



Brougham Street upgrade



We have an opportunity to redesign one of Christchurch's busiest roads, making it safer and easier for people to do everyday things like taking children to school, travelling to work or the shops, moving goods and doing business.

The changes we're recommending on State Highway 76 Brougham Street make use of the existing road space to move more people, more safely. They're simple but effective changes that will provide people with different and safer ways to travel. This will not only improve journeys, but will also be kinder to the environment and better for people's health.

Ideas and feedback from the community have helped shape our plans, but we'd like to check in one more time before we finalise our designs and begin construction.

Take a look and tell us if there's anything else we need to know.

Tell us what you think

We'd like to know what you think and if there is anything else we need to know.

We'll be taking feedback until 28 January 2022.

You can:

- share your thoughts online and on our interactive map www.nzta.govt.nz/brougham
- fill out our feedback form online or freepost it back to us
- come to an open day:
 - **Thursday 2 December 3.30pm - 6.30pm**
Addington School, 22 Brougham Street
 - **Tuesday 7 December 3.30pm - 5.30pm**
Addington Seventh Day Adventist Church Hall, 61 Brougham Street
- register at www.nzta.govt.nz/brougham to attend our online Zoom session:
 - **Wednesday 8 December 6 - 7pm**

What we know

We have safety issues on Brougham Street that need fixing now. We know it is often difficult to get around Brougham Street and the nearby areas with people walking, cycling, in cars, trucks and buses all competing to travel through and around the same spaces.

Traffic volumes and travel times have increased significantly, and there is congestion during the busy morning and evening peak times.

People say turning on and off Brougham Street and side roads feels unsafe, and crash statistics back this up.

Between 2011 and 2021 five people died and 40 people were seriously injured in crashes on Brougham Street (between the Barrington Overpass and Opawa Road intersection).

Around a quarter of the serious injury crashes involved someone walking or on a bike and around 75 percent of the crashes were at intersections.

What's next?

During consultation we'll gather feedback to see if we need to make any changes to our design before we start construction.

Construction is expected to get underway in 2023 and take three years to complete.

Better together

During this project, we've worked with Christchurch City Council and other partners who want Christchurch to be the kind of place we all want to live in.

While planning, we've considered nearby areas and future projects. We've also discovered opportunities for complementary projects that will further improve public transport and cycling, and we're looking into ways to better manage the number of vehicles coming onto Brougham Street from the motorway.

About the NZ Upgrade Programme

This programme is part of the government's \$8.7 billion NZ Upgrade Programme (NZUP) that aims to give New Zealanders more travel choices, help people get where they're going safely, and grow our economy.

\$90 million has been earmarked for changes on SH76 Brougham Street to improve safety, provide better travel choice and support a more reliable freight route through to Lyttelton Port - all the while reducing the impact of travel on the environment.

Find out more at: www.nzta.govt.nz/planning-and-investment/nz-upgrade/



Creating a transport network focused on moving people and not just cars, will encourage more people to walk, cycle, carpool or take a bus, creating great outcomes for communities, our economy and our environment.



STAY IN TOUCH

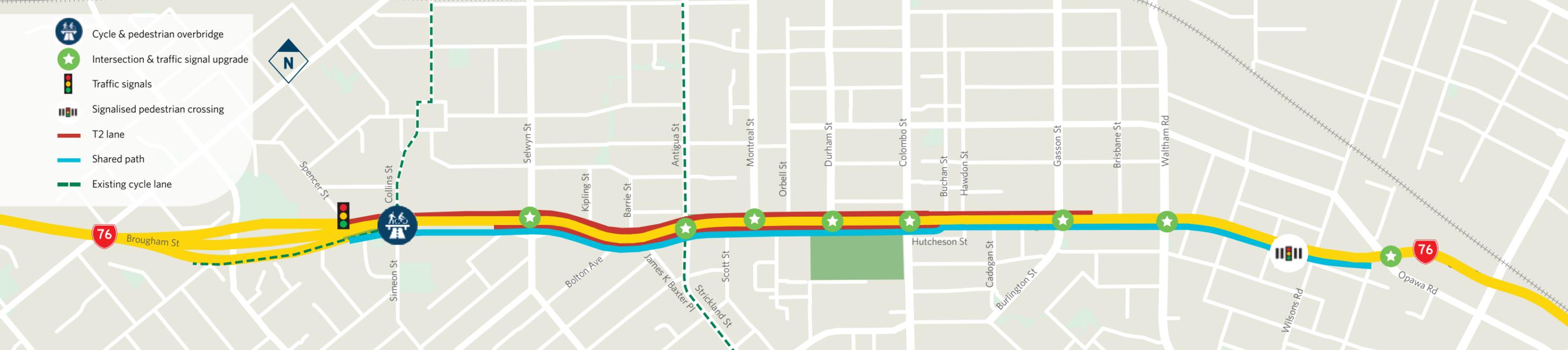
Sign up and subscribe to future updates at www.nzta.govt.nz/brougham

Scan the QR code - open the camera on your mobile device and hover over the QR code to be directed to the website.

Email bm@nzta.govt.nz or call our Community Engagement Lead Melanie Williams on **03 964 2869**.



SCAN ME



What's the plan for Brougham Street?

We want to make changes along and across Brougham Street to make it safer for everyone. We want to help freight get where it's needed to keep our economy thriving, and we want to give people more travel choices that will work better for them and the environment.



Overbridge

OVERBRIDGE

We're recommending an overbridge as the safest option to cross Brougham Street, between Collins Street and Simeon Street, for people who are walking or using a bike or scooter, and for people with impaired mobility.

This image is just a placeholder. We'll work closely with landowners, iwi and the community during the design of this bridge and share the final design with the public before we construct anything.

SPEED REVIEW

We're going to review the speed limits on this section of road to make sure they are safe. At present, the speed limit is 60km/h.



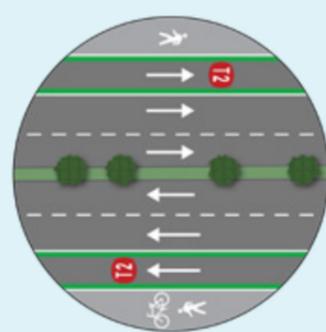
Shared path

SHARED PATH

A shared path will be created along the south side of Brougham Street, between Simeon Street and Opawa Road, which will connect to both the proposed overbridge and existing walking and cycling facilities in the area.

STREETScape IMPROVEMENTS

We want to 'green up' and landscape some areas. A big change will be new plants along the south side of the road to separate the shared path from the road. New planting will connect to existing parks and green spaces where possible.



T2 lanes

T2 LANES

To move more people in fewer vehicles at peak times, we're proposing 'T2' lanes on Brougham Street. These will operate in the morning and afternoon/evening when roads are busiest, and can be used by cars with two or more people, as well as buses and motorcyclists. T2 lanes help people who share a ride or use public transport avoid congestion, meaning they can get where they are going faster. In doing so they help reduce carbon emissions, as well as congestion. To make room for the new lanes we will need to use existing parking spaces. When the T2 lanes are operating in the morning and afternoon peaks, parking in these lanes will not be available. The rest of the time people will be able to park there.



Intersection upgrades

INTERSECTION UPGRADES

We will be upgrading intersections along Brougham Street. Traffic signals will be improved, and we're adding turning arrows to make it safer and easier to turn onto and off Brougham Street. We're also proposing some turning restrictions to encourage people to use other routes. These changes will help to reduce queues, keep vehicles moving and make it safer for people using the road, cycle facilities and pedestrian crossings. Vehicle access will be discouraged with narrowed accessways and cul-de-sacs at some smaller streets to reduce short-cutting, improve safety and support quieter neighbourhoods.

For detailed intersection changes, see the flythrough video, interactive map and other information on our website.



Pedestrian crossings

CROSSINGS

We're proposing new signalised pedestrian crossings at Montreal Street and Gasson Street, and one near Wilsons Road.

All existing crossings along Brougham Street will be redesigned to give people more room, including people who bike or with impaired mobility. Pedestrian refuges will be improved, or added at key places, to give people a safer place to wait in the middle of the highway as they cross the road.



Raised safety platforms

Intersection closures, cul-de-sacs and raised safety platforms

Raised safety platforms and planting are proposed at the following intersections along Brougham Street: Spencer Street, Scott Street, Orbell Street, Buchan Street, Hawdon Street, Hutcheson Street, Cadogan Street, Brisbane Street and both sides of Wilsons Road.

We're proposing to close the following intersections: Collins Street, Simeon Street, Kipling Street, Bolton Ave, Barrie Street, James K Baxter Place and the Opawa Road slip lanes.

