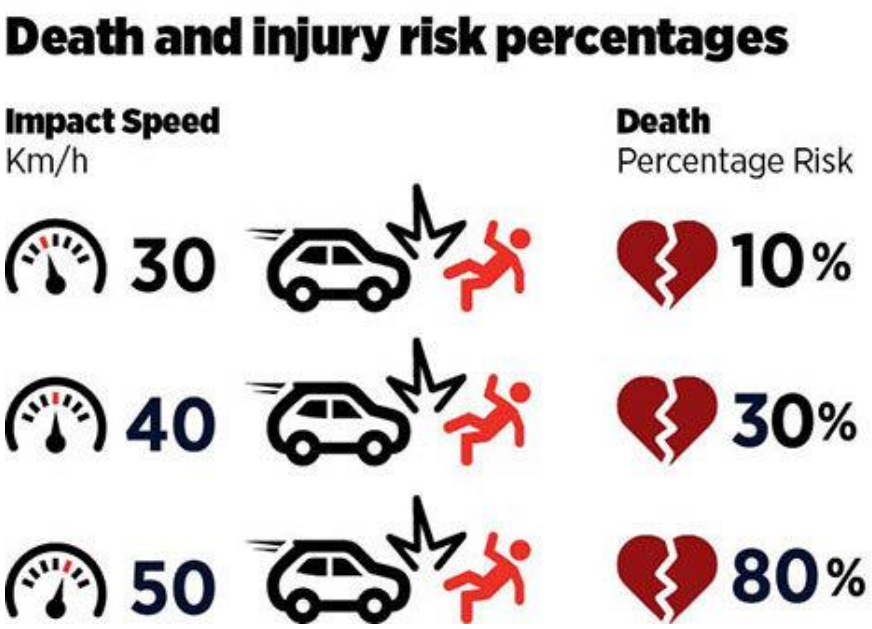
00:00 Tuesday, 20 September 2022 to 24:00 Monday, 26 September 2022

AVERAGES										
5 Day				7 Day						
ADT (Vehicles per Day)			%HCV	ADT (Vehicles per Day)			85th Percentile Speed		Mean Speed	
Eastbound	Westbound	Both	Both	Eastbound	Westbound	Both	Eastbound	Westbound	Eastbound	Westbound
10,215.0	10,472.0	20,687.0	5.3%	9,836.0	10,025.0	19,861.0	51.1	51.5	41.7	46.6





Relationship between vehicle speed and death/serious injury



Auckland Transport (2018)

There has been one pedestrian fatality, five serious injuries (four involving cyclists, one involving a motorcyclist), 11 minor injuries, and eight near misses (four involving cyclists, four involving pedestrians) since 2014.

Speed reduction

Auckland Transport research suggest that at a free flow speed of 50 km/h the average delay per speed hump is between 3 – 6 seconds

Other options considered

- **Speed cushions:** Ruled out due to safety concerns, particularly for cyclists. This is because vehicles often swerve to avoid them. In locations where cycle lanes are present, this results in vehicles encroaching into the cycle lane and creating risks for cyclists and drivers.

- **Speed tables** (Swedish tables) are easier to traverse but require more extensive physical works and parking removal