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## Waipapa Papanui-Innes-Central Community Board Information Session/Workshop AGENDA

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### Notice of Information Session/Workshop Te Pānui o te Hui:

A Waipapa Papanui-Innes-Central Community Board Information Session/Workshop will be held on:

**Date:** Monday 9 March 2026  
**Time:** At the conclusion of the Board meeting  
**Venue:** Board Room, Papanui Service Centre,  
Corner Langdons Road and Restell Street, Papanui

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### Membership Ngā Mema

Chairperson	Sunita Gautam
Deputy Chairperson	Simon Britten
Members	Pauline Cotter
	Mike Davidson
	Ashleigh Feary
	Victoria Henstock
	Jake McLellan
	John Miller
	Emma Twaddell

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3 March 2026

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**Note:** This forum has no decision-making powers and is purely for information sharing.

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

<https://www.youtube.com/@waipapapapanui-innes-centr7673/streams>

To view copies of Agendas and Notes, go to:

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



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The time allocated for this Information Session/Workshop is 30 minutes.

## 1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

## 2. Edgware Village - streetscape budget initiatives

Reference Te Tohutoro: 26/54939

Janine Sowerby, Senior Planner Urban Regeneration

Carolyn Bonis, Team Leader Urban Regeneration

Presenter(s) Te Kaipāhō :

Sharon O'Neill, Programme Manager Transport Capital Programme

### 1. Detail Te Whakamahuki

<b>Timing</b>	This information session is expected to last for 30 minutes.
<b>Purpose / Origin of the Information Session</b>	<p>At the Community Board information session on 28 August 2025 (regarding use of the \$32,060 budget for Edgware Village streetscape improvements), the board requested further information on the range of initiatives provided by staff.</p> <p>This information session identifies a refined shortlist, focusing on initiatives to improve safety - as requested. The shortlist is for the Community Board's consideration and feedback, to enable further refining and a subsequent decision at the Board's 13 April 2026 meeting.</p>
<b>Background</b>	<p>The Edgware Village Master Plan includes <i>Action (1) Streetscape and movement improvements</i>, of which there are six aspects/sub-projects. The implementation status of each is shown in <b>Attachment A</b>.</p> <p>While the bulk of the original funding to deliver this Action has since been withdrawn from the Long-Term Plan, there remains \$32,060 in the budget in FY26 to contribute towards meeting the master plan's streetscape objectives. The budget is specifically for capital improvements in the road reserve, noting it is a small budget and some suggested initiatives would require supplementary budget support.</p> <p>Staff provided advice via memo in June 2025 in response to initial suggestions for the use of this budget by Cr Cotter. The focus at that time was on supporting village identity. The range of ideas put forward by staff was subsequently discussed at the Community Board's information session on 28 August 2025.</p> <p>The Board's subsequent direction to staff was to focus on initiatives that will support pedestrian-related road safety improvements in anticipation of the new Edgware Pool opening during 2026. The Board also asked that staff consider previous public feedback received during community engagement exercises.</p> <p>Staff have reviewed feedback received from the following sources and consider that these provide sufficient consistent evidence of pedestrian-related road safety concerns within the community that further community engagement to inform the decision on use of the \$32,060 budget would not be required.</p> <ul style="list-style-type: none"> <li>- Edgware Village Master Plan development in 2013.</li> <li>- Life in Christchurch (Housing and/or Neighbourhoods) Surveys in 2023 and 2024.</li> <li>- St Albans Community Survey in 2024.</li> <li>- Edgware Rd and Springfield Rd safety improvements in 2025.</li> </ul>

<p><b>Key Issues</b></p>	<ul style="list-style-type: none"> <li>• The budget currently available is limited to \$32,060, which also needs to cover the staff time necessary (i.e. a staff-intensive delivery process will erode the capital available to deliver the Community Board’s preferred item/s).</li> <li>• Staff advice at the meeting will outline the cost and purpose of a range of shortlisted initiatives, i.e.:       <ul style="list-style-type: none"> <li>○ <i>Cost:</i> Lower cost initiatives may deliver a ‘quick win’, while higher cost projects will require supplementing from other budgets and/or via the next Long-Term Plan.</li> <li>○ <i>Purpose:</i> All initiatives support road safety outcomes; however, some will also achieve additional objectives (identity and amenity). Given that resource consent for a new commercial centre on Madras St has recently been approved, staff anticipate that supporting Edgeware Village’s identity may still be of interest to the Community Board, alongside safety improvements.</li> </ul> </li> <li>• Staff will present a shortlist of five initiatives/options for the Community Board’s consideration:       <ol style="list-style-type: none"> <li>1. Trafalgar St kerb cut down: (<i>Lower cost/Road safety only</i>) A kerb cut down and addition of yellow tactile pavers to convert the speed hump by the Trafalgar St pedestrian entrance to Edgeware Pool into a pedestrian platform.</li> <li>2. Edgeware road signage: (<i>Lower cost/Road safety and identity</i>) Threshold 30km/h signage to include ‘Edgeware’ - at each of three entrances into Edgeware Village.</li> <li>3. Kerb buildouts: (<i>Higher/medium cost/Road safety only</i>): These would be placed in the vicinity of Edgeware Pool’s entrance on to Edgeware Rd (between Caledonian Rd and Dover St). Two versions have been considered:           <ol style="list-style-type: none"> <li>A. A pedestrian refuge island in the centre of the carriageway, and a ‘stick-on’ kerb buildout on the south side (with low-level landscaping); or</li> <li>B. Build outs on both sides of the road (with low level landscaping).</li> </ol> </li> <li>4. Kerb buildouts + tree: (<i>Higher cost/Road safety and amenity</i>): ‘Stick-on’ kerb buildouts as per Option 3, with a new tree in the northern berm of Edgeware Rd (opposite the one already existing on the southern berm)– supporting increased tree canopy objectives.</li> <li>5. Kerb buildouts + sculptural feature: (<i>Higher cost/Road safety and identity</i>): ‘Stick-on’ kerb buildouts as per Option 3, with one or more ‘shopping lady’ bollard in each – replicating those already existing in the centre and reinforcing a ‘place’ focus.</li> </ol> <p>Further information on Options 1 – 5 and their indicative costs are shown in <b>Attachment B</b>, with versions A and B for the pedestrian refuge island and/or ‘stick-on’ kerb buildouts illustrated in <b>Attachment C</b>.</p> <p>Note:</p> <ul style="list-style-type: none"> <li>- Staff will discuss at the briefing the rationale for location of the kerb buildouts to improve pedestrian access to Edgeware Pool, and the choice of ‘stick-on’ buildouts rather than continuous kerb realignment.</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>- Depending upon budget availability, there may be potential for a solution that includes more than one of the above initiatives, e.g. kerb cutdown plus signage; or a kerb buildout, tree <i>and</i> sculptural feature. Staff are still investigating relative costs but will present broad indications of potential budget possibilities at the briefing, for board member consideration and feedback. With a number of different option combinations possible, staff would value the Board's guidance to help narrow down the key features being sought.</li> <li>• Staff will request the current funding be carried forward to FY26 if unspent.</li> </ul>
<b>Next Steps</b>	Following receipt of the Community Board's guidance at this information session, staff will aim to refine the shortlist and bring a report to the 13 April 2026 Board meeting for a decision.
<b>Useful Links</b>	<ul style="list-style-type: none"> <li>• Edgware Village Master Plan: <a href="https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/suburban-centres-master-plans/edgware-village-master-plan">https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/suburban-centres-master-plans/edgware-village-master-plan</a></li> </ul>

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Edgware Village Master Plan - Implementation of streetscape projects	26/204016	8
B  	Edgware Village - Shortlisted initiatives	26/204032	9
C  	Kerb build out versions A and B	26/220425	14
D  	Edgware Village - Streetscape budget initiatives - Presentation for 9 March 2026 Community Board briefing	26/339593	17

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	<p>Janine Sowerby - Senior Planner Urban Regeneration          Carolyn Bonis - Team Leader Urban Regeneration          Sally-Ann Marshall - Traffic Engineer          Sharon O'Neill - Programme Manager Transport Capital Programme</p>
<b>Approved By</b>	<p>Ben Rhodes - Manager Planning          Kathy Graham - Team Leader Traffic Operations          Stephen Wright - Head of Transport &amp; Waste Management          Mark Stevenson - Head of Planning &amp; Consents</p>

**ATTACHMENT A: Edgware Village Master Plan – implementation of streetscape projects**

Action (1) *Streetscape and movement improvements* incorporates the following aspects/sub-projects. These are ordered according to their delivery status.

<b>Sub-project</b>	<b>Implementation status</b>
<i>(1b) Incorporate major cycleway</i>	<b>Completed</b> in 2017, as part of the Papanui Parallel Cycleway.
<i>(1a) Develop a pedestrian priority environment and ‘gateways’ (entrance points) – anticipated via raised platforms (Cornwall St, Colombo St and Trafalgar St approaches) and landscaping/paving treatment on other approaches</i>	<b>Commenced/partially completed</b> , with pedestrian safety enhancing kerb buildouts and traffic signals at the Colombo St/Edgware Rd intersection delivered as part of the major cycleway in 2017.
<i>(1e) Install amenity planting</i>	<b>Commenced/partially completed</b> , with some temporary amenity planters provided on the west corner of the Colombo St/Edgware Rd intersection in 2017.
<i>(1f) Install street furniture, cycle stands and lighting</i>	<b>Commenced/partially completed</b> , with some temporary benches and cycle/fixit stands provided on the west corner of the Colombo St/Edgware Rd intersection in 2017.
<i>(1c) Reconfigure parking and taxi arrangements</i>	<b>Not yet commenced.</b>
<i>(1d) Consolidation of existing bus movements and improved transferability between services</i>	<b>Not yet commenced.</b>

**ATTACHMENT B: Shortlisted initiatives**

Note these are referred to as Options but are not necessarily mutually exclusive.

Initiative	High level cost estimate, financial implications & budget source	Other comment, advantages and disadvantages
<b>Option 1: Trafalgar St kerb cut down</b> (Lower cost/Road safety only)		
<p>A kerb cut down and addition of yellow tactile pavers at Trafalgar St pedestrian entrance to Edgeware Pool to create a pedestrian platform.</p>  <p>Example: Further north on Trafalgar St</p>  <p>Location of new kerb cut down and tactile pavers</p>	<p><u>Cost estimate:</u></p> <ul style="list-style-type: none"> <li>\$15,000 - \$20,000.</li> </ul> <p><u>Deliverable within budget. Remaining budget:</u></p> <ul style="list-style-type: none"> <li>\$12,000 - \$17,000.</li> </ul> <p><u>Budget source:</u></p> <ul style="list-style-type: none"> <li>\$15,000 - \$20,000 from CPMS 26623 Edgeware Village Master Plan 'EVMP' (A1).</li> </ul>	<ul style="list-style-type: none"> <li>✓ Would support safe crossing of Trafalgar St to the pool by pedestrians approaching from the north and east and south-east.</li> <li>✓ Within available budget.</li> <li>✓ A potential 'quick win'.</li> <li>✓ Could be combined and delivered with Option 2 within the existing \$32,060 funding available.</li> <li>✗ Signals to drivers that they are entering Edgeware Village, but the additional cut down is unlikely to support an Edgeware-specific identity.</li> </ul>

Initiative	High level cost estimate, financial implications & budget source	Other comment, advantages and disadvantages
<b>Option 2: Edgware Village signage</b> ( <i>Lower cost/Road safety and identity</i> )		
<p>Replace existing 30km/h signage with blue background 'Edgware' gateway signs (as per example below) - at each of three entrances into Edgware Village (i.e. Edgware Rd to the west, Colombo St to the south and Edgware Rd to the east).</p>  <p><i>Example: Sumner</i></p>	<p><u>Cost estimate:</u></p> <ul style="list-style-type: none"> <li>• \$9,000 to supply and install.</li> </ul> <p><u>Deliverable within budget. Remaining budget:</u></p> <ul style="list-style-type: none"> <li>• \$23,000</li> </ul> <p><u>Budget source:</u></p> <ul style="list-style-type: none"> <li>• \$9,000 from CPMS 26623 EVMP (A1).</li> <li>• Maintenance from Streets Maintenance budget.</li> </ul>	<p>Used for other centres, e.g. Sumner, Woolston.</p> <ul style="list-style-type: none"> <li>✓ Supports identification to visitors that they are entering Edgware Village.</li> <li>✓ Within available budget.</li> <li>✓ A potential 'quick win'.</li> <li>✓ Could be combined and delivered with Option 1 within the existing \$32,060 funding available.</li> <li>✗ No change to current traffic safety.</li> <li>✗ Signs need to be placed close to the gazetted location of the 30km/hr speed limit. The location of the change of speed limit doesn't coincide with the current entrances to the centre (i.e. the posted change of speed is distant from the centre when approaching from the west and south; and is within the centre when approaching from the east).</li> </ul>

Initiative	High level cost estimate, financial implications & budget source	Other comment, advantages and disadvantages
<b>Option 3: Kerb buildouts</b> ( <i>Higher-medium cost/Road safety only</i> ). Refer <b>Attachment C</b> for Options 3A and 3B, and their respective advantages/disadvantages.		
<p>'Stick-on' kerb build outs (with low-level landscaping) only, in the vicinity of Edgeware Pool's Edgeware Rd entrance (between Caledonian Rd and Dover St).</p>  <p><i>Example (location unknown)</i></p>  <p><i>General location of buildout, looking east towards the commercial centre. Pool entrance at blue sign.</i></p>	<p><u>Cost estimate:</u></p> <ul style="list-style-type: none"> <li>\$20,000 - 40,000 (depending on whether version A or B chosen – refer below and <b>Attachment C</b>) to supply and install.</li> </ul> <p><u>Version A (pedestrian refuge island and single buildout): \$30,000 – \$40,000. Additional funding will be necessary:</u></p> <ul style="list-style-type: none"> <li>Up to \$8,000</li> </ul> <p><u>Version B (buildouts on both sides of road): \$20,000 - \$30,000. Deliverable within budget. Remaining budget:</u></p> <ul style="list-style-type: none"> <li>Up to \$12,000</li> </ul> <p><u>Budget source:</u></p> <ul style="list-style-type: none"> <li>\$32,000 from CPMS 26623 EVMP (A1).</li> <li>Up to \$8,000 from CPMS 65924 Minor Safety Interventions budget <u>subject to prioritisation</u>.</li> <li>Maintenance: Streets Maintenance budget.</li> </ul>	<p>Requires sufficient road space – suitable location at the western approach to the centre on Edgeware Rd, between Caledonian Rd and Dover St.</p> <p>Note: unsure of demand; pedestrian counts pre-opening of the pool are being done soon.</p> <ul style="list-style-type: none"> <li>✓ Would support safe crossing of Edgeware Rd to the proposed pool, particularly during peak traffic times.</li> <li>✓ Would also help slow car speed on the wide stretch of Edgeware Rd between Colombo St and Springfield Rd.</li> <li>✓ Would contribute to a 'gateway' entry to the shopping centre.</li> <li>~ Could reinforce existing species and a gateway to the centre. Unless unique in some way, it is unlikely to add an Edgeware-specific identity.</li> <li>✗ Located away from the 30km/hr signage (see above), leading to perceived 'street clutter'.</li> <li>✗ Requires funding from a range of budget sources (i.e. uncertainty, but potential to investigate further).</li> <li>✗ Not a 'quick win'.</li> </ul>

Initiative	High level cost estimate, financial implications & budget source	Other comment, advantages and disadvantages
<b>Option 4: Kerb buildouts + tree</b> ( <i>Higher cost/Road safety and amenity</i> ) - Pending services check		
<p>'Stick-on' kerb buildouts (with low-level landscaping) in the vicinity of Edgware Pool's Edgware Rd entrance (between Caledonian Rd and Dover St), with a new tree in the northern berm of Edgware Rd.</p>  <p><i>Existing tree on southern side of Edgware Road</i></p>	<p><u>Cost estimate:</u></p> <ul style="list-style-type: none"> <li>• \$30,000 - \$50,000 (depending on whether version A or B chosen) to supply and install 'stick-on' kerb buildouts including a tree pit in the berm; plus</li> <li>• \$1,000 to supply and install 1 tree (includes initial maintenance for 24 months).</li> </ul> <p><u>Version A (<i>pedestrian refuge island and single buildout</i>): Additional funding will be necessary:</u></p> <ul style="list-style-type: none"> <li>• Up to \$19,000</li> </ul> <p><u>Version B (<i>buildouts on both sides of road</i>): may or may not be deliverable within budget:</u></p> <ul style="list-style-type: none"> <li>• Up to \$9,000</li> </ul> <p><u>Budget source:</u></p> <ul style="list-style-type: none"> <li>• Stick on kerb buildouts:                             <ul style="list-style-type: none"> <li>○ \$32,000 from CPMS 26623 EVMP (A1).</li> <li>○ Up to \$19,000 from CPMS 65924 Minor Safety Interventions budget <u>subject to prioritisation.</u></li> </ul> </li> <li>• Tree maintenance beyond 24 months: Streets Maintenance budget.</li> </ul>	<p>✓ Would benefit general amenity and could reinforce a gateway to the centre and Edgware's identity.</p> <p>Otherwise as per Option 3 above.</p>

Initiative	High level cost estimate, financial implications & budget source	Other comment, advantages and disadvantages
<b>Option 5: Kerb buildouts + sculptural feature</b> <i>(Higher cost/Road safety and identity)</i>		
<p>'Stick-on' kerb buildouts (with low-level landscaping) in the vicinity of Edgware Pool's Edgware Rd entrance (between Caledonian Rd and Dover St), with one or more 'shopping lady' bollards in each.</p>  <p><i>Existing bollards to east on Edgware Rd</i></p>	<p><u>Cost estimate:</u></p> <ul style="list-style-type: none"> <li>• \$20,000 - \$40,000 (depending on whether version A or B chosen) to supply and install 'stick-on' kerb buildouts; plus</li> <li>• ~ \$2500 each bollard, including installation (being \$975 +GST to supply sculptural figure atop bollard and ~\$1,500 additional costs for bollard and installation). Four bollards: approximately \$10,000.</li> </ul> <p><u>Additional funding necessary: will vary.</u>                      For 2x sculptural features per buildout,</p> <ul style="list-style-type: none"> <li>• <b>\$8,000 (version A) - \$13,000 (version B).</b></li> </ul> <p><u>Budget source:</u></p> <ul style="list-style-type: none"> <li>• 'Stick-on' kerb buildouts:                             <ul style="list-style-type: none"> <li>○ up to \$32,000 from CPMS 26623 EVMP (A1).</li> <li>○ up to \$8,000 from CPMS 65924 Minor Safety Interventions budget <u>subject to prioritisation.</u></li> </ul> </li> <li>• Bollards:                             <ul style="list-style-type: none"> <li>○ balance from CPMS 77079 Enliven Places budget <u>subject to prioritisation.</u></li> </ul> </li> <li>• Maintenance: Streets Maintenance budget.</li> </ul>	<p>Impact will be greater with a larger number of bollards per buildout (suggest minimum of two).</p> <p>✓ Would benefit general amenity and would reinforce a gateway to the centre and Edgware's identity.</p> <p>Otherwise as per Option 3 above.</p>

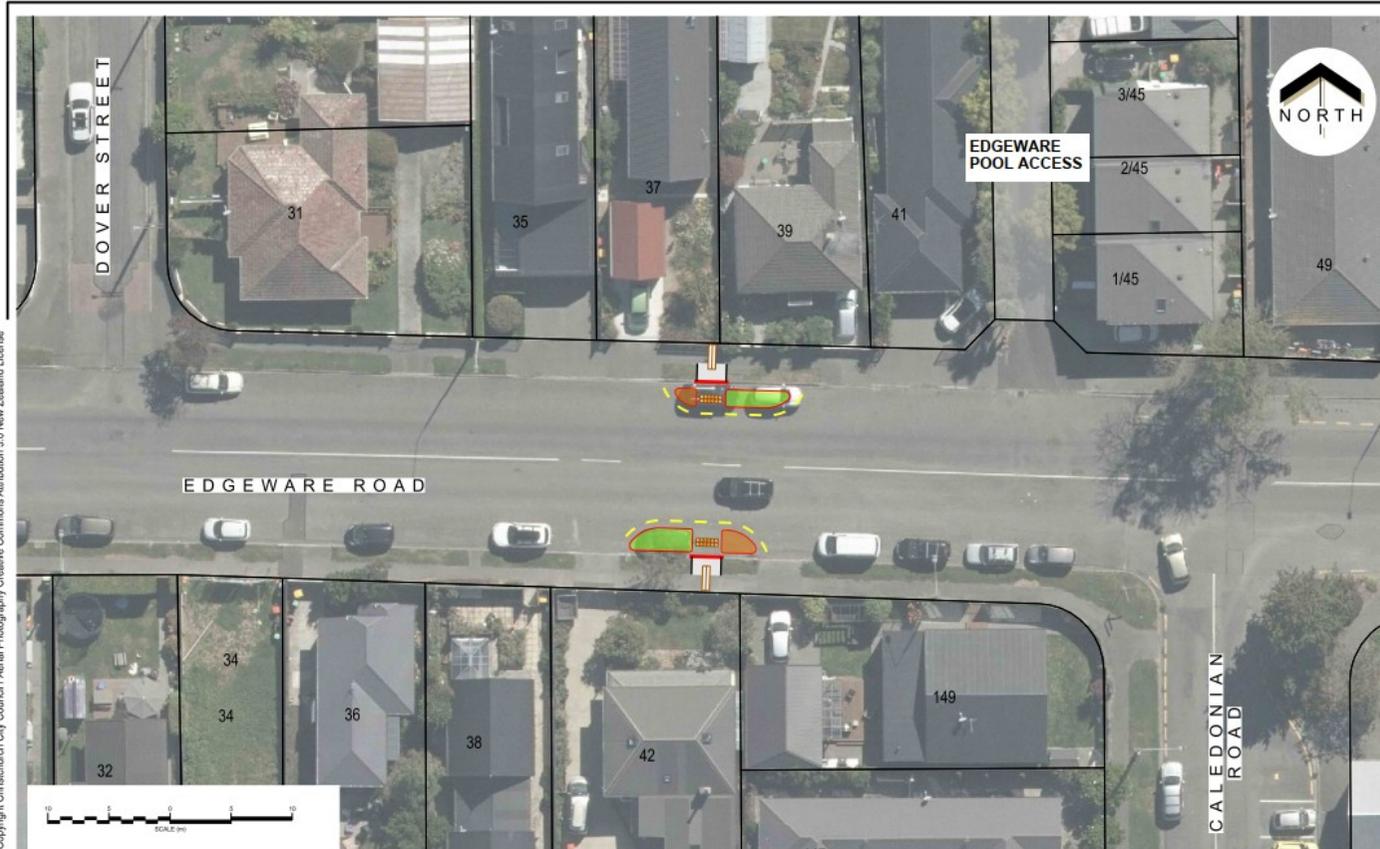
**ATTACHMENT C: Options for the ‘stick-on’ kerb buildouts**

Initial concept plans are provided overleaf.

These demonstrate alternative approaches to Option 3 Kerb buildouts. Options 4 and 5 provide further supplementary features for consideration.

Option	Description	Advantages	Disadvantages
<b>Option A</b> – Adjacent to 37 & 39 on the northern side and 43 on the southern side of Edgeware Road	‘Stick on’ buildout with low level planting on southern side, pedestrian refuge island and tactile paving on northern side	<ul style="list-style-type: none"> <li>• Best pedestrian option as crossing distance split in two</li> <li>• Reduces total carriageway crossing width by 4 metres</li> <li>• Does not impede access to properties</li> <li>• Improves visibility of oncoming traffic for pedestrians on the south side</li> <li>• Provides additional landscaping area on the south side</li> <li>• Existing tree on south side</li> </ul>	<ul style="list-style-type: none"> <li>• Higher cost (~30-40k), may require further funding</li> </ul>
<b>Option B</b> – Adjacent to 37 & 39 on the northern side and 43 on the southern side of Edgeware Road	‘Stick on’ buildouts with low level planting and tactile pavers on southern and northern sides	<ul style="list-style-type: none"> <li>• Lower cost (~20-30k)</li> <li>• Reduces total carriageway crossing width by 4 metres</li> <li>• Provides landscaping area on both sides</li> <li>• Does not impede access to properties</li> <li>• Improves visibility of oncoming traffic for pedestrians in both directions</li> </ul>	<ul style="list-style-type: none"> <li>• Crossing width reduced but not split into two</li> </ul>





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# Edgware Village – streetscape budget initiatives

- exploring ideas and refining a shortlist -



Waipapa Papanui-Innes-Central Community Board briefing  
9 March 2026

## Background

- Edgware Village Master Plan adopted by the Council in December 2013.
- Action S1: Streetscape and movement improvements (6 sub-projects).
- \$32k interim funding currently available.



## Background

- Community Board direction to focus on pedestrian-related road safety improvements.
- Supporting Edgware Village's identity and amenity may also still be of interest.
- Shortlisted ideas:
  - Lower and higher cost options
  - A focus on achieving road safety (all options), with some options also including identity and amenity outcomes.



## Option 1: Trafalgar St kerb cut down

*Lower cost/Road safety only*



*Example:  
Further north  
on Trafalgar St*

- Option 1: Kerb cut down and yellow tactile pavers at Trafalgar St pedestrian entrance to Edgware Pool to create a pedestrian platform.
- Cost estimate: \$15,000 - \$20,000.
- **Remaining budget: \$12,000 - \$17,000.**

*Concept:*



## Option 2: Edgeware Village signage

*Lower cost/Road safety and identity*



*Example: Sumner*



- Option 2: Altered 30km/h signage to identify 'Edgeware'.
- Cost estimate: \$9,000.
- **Remaining budget: \$23,000.**

## Option 3: Kerb buildouts

*Higher-medium cost/Road safety only*



*Example of a 'stick on' buildout with low level landscaping*

- Option 3: 'Stick-on' kerb buildouts (with low-level landscaping), on Edgeware Rd near the pool entrance (between Caledonian Rd and Dover St).
- Cost estimate: \$20,000 - \$40,000.

## Option 3: Kerb buildouts

*Higher-medium cost/Road safety only*



*Location on Edgware Rd, west of the centre*

## Kerb buildout – version A

*Higher cost/Road safety only*



*'Stick on' buildout, with low level planting on southern side, pedestrian refuge island and tactile paving on northern side*

- Cost estimate: \$30,000 - \$40,000
- **Additional funding necessary: \$0 - \$8,000.**
- Provides for landscaping area on south side.
- Improves visibility of oncoming traffic for pedestrians on the south side.
- Splits the crossing distance in two.

## Kerb buildout – version B

*Medium cost/Road safety only*



*'Stick on' buildout, with low level planting and tactile pavers on southern and northern sides*

- Cost estimate: \$20,000 - \$30,000
- **Remaining budget: Up to \$12,000.**
- Provides for landscaping area on both sides.
- Improves visibility of oncoming traffic for pedestrians in both directions.

## Option 4: Kerb buildouts + tree

*Higher cost/Road safety and amenity*



*Existing tree on southern side of Edgeware Rd*

- Option 4: ‘Stick-on’ kerb buildouts (per Option 3) and a new tree in the northern berm of Edgeware Rd.
- Cost estimate: up to \$51,000. [cost of option 3 plus \$11k (tree pit plus tree)].
- **Additional funding necessary: \$9,000 - \$19,000**
- Reinforces a landscaped gateway concept.
- Adds to Edgeware’s tree canopy.
- Requires a check on underground services.

## Option 5: Kerb buildouts + sculptural feature

*Higher cost/Road safety and identity*



*Existing bollards to east on Edgeware Rd*

- Option 5: ‘Stick-on’ kerb buildouts (as per Option 3) with one or more ‘shopping lady’ bollards in each.
- Cost estimate: approx. \$2,500 each  
[\$975 (+ GST) for figure, plus pole and installation cost TBC, possibly around \$1500].

E.g.:

Buildout version A, 2x bollards: \$45,000

Buildout version B, 4x bollards: \$40,000

- **Additional funding necessary: \$8,000 – 13,000.**



## Overall picture

Option	Cost estimate	
1. Trafalgar St kerb cut down	\$15,000 - \$20,000	
2. Edgware 30km signage	\$9,000	
<b>TOTAL Options 1 + 2</b>	<b>Up to \$29,000</b>	
Option	Cost estimate	
3. Kerb buildout	A: \$30-40,000	B: \$20-\$30,000
4. Tree in berm (Option 3 plus)	\$11,000	\$11,000
5. Sculptural features (Option 3 plus)	\$5,000	\$10,000
<b>TOTAL Options 3 + 4 + 5</b>	<b>Up to \$56,000</b>	<b>Up to \$51,000</b>
Total cost estimate - all options	With buildout ver. A	With buildout ver. B
<b>TOTAL Options 1 + 2 + 3 + 4 + 5</b>	<b>Up to \$85,000</b>	<b>Up to \$80,000</b>

## Community support

These community engagements consistently indicate community support for pedestrian-related road safety initiatives in the vicinity of Edgware Village:

1. Edgware Village Master Plan, 2013.
2. Life in Christchurch (Housing/Neighbourhoods) Survey, 2023.
3. Life in Christchurch (Neighbourhoods) Survey, 2024.
4. St Albans Community Survey, 2024.
5. Feedback on Edgware Rd and Springfield Rd safety improvements, 2025.

3: "Increased traffic due to northern corridor."

2: "Infill housing and townhouse development is...creating increased traffic."

4: "Streets are clogged making it unsafe for kids crossing the road."

5: "Edgware Rd needs additional traffic calming measures...as the current 30km/h speed limit is widely ignored."

5: "As the population density increases in St Albans...walking pathways to the local school will become busier."

## Next steps



# Feedback and questions

