# TRANSPORTATION 2026 CONFERENCE
# THINK PIECE PAPER

## My humps, my humps, my lovely Safe Speed Humps - Safer Streets through Placemaking

## This paper has been peer reviewed

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## ABSTRACT

Christchurch City Council's (CCC) transport safety initiatives emphasise the importance of placemaking, particularly in our neighbourhoods, creating streets and spaces that prioritise people, their transport choice and experience of movement. Placemaking is fundamental in designing resilient transport networks, ensuring that streets serve as more than just conduits for vehicles but as safe, welcoming environments for all users.

But what does this look like in practice? Through a co-design approach with schools and local communities, we're embedding placemaking into our Council's transport strategy. Low-cost safer speed humps, improved crossings, and speed management measures work beyond reducing crashes; they contribute to liveable neighbourhoods where movement is intuitive, safe, and enjoyable. Crucially, they support children to independently access their communities, friends, and play spaces, an important contributor to social wellbeing and resilience.

They also invite broader questions: How can co-design change the way we prioritise street upgrades? What role should tamariki-children play in shaping public infrastructure? And how do we define success when safety includes not only numbers, but that feeling of comfort and confidence?

Collaborating with school children and communities in East Christchurch has been vital. Their lived experience shapes infrastructure that responds to real needs. Engagement strategies such as design jams, feedback sessions, and creative workshops ensure the transport system reflects the perspectives of its youngest and most vulnerable users.

Monitoring data confirms the success. Safer speed humps and safer speed limits not only manage vehicle flow but also transform public spaces into accessible, people-centred environments that foster confidence and independence, movement, play and connection.

Ultimately, Christchurch's approach to transport safety is about more than just that; it's about movement with meaning. But how can we continue to align safety with placemaking and resilience? By integrating placemaking into transport decisions, Christchurch is shaping a future where streets are dynamic, inclusive spaces that support sustainable mobility and healthy, connected communities.

# INTRODUCTION – STREETS AS PLAYGROUNDS & PATHWAYS

Declining physical activity among children is a global concern, and the ability for tamariki and rangatahi to move freely and safely through their neighbourhoods is foundational to healthy development. Yet, in Aotearoa New Zealand, only 57% of tamariki and rangatahi (aged 5–17 years) meet the recommended physical activity guidelines when assessed on a weekly basis (Sport New Zealand, 2025a). While this reflects a methodological change from earlier daily measures, it continues to highlight a persistent challenge of inactivity.

This is not just a health issue, but a spatial one. The design and function of our neighbourhood streets often constrain children's opportunities for independent mobility, play, and exploration. Recent modelling from the Active NZ survey also shows that a stronger sense of connection and belonging within local places is positively associated with higher levels of physical activity, underscoring the importance of neighbourhoods that support both safety and social connection (Sport New Zealand, 2025b).

In this paper, "resilience" is about the capacity of streets and communities and the ability to adapt and continue functioning under changing conditions; child-inclusive placemaking contributes by lowering kinetic risk while building routine, confidence, and connection.

The New Zealand State of Play Survey (Jelleyman et al., 2019) found that parents were less concerned about injury through play and more worried about road safety, a factor that has significantly restricted children's independent mobility, active transport, and informal play. Children of parents unconcerned about traffic or "stranger danger" were 1.7 times more likely to roam their neighbourhoods alone or with friends. However, only 47% of children aged 8–12 years were allowed to cross main roads independently, and a mere 19% could cycle alone on main roads.

Similar findings from Children's Transport Built Environments (Smith et al., 2019) show that over half of parents identified slower traffic and safer crossings as critical to enabling children's mobility. Likewise, the 2022 *Aotearoa New Zealand Physical Activity Report Card* assigned a D for active transport, with fewer than one-third of children walking, cycling, or scooting to school (Smith et al., 2022).

The presence of safe infrastructure (nearby traffic calming/speed limits) around schools results in a greater proportion of students using active transport. Figure 1 below shows the percentage of students who use active travel to get to school in same area of Christchurch in 2023, within a 3km radius at three schools. All the schools have a similar student roll, and two entrances. Beckenham school with two slow streets adjoining the school gates, had the highest active travel, Somerfield school with one slow street had less active travel and St Martins school with zero slow streets had neither slowed has the lowest active travel.

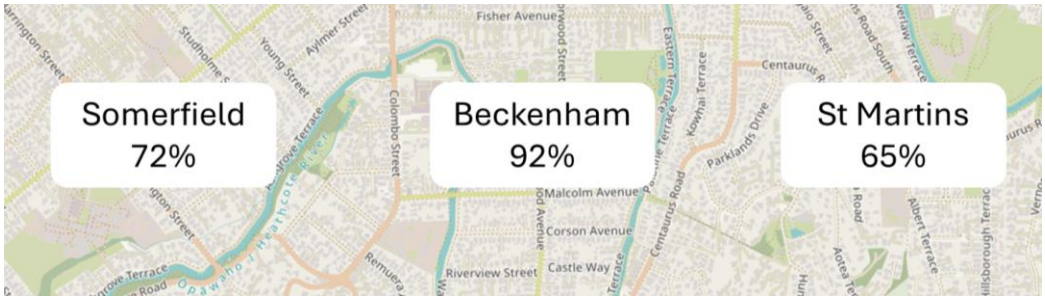


**Figure 1: Active transport rates at three similar Christchurch Schools**

Internationally, the Global Designing Cities Initiative's *Designing Streets for Kids* guide, developed by the National Association of Cit Transportation Officials (NACTO) emphasises that *"if you design a street that works for kids, you design a street that works for everyone"* (NACTO, 2020). The guide highlights how child-friendly street design, such as narrower lanes, raised crossings, and play streets, can dramatically reduce injuries from traffic, improve air quality, and foster social connection. These principles are echoed in local research, such as the Riccarton Play Streets

study, which advocates for traffic calming and community engagement to reclaim streets as safe play spaces (Bankier et al., 2024).

Cities worldwide are embedding these principles into practice. London mandates play space in new developments and uses participatory mapping to assess “playability” (Greater London Authority, 2012; Cities for Play, 2025). Architects like Dinah Bornat have pioneered participatory mapping of “playability,” engaging children to assess which spaces feel welcoming and which do not (Cities for Play, 2025). This approach has led to diverse, integrated play elements, such as interactive paving, climbing structures, and nature trails, woven into everyday streetscapes.

Evidence from Paris, Barcelona, Bogotá, and Santiago demonstrates that reclaiming neighbourhood streets for walking, cycling, and play improves safety, health, and social connection. Paris’s *rues aux écoles* programme (See Figure 2) has pedestrianised or restricted traffic on hundreds of streets outside schools, while Santiago’s *Juega en tu Barrio* showed that time-based street closures significantly increased outdoor play and physical activity (Cortinez et al., 2017). Barcelona’s Superblocks (See Figure 3) further demonstrate that pedestrian-oriented neighbourhood streets function as public health interventions, with modelling suggesting substantial reductions in premature mortality through improved air quality, reduced noise, and increased physical activity (Mueller et al., 2020).

**Figure 2: Example of School Street in Paris (Courtesy of Paris.fr)**

**Figure 3: Example of active use of space in Barcelona (Courtesy of Urban Design Lab)**

In the evolving landscape of urban transport, the role of streets is being reimagined. Christchurch’s street network holds similar potential. Projects around Whitau School and the Haeata Community Campus demonstrate how co-design with tamariki can reshape neighbourhood streets to support walking, cycling, play, and everyday social life. These initiatives, illustrate how child-centric placemaking contributes to resilient transport networks by managing speed, fostering community connection, and reimagining streets as shared public spaces.

These initiatives align with the New Zealand *Neighbourhood Play System* (NPS), which assesses play opportunities and barriers within an 800-metre radius of schools and community anchors. The

NPS process includes direct engagement with children and whānau to understand their experiences of independent mobility, perceptions of safety, and access to play spaces. Findings from these assessments consistently highlight the importance of low-traffic, connected, inclusive neighbourhoods where children can move freely and confidently.

## CONCEPTUAL FRAMEWORK: CHILD-CENTRED SAFE SYSTEM PLACEMAKING

This work sits at the intersection of Safe System thinking, placemaking, and child-friendly urbanism. The Safe System approach recognises that people make mistakes and are physically vulnerable; streets must therefore be designed to prevent death or serious injury by managing kinetic energy, particularly through operating speeds of around 30 km/h.

Placemaking extends this logic beyond risk reduction to include social and spatial wellbeing. Streets that feel safe invite presence, and streets with presence remain safer over time (Jacobs, 1961; Gehl, 2010). Child-friendly urbanism further positions children as active participants in shaping the city, consistent with Article 12 of the UN Convention on the Rights of the Child (UNICEF, 2018).

Together, these ideas form a Child-Centred Safe System Placemaking (CC-SSP) model, where low-cost speed management is both a technical and social intervention. Safety is reframed not only as the absence of harm, but as the presence of confidence, comfort, independence, and community connection.

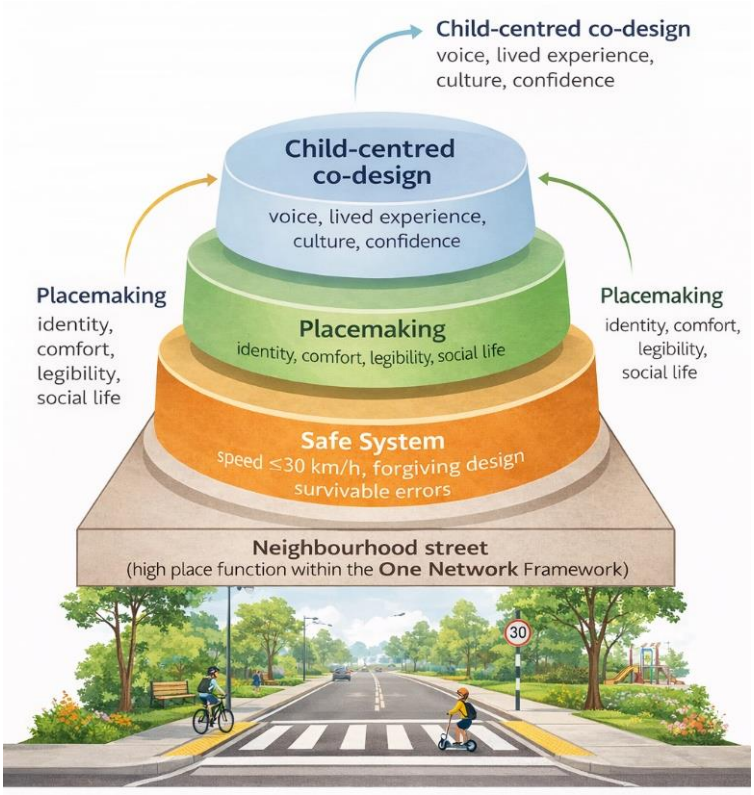


**Figure 4: Child-Centred Safe System Placemaking (CC-SSP) model (Model concept created by Gemma Dioni, image created using ChatGPT)**

## PLACEMAKING WITHIN THE ONE NETWORK FRAMEWORK

The One Network Framework (ONF) provides a clear structure for identifying where placemaking-led safety interventions are most appropriate. By classifying streets according to both movement and place function, the ONF makes explicit that neighbourhood streets serving schools, parks, playgrounds, and local centres should prioritise people over throughput.

The CC-SSP model complements the ONF by providing guidance on *how* safety is delivered on high-place streets. While the ONF identifies streets where place should dominate, CC-SSP ensures that Safe System principles, cultural expression, and children's lived experience shape the design response. Used together, these frameworks enable a coherent, scalable approach to creating safe, resilient, people-centred streets.

## DESIGNING STREETS WITH AND FOR CHILDREN

Placemaking is not just a design philosophy, it is a participatory process that centres people in the transformation of public spaces. Co-design actively involves end users as collaborators in shaping their environment. Rather than designing *for* people, it designs *with* them, valuing lived experience as expertise and democratising decision-making. For children, co-design is particularly powerful: it produces more responsive infrastructure while fostering creativity and belonging.

Globally, cities are recognising the transformative potential of co-design with children:

- **Auckland, New Zealand**: The "Kids in the City" project engaged tamariki in redesigning the Eastern Viaduct and Puhinui Stream corridor. Children used drawing, photography, and model-making to express their ideas. (Kids in the City, 2023).
- **Glasgow, UK**: The Flourishing Molendinar project used Minecraft for children to model neighbourhood improvements, informing Sustrans' "Places for Everyone" programme. (A Place in Childhood, 2025).
- **London, UK**: The King's Crescent Estate incorporated a "play street" co-designed with local children and families. Through workshops and walking audits, children identified safety concerns and proposed playful interventions, such as chalk walls, hopscotch paths, and traffic-free zones (Child in the City, 2020). Figure 5 shows the changes.

**Figure 5: The Kings Crescent Estate (Courtesy of Green Blue Urban)**

These examples show that co-design is a rigorous, creative, and iterative process that can elevate the quality and equity of urban design. When embedded into transport planning, it ensures that streets are not only safe but also joyful, meaningful, and reflective of the communities they serve.

CCC's work with Whitau School exemplifies this. In 2023, CCC proposed pedestrian upgrades across ten Linwood sites, informed directly by engagement with students and whānau. This ensured improvements reflected lived experience, not assumption.

Initiatives such as the Streets for People project around the Haeata Community Campus exemplify this approach. Through design jams (see Figure 6), creative workshops, and feedback sessions, students from Haeata, St James School, and Chisnallwood Intermediate were engaged in shaping their own environments. This project scope increased to include the wider neighbourhood of Aranui to provide connectivity to the heart of Aranui (Hampshire Street shops and Community Centre) and safer routes for Tamariki who walk with their siblings to the surrounding schools.


**Figure 6: St James School Students during the design jam and street art designs**

Students contributed ideas ranging from wider footpaths to culturally resonant street art (see Figure 6). The result was not only safer infrastructure but also a sense of ownership and pride among young residents. These projects demonstrate that when children are treated as stakeholders in urban design, the outcomes are more inclusive, effective, and enduring. These engagements go beyond consultation, they empower tamariki to become co-creators of their neighbourhoods. The inclusion of Māori and Pasifika motifs in street designs reflects not only aesthetic diversity but cultural ownership of space.

All of the engagements with the tamariki highlighted the high speeds of motorists restricting their ability to cross the street or travel activity. During the design jams a toolbox of local area traffic management devices, see Table 1, were provided as examples to ensure the tamariki were able to design traffic management devices for their corridors which were applicable to the street network.

**Table 1: Traffic management devices within the tool kit**

| Type of treatment | Infrastructure Device | Outcome |
|---|---|---|
| Vertical deflection | Raised safety platforms | Reduce speeds at crossing locations |
| | Speed humps / speed cushions | Reduce speeds |
| Horizontal deflection | Intersection thresholds, incl. build-outs | Reduce speeds and crossing distances |
| Signs, lines and other treatments | Footpath art | Wayfinding |
| | Road art | Reduce speeds |
| | Planter boxes | Separation between road users and beautification |

# METHODOLOGY

To evaluate the effectiveness of these recent transport safety initiatives, a mixed-methods approach combining quantitative speed data with qualitative community feedback has been completed.

## Quantitative assessment

Operating speeds were captured through TomTom floating car data and the Aranui Streets for People project also had physical pneumatic tubes installed. Weeklong tube counts provided direct on-the-road measurements of vehicle speed and volume, while TomTom data enabled continuous monitoring across the wider street network, capturing conditions both before and after infrastructure changes. Month long TomTom data was controlled by comparing the same month

from subsequent years (e.g. August 2023 to August 2024, project completion in June 2024). Data was also controlled by avoiding months with school holidays and avoiding data of the first month following a projects' completion. This dual-data approach provided a granular view of driver behaviour, identifying how measures such as speed humps, raised safety platforms, and intersection thresholds influenced travel speeds and compliance over time.

### Qualitative assessment

Active travel surveys were undertaken with local residents and school communities, focusing on transport mode preference, perceived safety, and independent mobility among tamariki. This work was led by Abley Consultants.

The monitoring and evaluation of the Haeata Connections *Streets for People* project reveals not only measurable changes in traffic speeds and active mode uptake, but also important qualitative insights into how local residents and school communities perceive safety, mobility, and their relationship with the street environment.

## RESULTS

Speed reductions were recorded across multiple locations in the Haeata Campus project, particularly near school crossings as shown in Figure 7 below.


**Figure 7: Number of motorists, operating speeds and number of heavy vehicles on streets before and after safety interventions were added. Data sourced from pneumatic tubes.**

The Haeata Project, Whitau School project and some wider network projects that utilised co-design with school children are highlighted below in Table 2. The greatest reduction was seen on Ngarimu Street with the installation of traffic calming on a local street near Whitau School.

**Table 2: Operating speeds from TomTom (km/h) measured before and after infrastructure installation.**

| Project | Location | Device Type | Before (km/h) | After (km/h) | Change (km/h) | Change (%) |
|---|---|---|---|---|---|---|
| Aranui Streets for people | St James School | Raised safety platforms at crossing | 49 | 43 | -6 | -12% |
| | Hampshire Shops | Road humps and intersection thresholds | 47 | 36 | -11 | -23% |
| | Breezes Road | Raised Safety platform at crossing | 51 | 48 | -3 | -6% |
| | Hampshire Street | Road humps and intersection thresholds | 47 | 39 | -8 | -17% |
| | Shortland Street | Road humps and intersection thresholds | 49 | 44 | -5 | -10% |
| | Marlow Street | Road humps and intersection thresholds | 46 | 41 | -5 | -11% |
| Whitau School | Woodham Road | Raised safety platforms at crossing | 50 | 40 | -10 | -20% |
| | Ngarimu Street | Road humps | 49 | 34 | -15 | -31% |
| | Holland Street | Road humps | 35 | 30 | -5 | -14% |
| | Rowcliffe Street | Road humps | 34 | 31 | -3 | -9% |
| Other schools | Heaton Street | Raised signalised crossing | 50 | 37 | -13 | -26% |
| | Tennyson Street | Road cushions | 51 | 44 | -7 | -14% |

Average speed reductions of 6–11 km/h were recorded near schools. This was accompanied by observed increases in walking, biking, and scootering on Breezes Road and Shortland Street as shown in Figure 8 below. This data is generally descriptive rather than statistically significant, reflecting short-duration surveys intended to indicate directional change rather than establish causality.

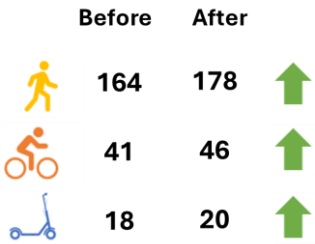


**Figure 8: Number of people walking, biking and scooting on two streets before and after the implementation of the safety interventions (short survey)**

Early evidence indicates that speed management interventions co-designed with tamariki deliver sustained reductions in operating speeds, particularly around schools. These physical improvements are accompanied by indicative shifts in school travel behaviour, aligning with community feedback that residents feel safer and more connected. After the implementation of the Haeata campus project, the proportion of students using active transport increased by 14%, with increases in cycling, scootering and bus-travel to school, as shown in Figure 9. While walking rates remained relatively stable, private vehicle travel decreased. The increase in bus use is consistent with improved street environments that support safer crossings, calmer traffic conditions, and more comfortable access to bus stops, reducing reliance on car drop-offs rather than shifting all trips exclusively to walking.

Survey results before and after implementation were collected using comparable methods and cohorts; however, the short survey duration and sample size mean results are reported descriptively and should be interpreted as indicative of directional change rather than statistically significant effects. Notably, post-implementation surveys also showed increased interest in using active modes and reduced interest in driving to school, reinforcing the behavioural trend suggested by observed mode shares.

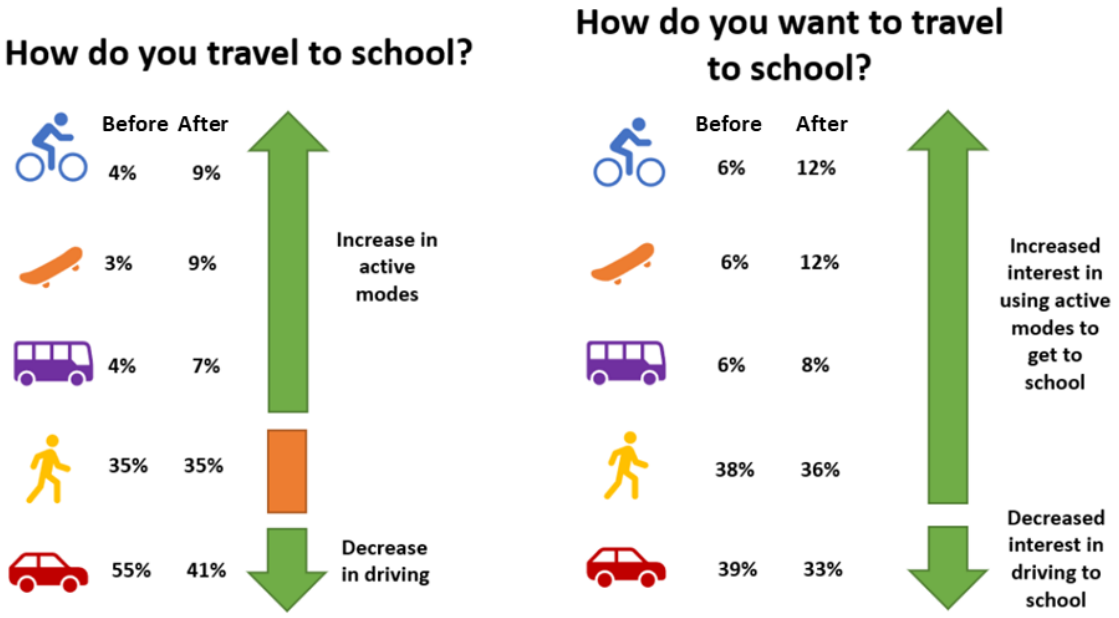


**Figure 9: Haeata Community Campus travel to school data, as well as students' perspectives on how they want to travel to school.**

This pattern reinforces findings from the Neighbourhood Play System and Active NZ modelling that link local connection, place attachment, and safety with higher physical activity levels. It also suggests that resilient transport systems are socially adaptive, enabling children and families to move confidently and independently, key components of urban resilience and community wellbeing.

The active travel survey at Haeata Campus also identified:

- **Perceived safety:** Qualitative feedback from tamariki and whānau highlights that slower vehicle speeds outside schools and shops have created a stronger sense of safety. Students reported feeling more confident crossing Hampshire Street and Breezes Road, where bollards and median treatments eliminated unsafe parking and provided protected waiting areas. Parents and caregivers noted that calmer traffic conditions reduced anxiety about independent mobility.
- **Independent mobility among tamariki:** Observations and surveys indicate that children are increasingly using footpaths and cycleways independently, particularly along Breezes Road where footpath cycling rose markedly. Students described the changes as "fun and cool" and valued the opportunity to contribute to design decisions through the Student Design Jam. This sense of agency is critical: tamariki expressed pride in shaping safer environments and recognised that the project was "real people trying to make a real difference in a community that matters."
- **Community trust and engagement:** Engagement surveys at the Affirm Community Festival and school design jams recorded high satisfaction with council staff, averaging 4.4–4.7 out of 5. Respondents emphasised friendliness, clarity, and inclusivity, with young people particularly noting that they felt listened to. This qualitative evidence demonstrates that the project is not only shifting travel behaviour but also building trust in local government processes.

### Strengths and Limitations

A key strength of this study lies in its mixed methods design, combining TomTom GPS data, pneumatic tube counts, and community led surveys to capture both measurable behavioural change and lived experience. The dual data sources provided corridor level and site-specific insights, while temporal controls reduced seasonal bias. Importantly, participatory engagement with tamariki and whānau ensured that perceptions of safety, independent mobility, and trust in council processes were documented alongside technical evidence, with diverse voices across Māori, Pacific, Pākehā, and Asian communities strengthening inclusivity.

Limitations include the challenge of attributing observed changes solely to infrastructure interventions, as external factors such as enforcement or broader travel trends may also play a role. TomTom data, while longitudinal, reflects aggregated GPS traces that may under or overrepresent localised effects, and tube counts were limited in duration and coverage. Survey samples were relatively small and potentially subject to self-selection bias, meaning early findings may not yet reflect long term behavioural shifts.

Overall, the study's strengths lie in its innovative integration of quantitative and qualitative methods and its participatory approach, while its limitations highlight the need for ongoing monitoring and broader sampling to confirm enduring impacts.

## DISCUSSION

The combined analysis of TomTom data, on-the-road tube counts, and qualitative feedback presents a compelling narrative: streets designed with children in mind become safer, more intuitive, and socially vibrant. The transformation of streets in Aranui demonstrates that low-cost, targeted interventions, such as speed humps, raised crossings, and road cushions, can yield high-impact results when informed by local community input and co-design with tamariki.

The co-design process has revealed critical insights into how children perceive and navigate their environments. For example, students at Heaton Normal Intermediate identified visibility and distracted driving as key concerns, prompting CCC to install raised signalised crossings and painted cycle lanes. These interventions not only improved safety but also enhanced the flow and comfort of movement for all users.

### What Role Should Tamariki Play in Shaping Public Infrastructure?

Children are among the most affected by transport infrastructure, yet historically, their perspectives have been underrepresented in planning decisions. Their height, mobility, cognitive development, and lived experiences shape how they perceive streets, crossings, and play opportunities. Christchurch City Council's co-design initiatives at Whitau School, Haeata Campus, and Heaton Normal Intermediate challenge this norm, treating tamariki as active contributors rather than passive users.

International experience shows that incorporating children's input, through play audits, participatory mapping, and digital modelling, leads to more inclusive and imaginative public spaces. Examples such as Barcelona's Superblocks and Santiago's Juega en tu Barrio further demonstrate the resilience benefits of providing young people with greater visibility and access to public spaces, empowering them as active participants in urban life.

In Christchurch, tamariki have identified barriers such as narrow footpaths, speeding vehicles, and lack of safe crossings. Their feedback has directly informed infrastructure upgrades, highlighting that children's lived experience is both valid and essential. Beyond physical changes, co-design fostered confidence, civic engagement, and social resilience (Lee et al. 2023). Following the implementation of safety infrastructure at Haeata Community Campus, children both travelled to school more by active modes and expressed increased interest in choosing active travel over being driven.

### How Do We Define Success Beyond Numbers?

Traditional transport metrics, crash rates, compliance, and flow, remain essential but insufficient. They quantify outcomes without capturing the experiential dimensions of safety: comfort, trust, and belonging. For tamariki, a safe street is not defined by statistics but by whether they can walk, play, and explore freely without fear.

Christchurch's findings suggest that success must include both *quantitative* and *qualitative* indicators. Speed data from TomTom and tube counts verify behavioural change, while community and school feedback reveal perceptual and emotional gains, parents feeling reassured, children feeling capable, and communities feeling connected.

Objective tools like tube counts and TomTom data provide valuable evidence of behavioural change, yet they are most powerful when combined with community feedback. A street may be statistically safer, but if children still feel anxious, unwelcome, or unable to move freely, the intervention has not fully succeeded. Conversely, streets that feel comfortable and inviting tend to be used more often and more safely over time.

Ultimately, success in child-friendly infrastructure is about movement with meaning. It involves creating streets and neighbourhoods where tamariki feel seen, heard, and safe, fostering not only physical safety but emotional, social, and community resilience.

## CONCLUSION AND RECOMMENDATIONS

Christchurch's approach to transport safety demonstrates *movement with meaning*: streets that are designed not only to reduce harm, but to support everyday life. By aligning placemaking, Safe System principles, and co-design with tamariki and rangatahi, the city shows how neighbourhood streets can function as safe, socially connected public spaces rather than solely as vehicle corridors. The integration of quantitative speed data with qualitative insights from children, parents, and communities indicates that low-cost interventions informed by lived experience deliver consistent speed reductions, support shifts away from car dependence, and improve perceived safety.

In this context, resilience is not defined as toughness or rigidity, but as the capacity of streets and communities to adapt, continue functioning, and recover under changing conditions. Child-inclusive placemaking contributes to this resilience in several ways. Calmer speeds and forgiving street design reduce the severity of everyday risk, while environments that feel welcoming and legible encourage regular use, independent mobility, and social presence. These attributes strengthen local routines, reduce reliance on private vehicles, and support neighbourhood-level adaptability during disruptions such as network changes, population growth, or climate-related events.

The Christchurch case illustrates that child-inclusive transport planning is not only a moral imperative but a strategic one: when children are empowered as active participants, communities benefit from higher physical activity levels, stronger social cohesion, and enhanced resilience. Streets become adaptable, welcoming, and equitable spaces that support both daily mobility and broader developmental outcomes for young people.

The Child-Centred Safe System Placemaking approach recognises that resilience is not achieved solely through infrastructure that prevents harm, but through environments that invite participation, foster independence, and cultivate belonging.

Under this model, safety and placemaking operate as mutually reinforcing systems.

- **The Safe System** ensures that roads are forgiving and promote survivable speeds.
- **Placemaking** ensures those spaces are meaningful, welcoming, and reflective of community identity.
- **Child-centred co-design** bridges the two, transforming technical safety measures into lived experiences of confidence, comfort, and connection.

### Recommendations

1. **Embed Child-Centred Safe System Placemaking model:**
   All future transport interventions should include co-design with children and families, leveraging tools such as the Neighbourhood Play System and participatory mapping to identify barriers, priorities, and opportunities.
2. **Prioritise Low-Cost, High-Impact Interventions:**
   Measures such as raised crossings, speed humps, and road cushions consistently reduce operating speeds and improve perceived safety. Implement these strategically around schools, play streets, and community hubs.
3. **Integrate Quantitative and Qualitative Monitoring:**
   Combine TomTom traffic data, tube counts, and active travel surveys with community feedback to evaluate both objective and perceived outcomes, ensuring interventions achieve meaningful impact.
4. **Promote Active and Independent Mobility:**
   Design streets and neighbourhoods that enable children to move safely and confidently, fostering physical activity, social resilience, and civic engagement.
5. **Scale and Replicate Co-Design Approaches:**
   Expand participatory, child-informed planning across other Christchurch suburbs and transport projects, creating a network of streets that support health, equity, and community resilience.
6. **Embed Long-Term Resilience Thinking:**
   Consider streets as adaptive public spaces that support diverse users, respond to changing mobility patterns, and enhance community wellbeing under both normal and disruptive conditions.

By combining evidence, empathy, and community engagement, Christchurch is redefining what it means for streets to be safe and liveable. The city's initiatives show that transport safety is not just about reducing crashes, it is about cultivating streets that are resilient, inclusive, and alive with movement, play, and connection. In doing so, Christchurch offers a compelling blueprint for child-centred, humanised urban transport planning that other cities can learn from and adapt.

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