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## Waimāero

### Fendalton-Waimairi-Harewood Community Board

### SUPPLEMENTARY AGENDA

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#### Notice of Meeting:

An ordinary meeting of the Waimāero Fendalton-Waimairi-Harewood Community Board will be held on:

**Date:** Monday 8 May 2023  
**Time:** 4.30 pm  
**Venue:** Boardroom, Fendalton Service Centre,  
Corner Jeffreys and Clyde Roads, Fendalton

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#### Membership

Chairperson	Bridget Williams
Deputy Chairperson	Jason Middlemiss
Members	David Cartwright
	Linda Chen
	James Gough
	Aaron Keown
	Sam MacDonald
	Nicola McCormick
	Shirish Paranjape

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5 May 2023

Maryanne Lomax  
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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

<https://www.youtube.com/channel/UC0djJ5RxVNyyf8xYyglkXvg>

**To view copies of Agendas and Minutes, go to:**

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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
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## 15. Resolution to Include Supplementary Reports

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### 1. Background

- 1.1 Approval is sought to submit the following report to the Waimāero Fendalton-Waimairi-Harewood Community Board meeting on 08 May 2023:
  - 16. Heaton Street Safety Improvements - Safer crossing for schools
- 1.2 The reason, in terms of section 46A(7) of the Local Government Official Information and Meetings Act 1987, why the report was not included on the main agenda is that it was not available at the time the agenda was prepared.
- 1.3 It is appropriate that the Waimāero Fendalton-Waimairi-Harewood Community Board receive the report at the current meeting.

### 2. Recommendation

- 2.1 That the report be received and considered at the Waimāero Fendalton-Waimairi-Harewood Community Board meeting on 08 May 2023.
  - 16. Heaton Street Safety Improvements - Safer crossing for schools

## 16. Heaton Street Safety Improvements - Safer crossing for schools

Reference / Te Tohutoro: 23/681796

Report of / Te Pou Gemma Dioni, Senior Transportation Engineer

Matua: gemma.dioni@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens & Community

Pouwhakarae: (Mary.Richardson@ccc.govt.nz)

### 1. Nature of Decision or Issue and Report Origin

- 1.1 Subsequent to the Waimāero Fedalton-Waimairi-Harewood Community Board's consideration of this report on 11 April 2023, new information has been received by the Council which is relevant to the Board's decision. It is appropriate that the Board has the opportunity to reconsider its decision in light of the new information. The new information is set out in a memorandum which is Attachment C to this report.

The proposed signal controlled crossing is in a busy location used by many people travelling to school, work, the St George's Hospital and across the community. Road users should be able to travel safely irrespective of their mode of travel. A kea crossing is currently operated for Heaton Intermediate School, with children from other schools also observed crossing at this location. There are only small gaps in the traffic and at times the students and teachers operating the kea crossing have to force the sign out into a small gap, or walk across the crossing to stop traffic. A signalised crossing would remove the need for children to operate the kea crossing in this location, thereby providing safer journeys for all road users.

- 1.2 The purpose of this report is for the Waimāero Fedalton-Waimairi-Harewood Community Board to consider the consultation feedback and views on the proposed safety improvements, and to make a recommendation to the Council.
- 1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and number of people affected by the recommended decision.
- 1.4 The recommended option is to implement a crossing controlled by traffic signals on Heaton Street outside Heaton Intermediate School. A raised safety platform is incorporated into the design to ensure alignment with safe system principles. The scheme also includes cycle lanes and changes to the bus stops as detailed in Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Revokes resolutions FWHB/2023/00022 and FWHB/2023/00023 made by the Waimāero Fendalton-Waimairi-Harewood Community Board at its meeting on 11 April 2023 (set out in Attachment D to this report)
2. Recommends that the Council approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That a Special Vehicle Lane (Cycle) be installed along the northern side of Heaton Street, commencing at a point approximately 53 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 98 metres.

- b. That a Special Vehicle Lane (Cycle) be installed along the southern side of Heaton Street, commencing at a point approximately 180 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 98 metres.
3. Recommends that the Council approves that a signalised crossing with a raised safety platform for the use by pedestrians and cyclists, as detailed on Attachment A, be installed on Heaton Street at a point approximately 111 metres west of its intersection with Circuit Street, in accordance with the relevant sections of the Land Transport Rule: Traffic Control Devices 2004.
4. Approves all kerb alignments, road surface treatments, and road markings as detailed on Attachment A of the report.
5. Resolves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:
  - a. On the northern side of Heaton Street, commencing at a point approximately 56 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 5 metres.
  - b. On the northern side of Heaton Street, commencing at a point approximately 75 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 12 metres.
  - c. On the northern side of Heaton Street, commencing at a point approximately 93 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 36 metres.
  - d. On the northern side of Heaton Street, commencing at a point approximately 116 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 7 metres.
  - e. On the southern side of Heaton Street, commencing at a point approximately 203 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 23 metres.
  - f. On the southern side of Heaton Street, commencing at a point approximately 233 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 7 metres.
  - g. On the southern side of Heaton Street, commencing at a point approximately 247 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 12 metres.
  - h. On the southern side of Heaton Street, commencing at a point approximately 273 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 5 metres.
6. Resolves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum of three minutes between 8:15AM to 9:15AM and 2:30PM to 3:30PM on all weekdays (Monday to Friday):
  - a. On the northern side of Heaton Street, commencing at a point approximately 87 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 6 metres.
  - b. On the northern side of Heaton Street, commencing at a point approximately 129 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 20 metres.

- c. On the southern side of Heaton Street, commencing at a point approximately 188 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 15 metres.
- d. On the southern side of Heaton Street, commencing at a point approximately 240 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 7 metres.

Bus stops

- 7. Resolves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a marked bus stop be installed:
  - a. On the northern side of Heaton Street commencing at a point approximately 75 metres west of its intersection with Circuit Street and extending in an easterly direction for a distance of 14 metres.
  - b. On the southern side of Heaton Street commencing at a point approximately 259 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 14 metres.

Bus passenger shelter

- 8. Resolves pursuant to Section 339(1) of the Local Government Act 1974:
  - a. The installation of a bus passenger shelter on the south side of Heaton Street (beside 122 Heaton Street) commencing at a point 261 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of approximately 3.6 metres.
- 9. 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 above.
- 10. Resolves that these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Long and continuous queues of traffic occur on a daily basis during school pick up and drop off times along Heaton Street near Heaton Intermediate School. These queues make it difficult for students and teachers to operate the kea crossing at this location as it is difficult to find gaps in the traffic.
- 3.2 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 3.3 It is proposed to install a signal-controlled crossing with a raised safety platform on Heaton Street to replace the kea crossing to help students from Heaton Intermediate School and surrounding schools cross the road during school start and finish times. It will also help people walking to St George's Hospital and using the bus stops to cross Heaton Street.
- 3.4 The proposed three minute time restricted parking spaces will provide on street parking opportunities for parents to drop off / pick up their children during school start and finish times.

## 4. Alternative Options Considered Ētahi atu Kōwhiringa

### Maintain the status quo

- 4.1 The advantages of this option include:
  - 4.1.1 There is no cost to the Council.
- 4.2 The disadvantages of the option include:
  - 4.2.1 Does not support safer outcomes for all road users at this location.
  - 4.2.2 Operating the kea crossing at this location continues to be difficult for the school staff members and students involved.

### Traffic Signals only (without raised safety platforms)

- 4.3 The advantages of this option include:
  - 4.3.1 The signals would reduce the risks associated with operating the kea crossing and putting the signs out into small gaps in traffic and / or needing to stand in the middle of the crossing to stop traffic.
- 4.4 The disadvantages of the option include:
  - 4.4.1 There are risks associated with drivers running red lights or not seeing the red light and travelling through the crossing at speed without being controlled to safe system speeds. These risks are proposed to be mitigated by providing a raised platform which reduces vehicle speeds to within safe system speeds for pedestrian / vehicle conflicts.

## 5. Detail Te Whakamahuki

- 5.1 Improving safety on local roads in Christchurch is a priority for the Christchurch City Council. Providing safe infrastructure is key to ensure people get to where they are going safely irrespective of the mode of travel.
- 5.2 There has been one serious crash within 50 metres of the existing crossing in the last five years. The crash occurred in 2020 and resulted in serious injury. A left turning vehicle hit a cyclist who fell from the bicycle and became trapped under the vehicle.
- 5.3 Heaton Street is an arterial road carrying approximately 17,000 vehicles per day (4% heavy vehicles), with approximately 1,100 vehicles in the morning peak hour and 1,200 vehicles in the evening peak hour. The average speed of traffic from a recent count was 45.8 km/h, and the 85<sup>th</sup> percentile speed was 52.1 km/h. A 30km/h variable speed limit is proposed for Heaton Street at school start and finish times as part of the Safe Speed Neighbourhoods Programme. This is still to be approved by Council, but should it be approved, this will be implemented next financial year.
- 5.4 A permanent cycle count station has been installed for southwest bound cyclists on Heaton Street, approximately 500m from the existing school crossing. There are between 70 and 150 cyclists per day counted here, which likely correlates to 140-300 cyclists per day on Heaton Street to account for cyclists in both directions. Cyclists were observed on site travelling along Heaton Street, as well as using the footpath to access the crossing and the school.
- 5.5 A kea crossing operates at school start and finish times. There were multiple issues observed that contribute to safety concerns with the existing operation.
- 5.6 There are high traffic flows on Heaton Street, with congestion during the kea crossing operation times. This results in very small gaps for the school patrol to put the signs out. Some



drivers ignore the stopped traffic in the opposite direction thereby forcing the school patrol to cross halfway and stop approaching traffic.

- 5.7 There is limited space in the refuge island, which is not a problem when the kea crossing is operational as pedestrians cross in one movement. However, there may be an issue if a group of students cross outside of these times and have to wait half-way across with limited space. This could increase the risk of pedestrians being struck.
- 5.8 There are no high-quality mid-block crossing facilities to cross Heaton Street from Elmwood Park and Elmwood Tennis Club. These facilities also attract school students (including students from nearby Elmwood Primary School) after school hours.
- 5.9 The operating speeds at the crossing range between 27-48 km/h in the AM peak and 19-43 km/h in the PM peak and 44-51km/h at other times. The safe system speed for pedestrians is 30 km/h to reduce the risk of death or serious injury should a crash occur. This means that vehicles may be exceeding safe system speeds both during times the kea crossing is in operation and outside those times.
- 5.10 The kea crossing raises awareness of children and assists in facilitating safe crossing (albeit just at limited school times) but does not result in safe system operating conditions. Should a pedestrian or a driver ignore the kea crossing there is a risk of serious injury should a conflict occur.
- 5.11 While the kea crossing does afford some level of safety there will be students crossing outside of these times associated with after school programmes and practices which will exacerbate the crossing risk. The free-flow speed at these times is likely much higher than safe system levels (30km/h). Speed is the key factor in deaths and serious injuries, no matter what the cause of a crash is, it is speed that determines whether or not a person will walk away from it. The raised safety platform will help to control speeds during the times when free-flow speeds are higher, reducing both the likelihood of a crash occurring and the severity of the crash should it occur.
- 5.12 During the operation of the kea crossing, vehicles were observed to have approximately 15 seconds between the school crossing signs for the kea crossing being put out for the children to cross. This provides a good level of service to the waiting pedestrians, but a poor level of service to drivers in the area. If the pedestrian crossing is signalised, the green time for vehicles will likely be longer than this in order to tie in with the timing of adjacent signals. This will give longer delays to pedestrians waiting to cross, however it provides a safer crossing facility for the pedestrians than the existing situation. The signals will also remove the risks associated with operating the school crossing signs and putting them out into small gaps in traffic or needing to stand in the middle of the crossing to stop the opposing traffic. However there are risks associated with drivers running red lights and not travelling at safe system speeds, hence the need for the raised safety platform.

## 6. Community Views and Preferences Ngā mariu ā-Hāpori

### Public Consultation Te Tukanga Kōrerorero

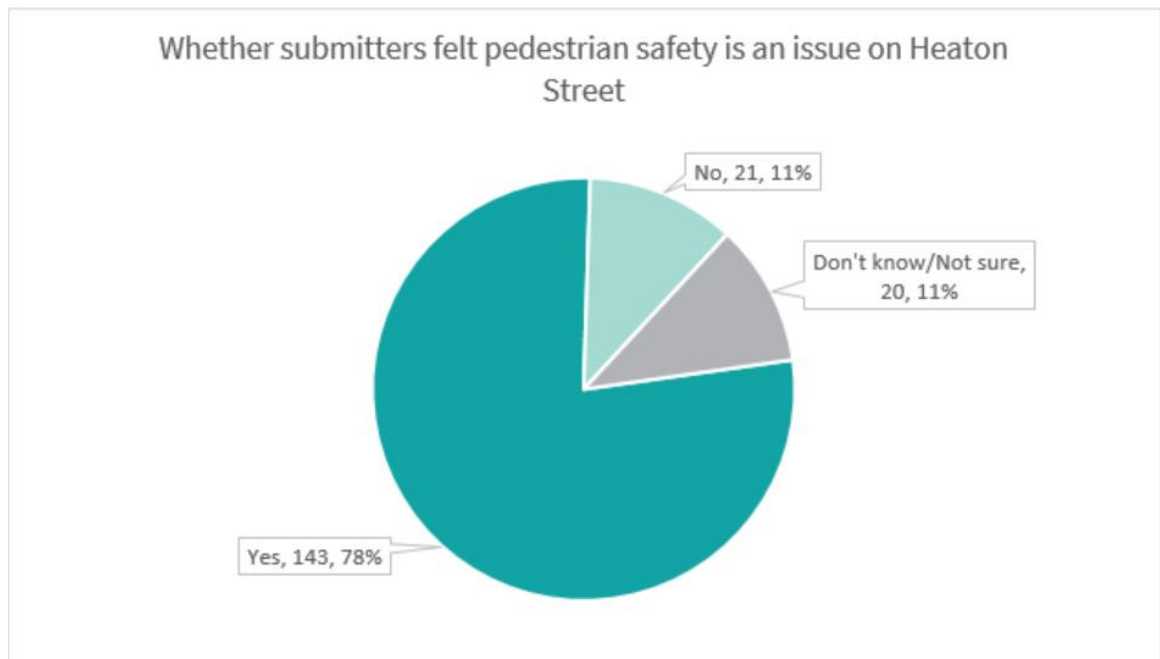
- 6.1 Consultation started on 1 March and ran until 16 March 2023. An email was sent to 71 key stakeholders, including Heaton Intermediate, St George's Hospital, and emergency services. The consultation was posted on the council Facebook page which reached 20,704 people, inviting submissions on the Have Your Say [webpage](#).
- 6.2 Staff met with Heaton Intermediate and St George's Hospital. On Wednesday 1 March staff visited the five directly affected properties and spoke to three residents who were home at the

time, who were supportive of the proposed changes. Where people were not home, a letter outlining the project was left.

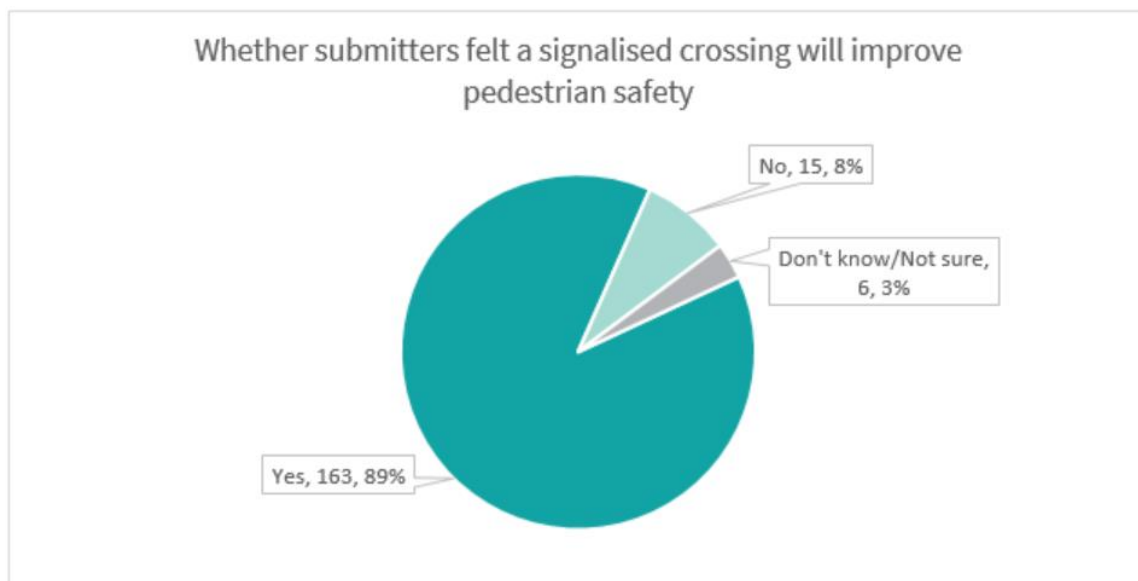
- 6.3 Intercept interviews were conducted outside Heaton Intermediate during school finish time on 7 March and school start time on 8 March.
- 6.4 Consultation documents were delivered to 65 nearby properties on 1 March 2023.

#### Summary of Submissions Ngā Tāpaetanga

- 6.5 Submissions were made by four recognised organisations and 180 individuals. All submissions are available [online](#) and attached.
- 6.6 135 submissions were received from the Heaton Intermediate School community:
- 49 from students
  - 76 from family/parents/caregivers
  - 10 from staff
- 6.7 The majority of submitters (143, 78%) thought pedestrian safety was an issue on Heaton Street.



- 6.8 The majority of submitters (163, 89%) thought a signalised crossing would improve pedestrian safety on Heaton Street.



6.9 A minority of submitters didn't think a pedestrian crossing would improve safety on Heaton Street (15, 8%), the majority of those (12, 80%) also didn't think pedestrian safety was an issue on Heaton Street.

#### 6.10 Key themes raised by submitters

- 46 submitters made positive comments about the overall project.
- 17 submitters wanted slower speeds around the school.
- 12 submitters made positive comments about the raised safety platform, five of which were students.
- 13 submitters made negative comments about the raised safety platform, however six of those were still supportive of the traffic lights.
- 11 submitters shared concerns about safety issues with the current kea crossing.

6.11 The decision affects the following wards/Community Board areas:

6.11.1 Waimāero Fedalton-Waimairi-Harewood Community Board.

## 7. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

7.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.

7.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

#### 7.2.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=100 crashes

### Policy Consistency Te Whai Kaupapa here

7.3 The decision is consistent with Council's Plans and Policies.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

7.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

- 7.5 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 7.6 The effects of this proposal upon Mana Whenua are expected to be insignificant.

#### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

- 7.7 This proposal includes measures to encourage walking and therefore will result in positive changes to reduce carbon emissions and the effects of Climate Change.

#### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 7.8 This proposal improves accessibility for pedestrians, by providing a safer means of crossing Heaton Street.

### **8. Resource Implications Ngā Hīraunga Rauemi**

#### **Capex/Opex Ngā Utu Whakahaere**

- 8.1 Cost to Implement – \$500,000
- 8.2 Maintenance/Ongoing costs – Maintaining the proposed traffic lights is expected to cost approximately \$5,500 per year. Maintenance of the other proposed treatments and road markings will be covered under the area maintenance contract and the cost effects will be minimal when compared to the overall asset.
- 8.3 Funding Source – Traffic Operations Minor Road Safety Budget.

#### **Other He mea anō**

- 8.4 None identified.

### **9. Legal Implications Ngā Hīraunga ā-Ture**

#### **Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa**

- 9.1 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 9.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 9.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.





#### **Other Legal Implications Ētahi atu Hīraunga-ā-Ture**

- 9.4 There is no other legal context, issue or implication relevant to this decision.
- 9.5 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 – 8.3.

### **10. Risk Management Implications Ngā Hīraunga Tūraru**

- 10.1 None identified.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Heaton Street - Signalised Pedestrian and Cycle Crossing	23/399270	14
B 	Heaton Street Signalised Crossing - Submission Table	23/495728	15
C 	Memorandum - Supplementary Information	23/669221	36
D 	Community Board Resolutions FWHB/2023/00022 and FWHB/2023/00023	23/656721	38

In addition to the attached documents, the following background information is available:

Document Name - Location / File Link
Not applicable

## Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

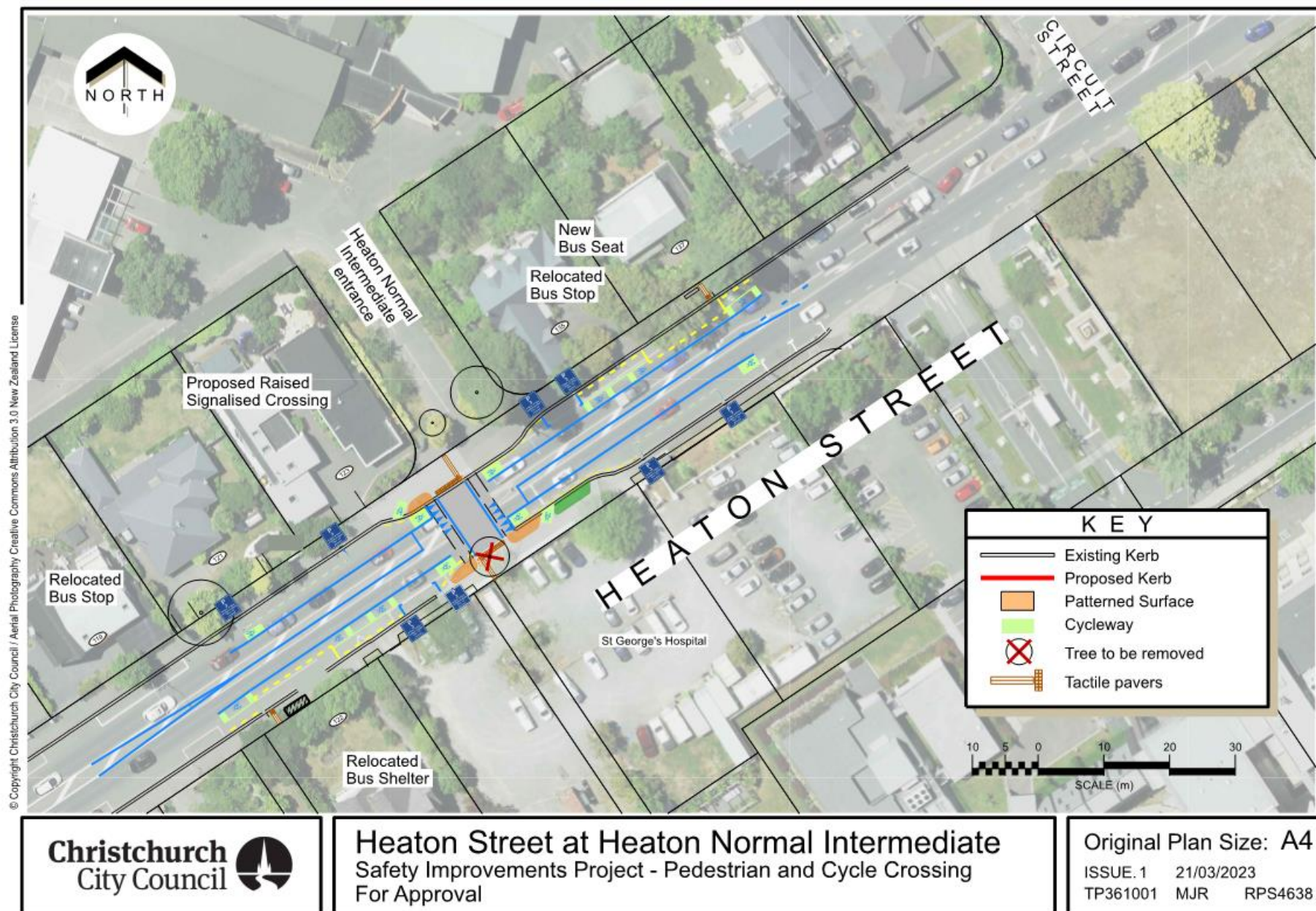
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Gemma Dioni - Senior Transportation Engineer Gautham Praburam - Traffic Engineer Krystle Anderson - Engagement Advisor
<b>Approved By</b>	Matthew McLintock - Manager Community Governance Team Stephen Wright - Manager Operations (Transport) John Filsell - Head of Community Support and Partnerships





Submissions received on a way safer crossing on Heaton Street, March 2023

Organisation/Business

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety on Heaton St?	Do you have any other comments?	Organisation - Name
50417	Yes	Yes	The overriding concern for us is all based on the safety of our students while leaving and arriving at school. The current road patrolers are doing a great job but it is dangerous, and every day we have near misses at the crossing. The drivers' behaviour is outside of our control but lights and the proposed changes will help control and remedy some of those road users' poor choices we are seeing. Some of the main problems that we are seeing that are creating dangerous situations for our students are, the speed of traffic past our school, congestion of the traffic (particularly in the afternoon), parent driver/pick-up and drop-off parking behaviours, number of cyclists that have to pass through without clear or designated lanes for their safety - this is both our students and general members to the public on bikes, visibility of our crossing and school with all the other visual stimuli in the immediate area ie. entrances to worksites and St George's Hospital. As teachers, after a road patrol, we are often left traumatised by some of the near misses and terrible driving behaviours that we witness.	Heaton Intermediate School – Katy Smeele – Teacher in charge of road patrol
50731	Not answered (recorded as Don't Know/Not sure)	Not answered (recorded as Yes based on submission content)	<b>See attachment.</b>	Ministry of Education – Jono Gemmell – Consultant
50723	Yes	Yes	<b>Please see full submission attached, the below is an extract only:</b> 6. Te Mana Ora is supportive of the proposal to make crossing safer on Heaton Street. Our rationale for this position is outlined below. 7. Te Mana Ora supports the need to create a safe transport system; one where everyone can get where they need to go safely. Given that Heaton Intermediate School has raised concerns about the safety of crossing Heaton Street, Te Mana Ora supports the installation of a safe crossing point for students and community members on Heaton Street. 8. A signalised pedestrian crossing and raised safety platform will slow vehicles on Heaton Street, making it safer for students and community members walking, scooting or cycling. The risk of death or serious injury to a person walking or cycling decreases significantly with reductions of vehicle speed. A person walking or cycling hit by a vehicle that is travelling at 30km/h has a 90% chance of survival. However, if they are hit by a vehicle travelling at 50km/h, their chance of survival decreases to 20%3. Therefore, slowing and stopping vehicles on Heaton Street through the signalled safe crossing point will reduce risks for students and community members crossing Heaton Street.	Te Whatu Ora (Health NZ) and the National Public Health Service - Rosa Verkasalo - Policy Analyst
50697	Not answered (recorded as Don't Know/Not sure)	Not answered (recorded as Don't Know/Not sure)	Fire and Emergency NZ, in general, supports the use of measures to increase pedestrian safety and reduce the risk of road accidents. However, when responding to emergencies, Fire and Emergency is most efficient and effective when appliances have fast and clear access. Delays getting to and dealing with a fire or other emergency may risk the safety of people and their property. Because of the functions performed by Fire and Emergency appliances, our vehicles are larger and heavier than those used by other emergency services. The increasing use of raised platforms and speed cushions has an increasing impact on our response times.	Fire and Emergency New Zealand – Steve Kennedy – Assistant District Commander



Submissions received on a way safer crossing on Heaton Street, March 2023

Individuals

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
50733	Yes	Yes		Strongly in favour of making this crossing safer for pedestrians and for cyclists. Strongly in favour of slowing down motor traffic to accomplish improved safety.	Richard Abey-Nesbit
50732	Yes	Yes		I hope traffic signal phasing at the Heaton Street / Papanui Road / Innes Road intersection will be coordinated with the new pedestrian crossing signals to ensure traffic flows as efficiently as possible. If the signals aren't coordinated there's the possibility of even worse peak hour tailbacks at the intersection than there are now.	Scott Menzies
50727	Yes	Yes		Please don't cut down the tree at the crossing. As a Heaton Street resident, I have seen so many mature trees cut down to make way for development at St George's Hospital. Can you not find a creative way of putting in the signalised crossing and keeping the tree?? Overall, I think it's a good idea. I also think there should be a signalised crossing opposite Elmwood Park as there are a lot of people who cross the road there.	Teresa Price
50726	Yes	Yes		<b>See attachment</b> I used to be a student at Heaton intermediate and I rode my bicycle to the school and used the main entrance and travel along the road occasionally, so I know the area well. The raised safety platform is a good idea as vehicles will approach and cross the pedestrian crossing at slower speed and the pedestrian crossing surface is level with the footpath. This will greatly improve the safety for everyone. I approve of the bus stop relocation as it will improve sight lines. The lights will need to be responsive to people pressing the button to activate the crossing. It might be a good idea to move the south-east side cycle to footpath entrance further north-east (see attached "easier footpath mounting.jpg") so it's more of a 90degree angle for the bikes to mount the footpath, as trying to go over a 45degree lip is harder. It would then match the north side mounting and would also give the students on bicycles, scooters and walking from their car drop-off more of an area to wait for the lights during the morning ride to school. As a cramped intersection would not be safe, we don't want students waiting on the road.	Dave Gardner
50722	Yes	Yes	Family/Caregiver/Parent		Nick Blackburn
50720	Yes	Yes	Family/Caregiver/Parent		Natalia Suarez
50715	Don't know/Not sure	Yes		I would like to raise a long-standing question. NZ is a new island. Why are the city roads so narrow, why can't the city municipality buy a plot where the streets are so narrow and make it convenient for everyone to pass through? All the more, do not narrow the street where there are pedestrian crossings. This makes it more difficult and dangerous for cyclists to pass. What a bad decision is made when the streets are narrowed with wide curbs. It is difficult and dangerous to turn to the streets. Why are such decisions made?	Milda Beisiniene
50714	Yes	Yes	Student	No	
50713	Yes	Yes		I support this proposal. In particular it is great to see the raised crossing platform which will help improve safety by slowing cars as they travel through the intersection, even when the lights are green, thus reducing the risk of an accident if say a student steps out into the road accidentally. It would be good to see the cycle lanes extended along the length of the road.	Arthur McGregor
50712	Yes	Yes			Sophie Burt
50709	Don't know/Not sure	Yes		<b>See attachment</b>	Simon Kingham
50694	Yes	Yes		This is a very busy road and the crossing will aid pedestrians outside the times the school patrol now operates.	Joy Burt
50687	Yes	Yes	Staff Member	I have been on road patrol twice a week for the last 13 years. On each occasion my heart is in my mouth. Twice I have had cars drive straight through the barriers. I contacted the council about my concerns on several occasions, to no avail. This is a huge responsibility	Fiona TAYLOR



Submissions received on a way safer crossing on Heaton Street, March 2023

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
				for 12 year old children and the teachers on duty. Cars are not keen to stop and are not driving with a more cautious manner in a school zone. The signage for the school zone is poor and is further hampered by ongoing building work on both sides of the street. Why is the speed limit not lower outside a school?	
50684	Yes	Yes	Family/Caregiver/Parent		Jesse Northcoat
50683	Yes	Yes	Family/Caregiver/Parent	Fully support this proposal having observed first hand the issues students have crossing here. The raised safety platform is particularly important to reduce speeds through this crossing point. My youngest son attends Elmwood school and also regularly crosses to Elmwood Tennis and Elmwood Park and it would be great to have a safe crossing point in the vicinity. An example which staff and Councillors should seriously consider is an event a year ago not far from here on the next block in Innes Road, my sons class mate got struck by a vehicle at a crossing point resulting in a 10 year old girl in intensive care and is still undergoing rehabilitation. A raised safety crossing point would quite likely have averted this tragic event and at the very least have resulted in much less severe consequences. More here: <a href="https://www.stuff.co.nz/the-press/news/300548465/pedestrian-hospitalised-after-being-hit-by-a-car-in-christchurch">https://www.stuff.co.nz/the-press/news/300548465/pedestrian-hospitalised-after-being-hit-by-a-car-in-christchurch</a> Myself and my family fully support the great work council are doing here to make our children's journeys to schools safer and would request that the other uncontrolled crossings on Heaton Street opposite the Elmwood Park and Innes Road opposite Malvern park are also considered for safer raised crossings.	Liz Lowrey
50681	Don't know/Not sure	Yes	Student	its a great idea	
50680	Yes	Yes		I agree with a raised signalised pedestrian crossing, it protects the children crossing more as vehicles need to slow down. The signals will help the traffic run smoothly rather than the current kea crossing, with coordination with signals.	
50679	Yes	Yes	Student	I think it is a very good idea and will prevent acedints from happening	
50678	Don't know/Not sure	Yes	Student	It is going to be way better thank you.	
50677	Yes	Yes	Student		
50676	Yes	Yes	Student		
50675	Yes	Yes	Student		
50674	Yes	Yes	Staff Member	A signal crossing would make so much difference! Please make it happen.	Beth Walsh
50672	Don't know/Not sure	No	Student		
50671	Don't know/Not sure	Yes	Student	no	
50670	Yes	Yes	Student		
50669	Yes	Yes	Student	We students need to be able to cross a road without having any worry about getting hit by a car, or even get injured. Everyone knows that Heaton street is very busy cause it is connected to Papanui road.	
50668	Yes	Yes	Student	When I go to cross the road to get to school, I watch people speed past. I have thought before " What if they don't stop? ". It would be a good idea to make it more safe for me and my classmates.	
50667	Yes	Yes	Student	I think if any one is moving to fast and a kid does not see them that could be an issue because kids could get hit. I think that the raised crossing and the lights will help.	

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ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
50666	Don't know/Not sure	Yes	Student		[REDACTED]
50665	Don't know/Not sure	Yes	Student		[REDACTED]
50664	Yes	Yes	Student		[REDACTED]
50663	Yes	Yes	Student	My friend today was hit by a car he didn't get seriously injured but i'm a bit scared that that could happen to me thanks.	[REDACTED]
50662	Don't know/Not sure	Yes	Student		[REDACTED]
50661	No	Yes	Student	I think a signalised crossing would make cars be more cautious	[REDACTED]
50660	No	Yes	Student		[REDACTED]
50659	Yes	Yes	Student		[REDACTED]
50658	Yes	Yes	Student		[REDACTED]
50657	Yes	Yes	Student		[REDACTED]
50655	Yes	Yes	Student		[REDACTED]
50654	Yes	Yes		<p>I have lived in the St Albans/Merivale area since 1999. both my daughters attended Heaton (also my wife). I regularly drive in the peak period through this section of Heaton Street and over time the congestion has increased, and so have my safety concerns. I have been a professional engineer for almost 30 years and I specialise in road safety. I provide road safety advice on building safer roads and applying safer speeds to clients in several countries, including Australia, Indonesia, USA and of course New Zealand. Most recently this involved providing advice to the federal government of the USA on best practice in speed management.</p> <p>I support the proposed design by council and in particular the use of a raised crossing. Raised crossings are being increasingly used at pedestrian crossings and intersections to manage speed (and raise awareness) where pedestrians cross. In Melbourne alone there is a plan to raise around 40 major high risk intersections for safety reasons. Given the proximity of the school and the hospital it is important that a safe crossing is provided for both school children and hospital patients and visitors. The safest at-grade form of control for pedestrians across a busy arterial is a signalised crossing on a platform.</p> <p>Another important reason for moving from a school patrol to a signalised crossing is the congestion in this area, especially in the morning peak, where the commuter peak coincides with the drop-to-school peak. Queues from the school crossing can back up through the Papanui/Innes/Heaton intersection (signalised intersection) to the east. A signalised crossing allows coordination with the signalised intersection, reducing the amount of traffic backing back through the intersection. Queues (eastbound) can also extend back from the signalised intersection to the current school crossing, which makes it difficult for the school patrols to safely operate. The use of a platform and also coordination of the traffic signals should result in less traffic straddling the crossing point.</p> <p>I think the raised platform is an essential part of the design, and don't support just a flush crossing. There are still safety concerns raised by the St Albans school with the safety of the upgraded Cranford Street/Westminster Intersection and the new midblock signalised crossing north of Berwick street. Drivers still at time run red lights, especially when turning. The school still has a crossing warden at the Westminster intersection at school drop-off and pick-up times because of this safety concern. These crossing locations would be safer on raised platforms, as platforms both reduce speeds and also raise awareness of the pedestrian crossing area.</p> <p>I also support the new cycle lanes as this is a busy section of road for cyclists in the morning peak period in particular. With the current parking and narrow lanes there are a couple of squeeze points, between the signalised intersection to the proposed signalised crossing. It is important to provide a the cyclists with their own lane, rather than rely on motorists to provide them with space. I often see cyclists</p>	Shane Turner

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				mounting the footpath as they cant get through on the road. In conclusion, while my daughters no longer go to Heaton Intermediate (one is at high school and the other at university), I would have felt a lot happier with this new crossing in place. My daughters scooted to school 95% of the time. I am happy to see vulnerable users prioritised over cars, as we look to encourage more walking and cycling to reduce the impact of climate change.	
50653	Yes	Yes	Staff Member	This crossing can be very dangerous for our school community	Joan Green
50651	Yes	Yes	Student	We have filled this form in as a classroom. We are a group of year 8 students. My students are concerned about how to get safely to school if/when this gets constructed. Will the temporary crossing be safe?	
50650	Yes	Yes	Student		
50648	Yes	Yes	Student	I think this would be very helpful because heaton street is a very busy street	
50647	Yes	Yes	Student	Nah but it's a good idea	
50646	Yes	Yes	Student	I think this is a Great idea and I can't wait	
50645	Yes	Yes	Student	Nah ah ah	
50644	Yes	Yes	Student		
50643	Yes	Yes	Student		
50642	Yes	Yes	Student		
50641	Yes	Yes	Student		
50640	Yes	Yes	Staff Member		Jarrad Brown
50638	Yes	Yes	Student		
50637	No	No	Student	I think the construction will take too long, it will cause more traffic while building and it will take much longer to cross.	
50636	Yes	Yes	Staff Member	This is a great idea. I am a Heaton staff member who walks to and from school and use this crossing every school day. This will be so much safer for all who use this crossing whether it be local residents, the Heaton school community, St Andrews school community and those visiting St George's Hospital.	Sue Sugrue
50634	Yes	Yes	Family/Caregiver/Parent		Blair Milne
50633	Yes	Yes	Staff Member		Amber Osborn
50632	Yes	Yes	Student		
50631	Don't know/Not sure	Yes	Student		
50630	Yes	Yes	Student	People need to stop at the lights and slow down	
50629	Yes	Yes	Student		
50628	Yes	Yes	Staff Member	Very dangerous road I do road patrol every week. I have seen through the volume of traffic and the speed lots of near misses with students. It is a very high need otherwise something bad will happen. Love the raised crossing idea.	Janiene Hill
50625	Yes	Yes	Family/Caregiver/Parent	A right hand turn signal added to the Papanui Road/Innes Road intersection is essential. I cannot believe this has still not happened. That intersection is so dangerous at peak times with turning cars taking risks as they have been waiting for far too long to turn.	Emma Jeffery
50616	Yes	Yes	Student		
50615	Yes	Yes	Student	Safety would be an issue when school crossing people not there	
50613	No	No	Student		
50612	No	Yes	Student		
50610	Don't know/Not sure	Yes	Student		



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50609	Don't know/Not sure	Yes	Student		
50608	Yes	Yes	Family/Caregiver/Parent		Nicole Zhang
50607	Yes	Yes	Family/Caregiver/Parent	Fully support platform with crossing to slow traffic down	Marta Alfaro
50606	Yes	Yes	Family/Caregiver/Parent		Vivian Fang
50604	Don't know/Not sure	Yes	Student		
50602	Yes	Yes	Family/Caregiver/Parent		Amber Harvey
50601	Yes	Yes	Family/Caregiver/Parent		Nancy Li
50599	Yes	Yes	Family/Caregiver/Parent		Jihyung Cho
50594	Yes	Yes		This would be a great solution to the pedestrian safety issue at Heaton. I attended school in Merivale as a child and crossing the road was always terrifying experience, and this road that Heaton sits on is mostly congested and is in a dense activity area so high speeds shouldn't be a priority through here even outside of school times.	Charlotte French
50593	Yes	Yes	Family/Caregiver/Parent	My daughter used to go (2023), and my sons are planned to attend. As a parent, i was always concerned about the vehicle movements at the school and pedestrians crossing. The signalised intersection will improve this for users as it will provide a safe place to cross at all times. The introduction of the raised table will also control speeds and reduce the risk.	Andrew Fergus
50592	Yes	Yes		The raised safety platform really enforces the slow speed that drivers should be travelling along this section of Heaton Street. It's great to see another safe system treatment being installed in a busy pedestrian area.	Penny Gray
50546	Don't know/Not sure	Yes		I suppose traffic lights are best option as not everyone stops for 'zebra' crossings. Also road is west/east facing which can cause sunstrike issues.	Margaret Grace
50544	Yes	Yes		Kia ora, I think that pedestrians should be prioritised in this area - especially since it is outside of a major hospital and a busy school. It would be great if the junction was future proofed to protect cyclists that are going up towards the rail cycle ways as well	M Grace-Stent
50534	Yes	Yes	Family/Caregiver/Parent		Emmy MA
50533	Yes	Yes	Family/Caregiver/Parent		Jeremy Leeming
50517	Yes	Yes			Cameron Bradley
50508	Yes	Yes	Family/Caregiver/Parent		Jane Dixon
50501	Yes	Yes	Family/Caregiver/Parent	Traffic is difficult all around Heaton and St Albans. I would suggest this is a great idea to slow traffic and improve safety for all. I am also very concerned about the very unsafe condition of Rutland St. In the last 3 weeks a lone I have witnessed 2 cyclists get hit off their bikes as cars turn left and don't look for pedestrians or bikes!	Natasha Leith
50499	Yes	Yes	Family/Caregiver/Parent	It's a busy road. I would hope that something could be done with bike lanes as well.	Nick Ryan
50477	Yes	Don't know/Not sure	Family/Caregiver/Parent	Future Heaton Intermediate parent and already dreading my daughter having to cycle/ walk to school, so many traffic improvements needed in the St Albans area to make an active commute truly safe for our kids.	Alice Holmes
50476	Yes	Yes	Family/Caregiver/Parent	Papanui/Innes Road intersection is also very busy with many vehicles running orange lights into red lights. How about some red light cameras or random patrols here.	Deborah Granger
50473	Yes	Yes		The safety of children walking, cycling and scootering to school should be prioritized over those coming by car particularly at Intermediate age. The 3 minute parks should be moved at least 50M from the crossing on both sides to stop cars pulling in and out so	Anne Scott

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				close to the crossing and, just like the buses, should preferably be restricted to after the crossing on each side. Care should be taken to keep the hospital turn in and out available. The crossing should be a pedestrian and cycle crossing.	
50472	No	No		How about less money on speed bumps, cycle lanes and reduced speed limits and more money on fixing the roads. What's the point in taking submissions if you go against what the majority want?	Nathan Bloomfield
50469	Yes	Yes	Family/Caregiver/Parent		Karli Bristed
50468	Yes	Yes	Family/Caregiver/Parent		Stacey Milne
50451	Yes	Yes	Family/Caregiver/Parent		Alice Walsh
50448	Don't know/Not sure	No		Traffic signals are ok and a sensible addition near a school, as clearly identify people crossing. Raised platforms are dangerous, inefficient, increase emissions and cause unnecessary wear and damage on vehicles. The Road to Zero strategy is a fallacy led by ideological zealots who do not understand reality and councils would be better served listening to the majority within a community that they serve. Why do you not have a question differentiating signals from raised platforms? That would provide you with a better balanced response	James Crowson
50444	Yes	Yes	Family/Caregiver/Parent		Mindy McPherson
50424	No	No		Stop trying to wrap everything in cotton wool. People need to be responsible for their own actions (there used to be this thing called common sense) Spend the money on road infrastructure that desperately needs attention rather than all this spending on unnecessary cycle lanes and pedestrian areas. The city centre is dying with all these restrictions placed on cars. A thriving city has traffic, noise, congestion.	Dean Currie
50423	Yes	Yes	Staff Member		Jackie Hawthorn
50422	No	Yes	Family/Caregiver/Parent	You'd better make sure you put a whole lot of bushes in drivers' lines of sight and drop the speed limit to 5kph too to make things extra safe. Please grow brains Nothing wrong with traffic lights, everything wrong with a raised crossing on a main road that will be used a tiny percentage of the time. This should be clear to anyone with an ounce of intelligence, or with genuine intentions	Michael S
50421	Yes	Yes		You don't need a raised speed bump. They do more damage than good. Lights are good, raised speed bump creates more problems and is a waste of money.	Luke Bennett
50420	No	Yes	Family/Caregiver/Parent	Curb protrusions decrease cyclist safety, a girl was killed in invercargill due to these, and Europe are moving away from speed humps and lumps, having a decluttered space to drive with minimal lines etc around schools gives your eyes time to pay attention to kids crossing rather than all the painted obstacles every where	Richard Wansink
50416	No	No		You got to be kidding Speed bumps.. get real. Teach learn Speeding drives need to be dealt with You can't stop idiots. You could put the bump 1 metre high it would be a more death trap. I have a chevy and if I go over these Speed bumps does it do damage to my car and if so is the council going to pay for it I bet you know	Annie Mc Ewen
50415	Yes	Yes	Family/Caregiver/Parent	Please don't add a raised platform. Pedestrian lights similar to that on Papanui Rd near St Andrew's would be great, but it really seems too much for the heavy traffic on that road to deal with a hump for the significant amount of the day and year not in use by the school.	Deb Robinson
50414	No	No	Family/Caregiver/Parent	waste of ratepayer funds which can be spend on other council projects . Raised crossing are not safer than original ones	Paul Lowe
50413	Yes	Yes	Family/Caregiver/Parent	Children's safety around all schools should be prioritised and it's wonderful you are wanting to do this. Having driven on the road for years, traffic is busy and drivers not always paying attention to students.	Heidi Wigley
50410	Yes	Yes		Can you also make the speed limit 30kph at school pick up & drop off times	Rohan van Soest



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50408	No	Yes		If the raised platform is the same style that has been installed at Lincoln Road & Whiteleigh Ave, then do everyone a favour & DONT DO IT. Those raised platforms are the stupidest inventions known to mankind. They create more havoc than anything ever. You literally can't go more than 5km an hour over them; which means only like 8 cars get through a change of lights. Creating more annoyance in drivers, forcing them to try hit gaps & potentially crash. Be realistic when making changes. For once; think of yourself as a public member, & not just some councillor behind a desk.	Travis Moody
50407	Yes	Yes	Family/Caregiver/Parent		Kazue Uchica
50406	Yes	Yes	Family/Caregiver/Parent	Right arrows at Papanui Rd into Heaton/Innes would be strongly recommended as this is an extremely busy & dangerous intersection for turning right.	Anna Gibb
50405	Yes	Yes	Family/Caregiver/Parent	Hi, we live on Heaton Street and it is a very busy road and tough on the intermediate school to have to cross the students m. We would also appreciate a safe place for our own children to cross. Please make this happen!	Caroline Kilday
50404	No	No		At the hours the school kids are crossing the road it is bumper to bumper traffic anyway so adding lights is a complete waste of money and just back up an already congested street more. Also a large number of kids cross down by the park where there is an island with no issues and they are of an age where they should know about road safety being an intermediate. If kids/parents are concerned about crossing the road there are lights 150m - 200m up from the school. The best solution would be just to put a pedestrian crossing (one with white strips not a raised courtesy crossing) as this would take any ambiguity away of who has the right of way essentially giving to the kids not the cars, also the most cost effective for rate/tax payers	Chris Foster
50402	Yes	Yes		As well as pedestrian safety at the school, serious attention should be made to include right turning arrows at the nearby intersection of Papanui Road and Heaton / Innes Street. Turning from Papanui Road is very dangerous.	Sharon Spear
50401	Yes	Yes	Family/Caregiver/Parent	Safer roads encourage more cycling & scootering, walking by our tamariki which aides better health & a better environment for all!	Anna Parbury
50400	Yes	Yes	Family/Caregiver/Parent		Leisha Broxton
50399	Don't know/Not sure	Yes		I think you need to do this further along on Innes road outside St Francis school. I've been nearly hit many times across the pedestrian crossing there, drivers are often speeding to 70km/h as the road is too wide.	Matt Claridge
50393	Yes	Yes	Family/Caregiver/Parent		Barbara Marshall
50391	Yes	Yes	Family/Caregiver/Parent		Jess Saywood
50389	No	No		It a Waste of money be of putting it elsewhere	Mark Stone
50388	Yes	Yes	Family/Caregiver/Parent		Anne Shivas
50387	No	No		Keep road surface level through the crossing. No raised crossing Kind regards My details attached to the bottom of this submission are not to be stored by CCC for any other reason other than attached to this submission	Tim Ro
50386	Yes	Yes	Family/Caregiver/Parent	My main concern with the proposal is how the traffic flow will be managed from the Innes Rd/Papanui Rd intersection? Will the light sequence between the signalised crossing and the main intersection be managed so that smooth / non disrupted traffic flow can be managed?	Pariya Behnami
50385	Yes	Yes	Family/Caregiver/Parent	Safety first is safety always and it's everyone's responsibility.	Ayesha Hussain
50384	Yes	Yes	Family/Caregiver/Parent	We need to make the area safe for all road users. This is a congested high volume area for buses, passenger vehicles, cyclists and pedestrians alike. Compounding this is the school pick up and drop off area. Safety in this area is a necessity.	Paul Knight
50383	Yes	Yes	Family/Caregiver/Parent		Lara Durand
50382	Yes	Yes	Staff Member	Great idea - needs to happen.	Ross Cooper
50380	Yes	Yes			Brittany Earl
50379	Yes	Yes	Family/Caregiver/Parent		Ali Jafri

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50377	Yes	Yes	Family/Caregiver/Parent		Rebecca Mitchell
50376	Yes	Yes		Would it not make more sense to leave the bus stop locations where they are to ensure that buses are easily let in by vehicles approaching the new crossing, which are more likely to be going slower? If the bus stops are moved to the opposite sides of the crossing as proposed, buses will need to wait until a red light to re-join the traffic. The South side bus stop in its existing location is also closer to the hospital.	Daniel Hyndman
50375	Yes	Yes	Family/Caregiver/Parent	Great initiative! This has been a safety issue for far too long.	Kelly LaValley
50374	Yes	Yes	Family/Caregiver/Parent		Kelly Spratt
50373	Yes	Yes	Family/Caregiver/Parent	While I think the signaling is a great idea, I do not feel the raised platform is required and will only serve to frustrate drivers outside of school hours.	Jess Wilson
50372	Yes	Yes		I support the new automated crossing. I don't support the platform though because if it's like Lincoln rd it will be so hard for small cars. Not well thought out. I'd prefer some speed bumps all along that road near the crossing to slow traffic and I'd support that. Anything BUT those awful car damaging platforms.	Hayley Young
50371	No	Don't know/Not sure	Family/Caregiver/Parent	I would like to report the issue about the crossing on Papanui Rd and Heaton St. Vehicles coming down Papanui Rd from the north must have a traffic light that allows a right turn. Vehicles in the right lane often have long traffic jams in the morning as only one or two vehicles can pass per signal. Sometimes I see cars that are about to crash.	Yukiko Kosaka
50370	Yes	Yes		Can the 3min parks either side of the crossing be removed to make it easier to see people, cyclists and motor vehicles? That would also make it easier for the buses to get in and out of their bus stops.	David Rowland
50369	Yes	Yes	Family/Caregiver/Parent	This is a great idea!	Amanda Goodman
50368	Yes	Yes	Family/Caregiver/Parent		Anthea Taylor
50367	Yes	Yes	Family/Caregiver/Parent	On multiple occasions we have nearly been hit by a car. Each of these occasions have occurred when one car lets your cross and other doesn't but you aren't sure because they are going slow. The entire flow of traffic down this road is a logistical nightmare.	Dearnna Geer
50366	Yes	Yes		I live in St Albans and cycle this way - see lots of near misses near the school and absolutely support this work to make it safer for students and others at the school.	Jessica Halliday
50365	Yes	Yes	Family/Caregiver/Parent	Absolutely brilliant plan. Thank you!	Emily Cook
50364	Yes	Yes	Family/Caregiver/Parent	This is brilliant!	Ronald Aliwate
50363	Yes	Yes			Renee Kake
50362	Yes	Yes	Family/Caregiver/Parent		Sarah Druce
50361	Yes	Yes	Family/Caregiver/Parent		Lisa McNabb
50360	Yes	Yes		Any action to increase safety for vulnerable road users is critical. Pedestrians and cyclists need good safe infrastructure. School students need safety to engage in active transport. I support this design.	Mikaere Greenslade
50359	Yes	Yes	Family/Caregiver/Parent		Maire Andersen
50358	Yes	Don't know/Not sure		As someone who has to drive past Heaton Intermediate to get to my destination every day, the school crossing operated by the school kids can be very frustrating as they often stop traffic for a single child to cross rather than waiting for a group. For this reason, I would rather an automated signal that would continue to allow traffic flows at a reasonable interval than a school child or teacher operated crossing. Teachers have done the same. I have seen cars stopped one at a time to let a child cross one at a time, leading to traffic being backed up to Rutland Street. It seems ridiculous to have two sets of lights so close to one another. The school has two driveways. Has there been any thoughts on allowing parents dropping off children to utilise it as drive through to drop their children off? It would reduce the amount of cars stopping at the side of the road which would also increase safety.	C Chan
50357	Yes	Yes	Family/Caregiver/Parent	The crossing design currently is inadequate for the number of users and puts the children at risk on a daily basis. I think this is a great initiative thank you.	Jane Rennie



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50356	Yes	No	Family/Caregiver/Parent	There has been a signalised crossing installed at St Albans school. It is now more unsafe here than it would be to walk to one of the other nearby crossings as drivers often drive straight through the red lights.	Kathleen Bremner
50355	No	No	Family/Caregiver/Parent	I think this will hold up traffic coming through over Papanui road at an already busy time. Why are the children not able to use the crossing at the lights on Papanui road?	Laura O'Donnell
50354	Yes	Yes	Family/Caregiver/Parent	Please do the same on Milton St crossing with Simeon St: super dangerous for cyclists, pedestrians and cars: e.g. 3 cars car crash on Saturday two weeks ago... One car ended up in middle of the "protected" island... Please pass to transport team....	Nat LB
50353	Yes	Yes		Love the work being done to improve pedestrian and cycling safety. Keep it up!	David Moore
50352	No	No		There is already the fixed crossing here managed by the school, which operates just fine. I drive through it most days on my way to University, and have never encountered any issues there. It would be more reasonable to have staff at the Papanui Road crossing if they are concerned for students crossing at those lights. I believe adding lights and a raised platform, as proposed, would have a further negative effect on traffic flow through this area - as the crossing would be operational at all hours, and in peak traffic this would be disruptive. There are perfectly functioning pedestrian crossings at the lights on Papanui Road that people can use, without disturbing traffic flow so significantly.	Aimee Whalley
50351	Yes	Yes	Family/Caregiver/Parent		Jen Anderson
50350	No	No		Raised platforms have proven to let less traffic through in a time frame. Most accidents happen due to impatience. If we keep using these platforms we will build traffic up and thus worsen the traffic safety with frustrated drivers that make rash decisions.	James Foster
50349	No	Yes	Family/Caregiver/Parent	Even as a parent of Heaton, I wouldn't want to see more lights. During peak traffic, it is already very slow driving down there.	Jon Henderson
50348	Yes	Yes		This is a good idea, I drive along Heaton St every day on my way to & from work. I have regularly witnessed a parent letting their child out of the car without pulling over & the kid running across the rd.	Becky Johnson
50347	Yes	Yes	Family/Caregiver/Parent		Douglas Hetherington
50346	Yes	Yes		The cycling improvements included are especially poor. One kilometre west is the Northern Line cycleway; one kilometre east is the Papanui Parallel cycleway. If a painted cycleway apart of the improvement, why not go a bit further and connect the cycleways that the students are most likely to use? This is a school of over 500, if this improvement is centred on safety from cars, shouldn't removing cars completely through students getting to school by bike be a no-brainer? Connecting Heaton Intermediate via a painted cycleway as well as signage to the Papanui Parallel and Northern Line cycleways will go a long way towards improving safety for Heaton students, easing congestion around the school and encouraging healthier choices. Heaton is placed perfectly to benefit from the existing cycle infrastructure, this safety improvement should include a connection to benefit from them.	Jack Halliday
50345	Don't know/Not sure	Yes		I'm in support of this plan	Geoffrey Sugden
50344	Yes	Yes	Family/Caregiver/Parent	Aside from the crossing, I would love to see a clearer entrance to Heaton, and also a safe solution for child cyclists that takes them off the footpath along Heaton St, but keeps them separate from traffic, because it must be mayhem before and after school. I am fortunate not to witness it.	Helen Cook
50343	Yes	Yes	Family/Caregiver/Parent	Signals make the crossing much safer for kids and drivers.	Adrienne Mcenaney
50342	Yes	Don't know/Not sure	Family/Caregiver/Parent	You don't seem to have learnt from the St Andrews/Papanui road crossing implementation. In this case you would be better combining a crossing with the entry/exit to St George's hospital with a pedestrian crossing to the west side of the exit to St Georges which could at the same time provide a safe east bound exit for vehicle traffic exiting St Georges, reducing tension between pedestrians and other forms of traffic as it wouldn't only be pedestrians that the peak flow traffic is stopping for. It will also be important to phase the proposed Heaton crossing with the lights at Papanui Rd.	Aaron Tunnicliff



Submissions received on a way safer crossing on Heaton Street, March 2023

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
				Lastly as a cyclist who rides this route regularly PLEASE don't make it a raised crossing, on wet days they pool water in front of them and at all times they are just one more hazard/thing to slow us down and make cycling less attractive.	
50341	No	Don't know/Not sure	Family/Caregiver/Parent	I live further down Innes road so am familiar with this area. I don't quite understand the need for this proposal given that even with this in place it sounds like the school is going to have to manage the crossing during student peak flow times (which is the same as it is currently). The school patrol from my knowledge is in place for only about 15-20minutes twice a day. For the rest of the time it seems that traffic will need to stop for whoever pushes the button. This particular section of road has terrible congestion at peak time and this will make that situation worse. I see that there is a greater need elsewhere along this road an example is no right hand turning signal from Papanui Road onto Innes Road. So many close calls every single day. I have experienced cars rushing through red lights almost hitting kids at that intersection. Kids tend to step out onto the road when they hear the signal noise. Fix that before committing to such a larger expenditure. I would also point out that Heaton street has a number of central pedestrian central islands which assist people traversing half the road at a time. If you carry on with the proposed traffic lights are those to be removed to force people to use the "safer" option? Also if traffic lights were to be integrated why wouldn't they be aligned with the entrance to St Georges Hospital?	Gareth Hammond
50340	Yes	Yes	Family/Caregiver/Parent		Stelios Michaelides
50339	Yes	Yes	Family/Caregiver/Parent	Great initiative. Good to see this safety improvement being implemented.	Dale Harris
50338	Yes	Yes	Family/Caregiver/Parent		Bill Walker
50337	Yes	Yes	Student		
50336	Don't know/Not sure	Yes		I think it is important to improve pedestrian safety, particularly around our school zones. I would also like to see the speed limit reduced and safer cycleways in this location to encourage cycling rather than driving through this area. I would like to comment that I find it very frustrating as a resident located on the East of Christchurch that so much council finding is going to improve infrastructure in our wealthier suburbs while the infrastructure on the east is crumbling. For goodness sakes, some of our roading and infrastructure is still awaiting EQ repairs!	Stephen East
50335	Yes	Yes	Family/Caregiver/Parent		Amy Henry
50334	Yes	Yes	Family/Caregiver/Parent	This will be a great initiative. It does not address the problem of cycling on heaton street, which is also a major concern for our tamariki. Many students cycle to school, either Heaton, or to access the rail line/bike track further down the road. Cycle ways are not clearly marked and it feels very unsafe biking there, even as an adult.	Betsy Ryan
50333	Yes	Yes	Family/Caregiver/Parent		Nicki Myles
50332	Yes	Yes			Thomas Blakie
50331	Yes	Yes	Family/Caregiver/Parent	Please put a crossing on rossal St too for the Elmwood kids!	Ashleigh Williams
50330	Yes	Yes	Family/Caregiver/Parent	An turning arrow from Papanui Road onto Heaton Street would be helpful.	Pamela Walker
50329	Yes	Yes	Student	Thank you for making our Kura safe.	Ben and Josh Rooney
50328	Yes	Yes	Family/Caregiver/Parent	Kids safety should be high priority at this age kids enjoy getting themselves to school and as a parent knowing this is safe put minds at ease.	Gemma Baynas
50327	Yes	Yes	Family/Caregiver/Parent		Sam Langlet
50325	Yes	Yes			Stephan Lloyd

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**Te Whatu Ora**  
Health New Zealand

14/03/2023

Christchurch City Council  
PO Box 73012  
Christchurch 8154

Tēnā koutou,

### Submission on Safer Crossing on Heaton Street

1. Thank you for the opportunity to submit on the proposed changes to Heaton Street. This submission has been compiled by Te Mana Ora (Community and Public Health) on behalf of the National Public Health Service and Te Whatu Ora Waitaha. Te Mana Ora recognises its responsibilities to improve, promote and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora Act 2022 and the Health Act 1956.
2. This submission sets out particular matters of interest and concern to Te Mana Ora.

### General Comments

3. We welcome the opportunity to comment on the Safer Crossing on Heaton Street. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.
4. Transport and urban design are important determinants of health and can impact people's everyday behaviours and experiences. Road safety, vehicle emissions and air quality, physical activity levels and accessibility are some of the many factors associated

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Health New Zealand

with transport and urban design that have a profound impact on population health and wellbeing<sup>1</sup>.

5. When transport and urban planning acknowledge and take these factors into account at the highest level of strategic policy-making, there is potential to make significant gains in improving health and wellbeing and reducing inequity and healthcare costs<sup>2</sup>.

### Specific comments

6. Te Mana Ora is **supportive** of the proposal to make crossing safer on Heaton Street. Our rationale for this position is outlined below.
7. Te Mana Ora supports the need to create a safe transport system; one where everyone can get where they need to go safely. Given that that Heaton Intermediate School has raised concerns about the safety of crossing Heaton Street, Te Mana Ora supports the installation of a safe crossing point for students and community members on Heaton Street.
8. A signalised pedestrian crossing and raised safety platform will slow vehicles on Heaton Street, making it safer for students and community members walking, scooting or cycling. The risk of death or serious injury to a person walking or cycling decreases significantly with reductions of vehicle speed. A person walking or cycling hit by a vehicle that is travelling at 30km/h has a 90% chance of survival. However, if they are hit by a vehicle travelling at 50km/h, their chance of survival decreases to 20%<sup>3</sup>. Therefore, slowing and stopping vehicles on Heaton Street through the signalled safe crossing point will reduce risks for students and community members crossing Heaton Street.

<sup>1</sup> Shaw C, Randal E, Keall M, Woodward A. Health consequences of transport patterns in New Zealand's largest cities. *N Z Med J*. 2018;131(1472):64–72. Epub 2018/03/23. pmid:2956593

<sup>2</sup> Mizdrak A, Blakely T, Cleghorn CL, Cobiack LJ (2019) Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A modelling study. *PLoS ONE* 14(7): e0219316. <https://doi.org/10.1371/journal.pone.0219316>

<sup>3</sup> Fridman, L., Ling, R., Rothman, L. et al. (2020). Effect of reducing the posted speed limit to 30 km per hour on pedestrian motor vehicle collisions in Toronto, Canada - a quasi experimental, pre-post study. *BMC Public Health* 20, 56 <https://doi.org/10.1186/s12889-019-8139-5>



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Health New Zealand

### Supporting Active Transport

9. Te Mana Ora supports this proposal as it will enable more students and community members to walk, scooter and cycle on Heaton Street.
10. A signalised crossing point on Heaton Street will likely mean that students and parents, and community members *feel* safer on Heaton Street, which could mean that more students and community members walk, scoot and cycle.
11. Parental concerns about road safety can mean that they drop off their children at school, rather than risk them walking, scooting, or cycling to school<sup>4</sup>. Students may also feel unsafe and lack the confidence to navigate crossing a busy street walking, scooting, or cycling<sup>5</sup>. Supportive infrastructure, such as a signalised crossing point, can reduce safety concerns for parents and students, and increase student's engagement in active transport and physical activity.
12. Supporting students and wider community to use active transport is important as the way that we get around daily has a significant impact on how much physical activity that we get regularly. New Zealand research shows that people who walk or cycle to their main activity (e.g. school or work) have a 76% higher odds of meeting NZ physical activity guidelines<sup>6</sup>.

### Transport and Wellbeing

13. Additionally, recent research by Waka Kotahi NZ has highlighted the strong relationship between wellbeing and mental health and transport, noting that transport choices have an impact on mood, transport satisfaction, life satisfaction, subjective wellbeing, and psychological distress<sup>7</sup>. Increased car traffic and high traffic speeds have a negative impact on social cohesion and connectedness; whereas active transport increases

<sup>4</sup> Carver, A., Timperio, A., & Crawford, D. (2008). Playing it safe: The influence of neighbourhood safety on children's physical activity—A review. *Health & place*, 14(2), 217-227.

<sup>5</sup> Wilson, K., Coen, S. E., Piaskoski, A., & Gilliland, J. A. (2019). Children's perspectives on neighbourhood barriers and enablers to active school travel: a participatory mapping study. *The Canadian Geographer/Le Géographe Canadien*, 63(1), 112-128.

<sup>6</sup> Shaw, C., Keall, M., & Guiney, H. (2017). What modes of transport are associated with higher levels of physical activity? Cross-sectional study of New Zealand adults. *Journal of Transport & Health*, 7, 125-133.

<sup>7</sup> Wild, K., Woodward, A., Tiatia-Seath, J., Collings, S., Shaw, C., & Ameratunga, S. (2021). The relationship between transport and mental health in Aotearoa New Zealand. Waka Kotahi NZ Transport Agency.

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**Te Whatu Ora**  
Health New Zealand

physical activity and has also been shown to increase levels of social connectedness and daily social contact, which are all critical for wellbeing and positive mental health<sup>8</sup>.

### Supporting Healthy Streets

14. Te Mana Ora recommends that the Christchurch City Council also considers applying the Healthy Streets Indicators to the street improvements and developments on Heaton Street<sup>9</sup>. While addressing the safety concerns on Heaton Street, there is an opportunity to also make small and significant changes on Heaton Street to further benefit the health and wellbeing of students, community members, and residents on the street.



15. The current Heaton Street proposal already contributes positively to several Healthy Streets Indicators, specifically: **Easy to cross**, **People feel safe**, and **People choose to walk and cycle**.

<sup>8</sup> Wild, K., Woodward, A., Tiatia-Seath, J., Collings, S., Shaw, C., & Ameratunga, S. (2021). The relationship between transport and mental health in Aotearoa New Zealand. Waka Kotahi NZ Transport Agency.

<sup>9</sup> Healthy Streets. 2022. Introduction: What is Healthy Streets? Accessed from: <https://www.healthystreets.com/what-is-healthy-streets>

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**Te Whatu Ora**  
Health New Zealand

16. Heaton Street could be further improved and encourage a healthier street with:

**Places to stop and rest:** Seating close to the safe crossing point on Heaton Street would provide a space for people to rest.

**Things to see and do:** Street art and colourful planter boxes could further support the wellbeing and experience for students and community members on Heaton Street.

### Conclusion

17. Te Mana Ora does not wish to be heard in support of this submission.

18. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.

19. Thank you for the opportunity to submit on Safer Crossing on Heaton Street.

Ngā mihi,



**Vince Barry**

Regional Director Public Health Te Waipounamu  
National Public Health Service

**Te Kāwanatanga o Aotearoa**  
New Zealand Government





Sensitivity: General

Submission ID 50731



### Feedback on the Christchurch City Council – Heaton Street safety improvements

To: Christchurch District Council

**Name of submitter:** Ministry of Education ('the Ministry')

Address for service: C/- Beca Ltd  
PO Box 13960  
Christchurch 8141

Attention: Jono Gemmell

Phone: [REDACTED]

Email: [REDACTED]

**This is feedback on the Heaton Street safety improvements**

#### Background

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading, and improving the portfolio, purchasing, and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property, and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Christchurch district.

#### The Ministry of Education's feedback is:

The Christchurch City Council (CCC) are proposing various safety improvements on Heaton Street directly outside Heaton Normal Intermediate Schools' northern entrance. The proposal area is heavily used by people catching the bus, cycling, driving, and walking. This includes school-aged tamariki and rangatahi from nearby Heaton Normal Intermediate School.

The Ministry has an interest in the effects of the proposed safety improvements on Heaton Normal Intermediate School. The proposal seeks to install traffic safety improvements on Heaton Street. The proposed improvements include the following:

- Installation of a signalised pedestrian crossing.
- Installation of a raised safety platform at the signalised crossing to slow traffic, reducing the likelihood and severity of collisions.
- Painted cycle lanes in the vicinity of the crossing.
- Relocation of the bus stops and shelters so buses enter and exit the bus stops after the crossing.

Page | 1



Sensitivity: General

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- Moving the P3 parking to support the bus stop relocation.

This Ministry acknowledges that this approach supports Road to Zero, New Zealand's national road safety strategy where everyone, regardless of the mode of transport, can get to where they're going safely.

#### The Ministry's position on the proposed improvements

The proposed safety improvements will have a positive effect on Heaton Normal Intermediate School and will provide a safer transport environment for tamariki, rangatahi, and kaiako travelling to and from kura along this section of Heaton Street.

The proposed safety enhancements aim to improve the safety of pedestrians and users of active modes of transport commuting to and from school as such, the Ministry is supportive of the proposal.

To ensure safety is not impacted during the construction phase, the Ministry requests Council appropriately mitigate potential construction impacts (including dust, noise, heavy vehicle movements) and provide for appropriate traffic management methodologies to mitigate any potential safety risks during this phase.

The Ministry would also request that Christchurch City Council keep the Heaton Normal Intermediate School and the Ministry informed of the likely programme timeframe.

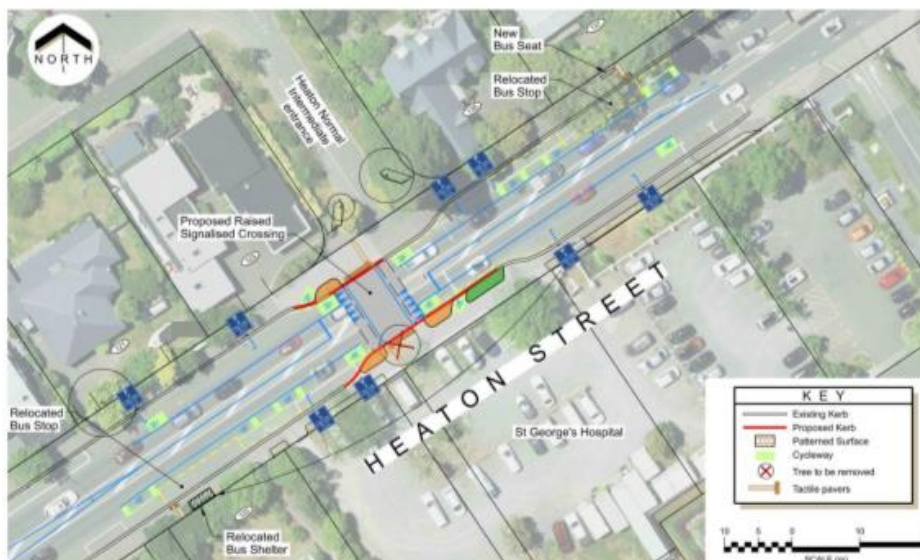


Figure 1: Works In proximity to Heaton Normal Intermediate School

The Ministry contact person for asset planning is Stuart Graham. Contact details for Stuart are:

Stuart Graham  
Infrastructure Manager- Asset Planning



*Stuart Graham*

Sensitivity: General

**Submission ID 50731**

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**Jono Gemmell**  
**Planner – Beca Ltd**  
**(Consultant to the Ministry of Education)**  
**Date: 08/03/2023**

**Item 16**

**Attachment B**

Submission to '*Way safer crossing on Heaton Street*'

Name: Simon Kingham

Email: [REDACTED]

## MY SUBMISSION

### Submission

This initiative is a great way to improve the safety and wellbeing of our tamariki. As this road has high traffic volume and is adjacent to a school, the lack of safe crossing is undoubtedly going to deter people from crossing and therefore travelling actively and independently to school. A school kea crossing can help during school travel hours, but school and sports fields are used at other times. We have to create a safe and healthy transport system where everyone can get where they are going safely. The current situation does not do this.

I am particularly pleased to see the inclusion of a raised safety platform. These are a relatively new engineering solution, but one that is necessary and the research is clear, **they deliver great safety improvements** as demonstrated by these two Australian studies<sup>1,2</sup>. This is largely by slowing and stopping traffic which has the added benefit of helping us create a more liveable city.

**I wish to be heard in support of this submission.**



Thanks

Simon Kingham

9<sup>th</sup> March 2023

### Appendix: Context of my submission

I am not a resident who lives in the vicinity of the proposed crossing, but I work nearby and would use it on some occasions. My submission is based more on my professional expertise.

I am a Professor of Geography at the University of Canterbury where I have been for the past 23 years; I previously held similar posts in the UK. I was also a member of the Regional Transport Committee (and its predecessor, the Regional Land Transport Committee) from 2002-16; and was on the Christchurch Urban Development Strategy Forum. I research and teach on urban issues specifically transport and health, and have developed international reputations in these fields and have published widely on a variety of research projects. In addition I teach on a number of topics related to sustainable transport on a range of courses. This combination of in-depth up-to-date research and the broader knowledge required for teaching means I have a great deal of expertise on issues relating to urban transport. In addition since 2018 I have been seconded two days a week from the University to the Ministry of Transport as their Chief Science Advisor. This job entails me advising Ministry of Transport officials and ministers on the evidence base of their policies.

<sup>1</sup> Lawrence B, Fildes B, Cairney P, Davy S & Sobhani A, 2022, Evaluation of Raised Safety Platforms (RSP) On-Road Safety Performance. Sustainability 14, 1, 138. <https://doi.org/10.3390/su14010138>

<sup>2</sup> Makwasha T & Turner B, 2017. Safety of raised platforms on urban roads. Journal of the Australasian College of Road Safety, 28, 2, 20-27. <https://search.informit.org/doi/abs/10.3316/INFORMIT.839879623223300>

Memos



# Memo

Date: 03 May 2023  
From: Gemma Dioni, Senior Transportation Engineer  
To: Waimareo Fendalton-Waimairi-Harewood Community Board  
Cc: Lynette Ellis, Head of Transport;  
Stephen Wright Transport Operations Manager  
Reference: 23/668778

## Heaton Street Safety Improvements - Safer Crossing for Schools (Supplementary Information)

### 1. Purpose of this Memo

- 1.1 This memo is being provided to advise the Community Board of supplementary information that has become available following the 11 April Meeting. This information impacts the decision made at the meeting.
- 1.2 The information in this memo is not confidential and can be made public.

### 2. Update

- 2.1 Council Officers have received advice from Waka Kotahi NZ Transport Agency that this project would not be eligible for a funding subsidy from them without the raised safety platform.
- 2.2 To effectivity contribute to the reduction of people being killed or seriously injured on New Zealand's roads and streets as sought by the Government Policy Statement, the Road to Zero (RtZ) Strategy and Action Plan requires the delivery of safe system interventions like raised safety platforms. Signalised crossings without raised platforms are not deemed to be safe system aligned.
- 2.3 Furthermore, Waka Kotahi requires that Safe System Audit procedures be applied to any relevant improvement project or activity that involves funding assistance from the National Land Transport Programme. Waka Kotahi consider that excluding the platform would result in significantly worse outcomes for pedestrians, and this would be identified during a Safe System Audit.
- 2.4 Staff will review the detailed traffic resolutions and advise any changes required prior to the Community Board meeting.

### 3. Conclusion

- 3.1 Not installing the raised safety platform is likely to be identified not aligned in a Safe System Audit. Therefore the design and installation costs of the crossing will not be eligible for Waka Kotahi subsidy.
- 3.2 Staff advise the Community Board that the original decision should be reviewed in light of the additional information provided.

### Attachments Ngā Tāpirihanga

Memos



There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Authors	Gemma Dioni - Senior Transportation Engineer Stephen Wright - Manager Operations (Transport)
Approved By	Lynette Ellis - Head of Transport & Waste Management

## 7. Heaton Street Safety Improvements - Safer crossing for schools

### Community Board Decided FWHB/2023/00023

#### Part A

That the Waimāero Fendalton-Waimairi-Harewood Community Board recommends that the Council:

1. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That a Special Vehicle Lane (Cycle) be installed along the northern side of Heaton Street, commencing at a point approximately 53 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 98 metres.
  - b. That a Special Vehicle Lane (Cycle) be installed along the southern side of Heaton Street, commencing at a point approximately 180 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 98 metres.
2. Approves that a signalised crossing for the use by pedestrians and cyclists, as detailed on Attachment A (excluding the raised safety platform), be installed on Heaton Street at a point approximately 111 metres west of its intersection with Circuit Street, in accordance with the relevant sections of the Land Transport Rule: Traffic Control Devices 2004.

David Cartwright/Aaron Keown **Carried**

### Community Board Resolved FWHB/2023/00022

#### Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board approves:

3. All kerb alignments, road surface treatments, and road markings as detailed on Attachment A of the report, excluding the raised safety platform.
4. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:
  - a. On the northern side of Heaton Street, commencing at a point approximately 56 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 5 metres.
  - b. On the northern side of Heaton Street, commencing at a point approximately 75 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 12 metres.
  - c. On the northern side of Heaton Street, commencing at a point approximately 93 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 36 metres.
  - d. On the northern side of Heaton Street, commencing at a point approximately 116 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 7 metres.



- e. On the southern side of Heaton Street, commencing at a point approximately 203 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 23 metres.
  - f. On the southern side of Heaton Street, commencing at a point approximately 233 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 7 metres.
  - g. On the southern side of Heaton Street, commencing at a point approximately 247 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 12 metres.
  - h. On the southern side of Heaton Street, commencing at a point approximately 273 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 5 metres.
5. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum of three minutes between 8:15AM to 9:15AM and 2:30PM to 3:30PM on all weekdays (Monday to Friday):
- a. On the northern side of Heaton Street, commencing at a point approximately 87 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 6 metres.
  - b. On the northern side of Heaton Street, commencing at a point approximately 129 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 20 metres.
  - c. On the southern side of Heaton Street, commencing at a point approximately 188 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 15 metres.
  - d. On the southern side of Heaton Street, commencing at a point approximately 240 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 7 metres.

Bus stops

6. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a marked bus stop be installed:
- a. On the northern side of Heaton Street commencing at a point approximately 75 metres west of its intersection with Circuit Street and extending in an easterly direction for a distance of 14 metres.
  - b. On the southern side of Heaton Street commencing at a point approximately 259 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 14 metres.

Bus passenger shelter

7. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. The installation of a bus passenger shelter on the south side of Heaton Street (beside 122 Heaton Street) commencing at a point 261 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of approximately 3.6 metres.

8. 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 above.
9. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

David Cartwright/Aaron Keown

**Carried**

**Item 16**

**Attachment D**



