

**Linwood-Central-Heathcote Community Board and
Spreydon-Cashmere Community Board
OPEN MINUTES**

Date: Wednesday 13 April 2022
Time: 10.01am
Venue: Audio/Visual Link

Present

Members
Alexandra Davids
Michelle Lomax
Darrell Latham
Tim Lindley
Yani Johanson
Jake McLellan
Sara Templeton
Karolin Potter
Lee Sampson
Melanie Coker
Keir Leslie
Tim Scandrett
Callum Ward

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- Part A Matters Requiring a Council Decision**
Part B Reports for Information
Part C Decisions Under Delegation
-

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Joint Boards Resolved JLSB/2022/00001

An apology for early departure from Karolin Potter, who was absent for part of Item 4, was received and accepted.

Member S Templeton/Member M Coker

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

3.1 Ester Vallero - Tennyson Street Pedestrian Improvement Options

Ester Vallero, resident, spoke to her submission on the proposed pedestrian improvements on Tennyson Street and the staff report on this matter (refer Item 4 – Tennyson Street Pedestrian Improvements Options). Ms Vallero thanked everyone who provided feedback on the proposal, including school pupils, parents, residents and local schools.

In response to a query, Ms Vallero advised that she would have preferred if the proposal included a zebra crossing. But the proposal in the staff report is an improvement to the current pedestrian safety treatment on Tennyson Street near its intersection with Norwood Street and the original proposal that was consulted on.

The Chairperson thanked Ms Vallero for her deputation.

4. Tennyson Street Pedestrian Improvement Options

Boards Comment

In its deliberations, the Boards considered the deputation from Ester Vallero, resident (refer Item 3.1 – Ester Vallero - Tennyson Street Pedestrian Improvements Options).

The Boards heard from the Area Traffic Engineers and Engagement Advisor who shared the key points from the report. Staff noted that Option Two, which is the staff preferred option,

incorporates changes into the proposal to take account of comments and concerns from submitters (refer to the report in the agenda for this meeting for details).

In response to queries, staff noted that a raised zebra crossing across Tennyson Street near its intersection with Norwood Street is not included in the preferred Option Two as it is considered that the street environment does not meet the threshold to warrant one. Staff made the additional comments below:

- Zebra crossings are typically proposed for high use pedestrian areas, which does not apply to part of Tennyson Street.
- The zebra crossing would be near the Tennyson / Norwood Streets intersection, which would increase the risk to pedestrians.
- A pedestrian island as proposed in Option Two is consistent with other crossing points in the area.
- If Waka Kotahi considered a zebra crossing to be unsafe, it could withhold its funding contribution to the project.
- Zebra crossings can have higher crash rates as pedestrians can assume it is safe to cross when it is not. For example, children can misjudge vehicle speeds and the likelihood of vehicles being able to stop for them.
- A zebra crossing would require further design and consultation, which could delay implementation until early-2023 due to the election period.

Option Two in the staff report includes two raised platforms on either side of the pedestrian island near the Tennyson / Norwood Streets intersection to slow traffic as it approaches the crossing point. In response to queries, staff made the comments below:

- Some people may choose to cross at the raised platforms, but they are not intended to be crossing points. In the detailed design stage, staff can consider how to design the streetscape so that the raised platforms are not perceived as crossing points.
- Option Two proposed raised platforms rather than speed humps or judder bars as the former are better suited for large vehicles, including buses. In addition, judder bars are only appropriate for vehicles travelling at very slow speeds.

In response to a query, staff noted that Tennyson Street will get busier over time due to general population growth, but there are no major new subdivisions planned in the area.

In response to queries, staff noted that Option Two in the staff report would not preclude future improvements to the cycleway on Tennyson Street. But it is outside the scope of this project to incorporate implementation of a major cycleway.

In response to a query, staff noted that there is no proposal to reduce the speed limit on Tennyson Street at this time.

Karolin Potter left the meeting at 10.47am.

In response to a query, staff noted that this project will be undertaken as part of the school safety programme.

In response to a query, staff noted that a kea crossing across Tennyson Street near its intersection with Norwood Street would improve pedestrian safety, but Beckenham School does not have capacity to consistently operate it.

In response to a query, staff noted that each design undergoes an internal review and a safety audit.

Lee Sampson moved the officer recommendation, and Tim Scandrett seconded it.

Melanie Coker foreshadowed an alternative motion to lay the report on the table and request that staff investigate:

- Options for a raised zebra crossing across Tennyson Street near its intersection with Norwood Street.
- Options to replace the two raised platforms approaching the crossing point with other traffic calming measures, such as speed humps.

The Chairperson invited debate on the motion to adopt the officer recommendation.

Four Board members expressed disappointment that a zebra crossing would have to be consulted on, which would delay implementation. A Board member noted that they would have liked the option to install a zebra crossing to have been included in the staff report.

A Board member noted that they would like the area to be safer for pedestrians, and the officer recommendation achieves this.

A Board member noted that they would like the speed limit on Tennyson Street to be reduced.

A Board member noted that they are concerned that pedestrians will confuse the two raised platforms as crossing points.

The Chairperson put the motion to adopt the officer recommendation to a vote, and it was lost.

Melanie Coker moved the following motion, which was seconded by Keir Leslie.

Lay the report on the table and request that staff investigate:

- Options for a raised zebra crossing across Tennyson Street near its intersection with Norwood Street.
- Options to replace the two raised platforms approaching the crossing point with other traffic calming measures, such as speed humps.

The Chairperson put the motion to a vote, and it was carried.

Staff Recommendations

That the Linwood-Central-Heathcote Community Board and Spreydon-Cashmere Community Board:

1. Approve, pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, and s334 of the Local Government Act 1974, that a Stop Control be placed against Norwood Street at its intersection with Tennyson Street, as shown in **Attachment A** of the agenda for this meeting.
2. Approve the road marking changes, kerb alignment changes, raised safety platforms, traffic island changes and road surface changes on Tennyson Street, from a point 12 metres west of its intersection with Norwood Street and extending east to a point 4 metres west of its intersection with Southampton Street as detailed on **Attachment A**.

3. Approve that the stopping of vehicles be prohibited at any time on the southern side of Tennyson Street, commencing at its intersection with Norwood Street and extending in an easterly direction for 56 metres.
4. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 1 above.
5. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Joint Boards Recommendation

That the Linwood-Central-Heathcote Community Board and Spreydon-Cashmere Community Board:

1. Approve, pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, and s334 of the Local Government Act 1974, that a Stop Control be placed against Norwood Street at its intersection with Tennyson Street, as shown in **Attachment A** of the agenda for this meeting.
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4. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 1 above.
5. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Member L Sampson/Member T Scandrett

Lost

Joint Boards Resolved JLSB/2022/00002

That the Linwood-Central-Heathcote Community Board and Spreydon-Cashmere Community Board:

1. Lay the Tennyson Street Pedestrian Improvement Options report on the table.
2. Request that staff investigate options for a raised zebra crossing across Tennyson Street near its intersection with Norwood Street.
3. Request that staff investigate options to replace the two proposed raised platforms approaching the crossing point on Tennyson Street near its intersection with Norwood Street with other traffic calming measures, such as speed humps.

Member M Coker/Member K Leslie

Carried

Meeting concluded at 11.47am.

CONFIRMED THIS 18TH AND 31ST DAY OF MAY 2022.