



Submission on the Deans Avenue Pedestrian Crossing by Greater Ōtautahi

*Prepared by Joseph J Fullerton,
Secretary,
Greater Ōtautahi*

2024-12-15: Sunday, 15th December 2024 A.D.

Contents

1	Summary.....	2
2	Background.....	2
2.1	Greater Ōtautahi.....	2
2.2	Standing	2
2.2.1	Standing by constitution.....	2
2.2.2	Standing by membership	2
2.3	The scope of the consultation.....	3
2.4	Methodology	3
3	The submission.....	3
3.1	The concept.....	3
3.2	The staggered crossing	3
3.3	The speed humps.....	4
3.4	The merged lanes.....	4
3.5	The connecting path.....	4
3.6	Other secondary elements.....	5
3.6.1	No Parking lines.....	5
3.6.2	Speed limits.....	5
3.6.3	Signalised crossing	5
3.6.4	Trees.....	5
3.6.5	Cycling.....	5
3.6.6	Brockworth Place and Oakford Close.....	6
4	Further notes.....	6

1 Summary

Greater Ōtautahi is submitting on the Deans Avenue Pedestrian Crossing project because we represent members who are directly affected by this project, and because we are constitutionally bound to advocate for a better city.

Our submission, broadly, is that the pedestrian crossing is good; and where it is imperfect, it is imperfect because it does not go far enough (rather than because it goes too far). Greater Ōtautahi thanks CCC for the opportunity to submit on this project, and we wish to speak to our submission. Our full submission begins below.

2 Background

2.1 Greater Ōtautahi

Greater Ōtautahi Inc is an incorporated society registered in 2024 under the Incorporated Societies Act 2022. Our mission is to advocate for a better Christchurch for current and future generations.

2.2 Standing

While CCC consultations typically have no requirements for standing, Greater Ōtautahi has chosen, for the avoidance of doubt, to explain our standing to submit. Because the submissions webpage on the letstalk.ccc.govt.nz website for this consultation asks submitters to provide their address, it is inferable there is an assessment of standing in this consultation.

2.2.1 Standing by constitution

It is within the scope of our constitutional duties to submit on CCC works.¹

2.2.2 Standing by membership

Our membership includes persons who live on Brockworth Place. This includes our secretary, Joseph J Fullerton, who prepared this submission. Other members live in the vicinity of Deans Avenue, and travel through or near the affected area (including on foot, on bicycles, in cars, and by bus).

Therefore, it is in the interest of representing our members to submit on these works.

¹ Greater Ōtautahi Constitution (2024), clause 1.4



2.3 The scope of the consultation

Greater Ōtautahi recognises that this consultation primarily concerns a pedestrian crossing on Deans Avenue intended to support community aspirations to provide safe pedestrian crossings on Deans Avenue. Secondly, the project thus includes staggering of the crossing, speed humps, a merging of lanes, and a path in Hagley Park.

This submission provides feedback on the primary and secondary elements of the consultation, as well as further notes on secondary elements.

2.4 Methodology

The basis of this submission is collected from evidence in various forms. This includes documentary and academic analysis, as well as lived experience from members and associates of Greater Ōtautahi.

3 The submission

3.1 The concept

Greater Ōtautahi supports the high-level objective of this project: providing pedestrian crossings on Deans Avenue. We would like to see more, similar, projects on Deans Avenue and similar areas.

3.2 The staggered crossing

We view the staggered crossing approach as a double-edged sword. We appreciate that there is an increased safety factor where pedestrians who may hesitate to cross the road in full are able to cross it in smaller, more manageable, chunks. However, we believe that such hesitation is caused by other elements of the road design, such as a potentially excessive speed limit, which deserve further consideration.

However, even if this further consideration takes place, we continue to support the staggered crossing.

We support the no-parking lines placed alongside the crossing, as our experiences of Deans Avenue indicate that visibility for crossings can be diminished by parked cars. For this reason, we believe that they should be extended to cover more of the road. We refer to appendix 1 of the personal submission of Joseph J Fullerton, in which examples of drivers “toeing the line” in ways that undermine pedestrian visibility are shown.

We note that a tree is to be removed as part of the staggered crossing. While we value tree cover, and prefer not to see trees removed, we do not oppose this

removal. However, we hope that more (ideally native) trees will be planted in the vicinity, as per CCC's Tree Policy 1.9.²

We believe it is a high priority that the crossing is wide enough to support peak pedestrian use (i.e. high pedestrian traffic before and after Friday prayers), and is physically placed so that it aligns with where pedestrians entering and exiting Masjid an-Nur and Hagley Park expect to travel.

3.3 The speed humps

We support the speed humps, both to provide pedestrian safety and for increasing amenity value on Deans Avenue and the surrounding area.

We agree that there are risks to pedestrians of drivers travelling at 50kmph in their motor vehicles, and accordingly support the speed humps.

However, as in section 3.2, we note that there may be secondary factors such as an overly high speed limit that may increase the necessity of the speed humps.

Accordingly, we support the speed humps, and suggest that they be increased in size and that a second pair of speed humps is added to increase their visibility and effect on slowing traffic.

3.4 The merged lanes

We support the merging of lanes. Reducing the number of lanes to cross can only facilitate, not diminish, the ease of crossing for pedestrians.

We do not believe that Deans Avenue requires multiple lanes, and it is our belief (referring to the personal submission of Joseph J Fullerton) that more lanes on Deans Avenue results in more difficulty for drivers entering and exiting Brockworth Place. We cannot imagine that the merge will create any difficulties for drivers, as the lanes merge after anyway (at approx.. Mayfair Street).

Accordingly, we support the merging of the southbound lanes, and suggest that northbound lanes are merged too, for the convenience and safety of pedestrians crossing Deans Ave and drivers entering and exiting Brockworth Place.

3.5 The connecting path

We support the connecting path. However, we note that it is curved and follows an indirect path. We believe that if it is not a direct path, an informal "desire path" will be created. It is thus our view that if the current path shape is designed to conform

² Christchurch City Council, Tree Policy (2024) 1.9

to physical features, it is suitable; but if it is not, that it should be redesigned with regard for actual patterns of use.

We also believe that a second, direct, path connecting to the crossing (south of where the current proposal starts) would be suitable.

3.6 Other secondary elements

3.6.1 No Parking lines

As above (section 3.2), we believe the No Parking lines should be extended.

3.6.2 Speed limits

As above, we believe that the need for this crossing means that a lowering of the speed limits merits consideration.

3.6.3 Signalised crossing

We believe an on-demand signalised crossing would be beneficial, but only if it was consistently able to provide crossings to pedestrians within 30 seconds.

3.6.4 Trees

We noted in 3.2 that we accept the removal of a tree is necessary for these works. However, we believe that trees should be removed only as a last resort, in alignment with CCC Tree Policy 4.0.³

We also believe that trees planted to replace the removed tree should:

1. Be placed with regard to traffic calming, to support community desires for safe crossing (such as on medians or in front of the Masjid an-Nur); and
2. Be of species either:
 - a. Native to Aotearoa, or
 - b. Chosen by the community of Masjid an-Nur for cultural or religious significance to enhance feelings of place and belonging.

3.6.5 Cycling

While we understand that there is a shared path in Hagley Park, we believe that a high-traffic area such as Deans Avenue needs more support for cycling infrastructure, including for local residents, users of Hagley Park, businesses on Riccarton Road, and the Masjid an-Nur community. Therefore, we hope that as part of this project, CCC:

³ Christchurch City Council Tree Policy (2024) 4.0

1. Ensures that the staggered crossing is wide enough for people to walk their bikes across;
2. Considers placing bike parking facilities on Deans Avenue; and
3. Does not reduce existing cycle access to the affected area.

3.6.6 Brockworth Place and Oakford Close

We believe that to support the community objective of safer pedestrian crossings in this area, crossing distances across roads should be reduced. We therefore suggest that CCC considers supporting this pedestrian crossing by narrowing the Brockworth-Deans intersections and the Oakford-Deans intersection. This aligns with the experiences of Greater Ōtautahi's members who live on Brockworth Place.

4 Further notes

We note again that this project responds to community feedback gathered in 2021, and we are glad that CCC has responded by proposing these works. We believe that this area is an excellent location for pedestrian crossings: it services residences as well as highly-used community amenities such as Hagley Park and the Masjid an-Nur (Canterbury Islamic Centre). Many of the users of these amenities are elders and young children, who deserve especial consideration, and we are grateful that CCC is taking steps to improve their safety.

We support the personal submission of Joseph J Fullerton, which we refer to in this document.

Greater Ōtautahi wishes to speak to this submission.

We thank CCC and the Waipuna Halswell-Hornby-Riccarton Community Board for the opportunity to submit on this submission and for the planned works.