
Linwood-Central-Heathcote Community Board and Spreydon-Cashmere Community Board AGENDA

Notice of Meeting:

An Ordinary meeting of the Linwood-Central-Heathcote Community Board and Spreydon-Cashmere Community Board will be held on:

Date: Wednesday 13 April 2022

Time: 10am

Venue: Audio/Visual Link

Under the current provisions of the Covid-19 Protection Framework (the Traffic Alert system), meeting attendance is only possible via an audio/visual link or by viewing a livestream of the meeting (<https://www.youtube.com/channel/UCGweLMco4E1ilUpXZ7voUgA>). Please request access details from Amy.Hart@ccc.govt.nz for the audio/visual link.

Membership

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

Arohanui Grace
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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.

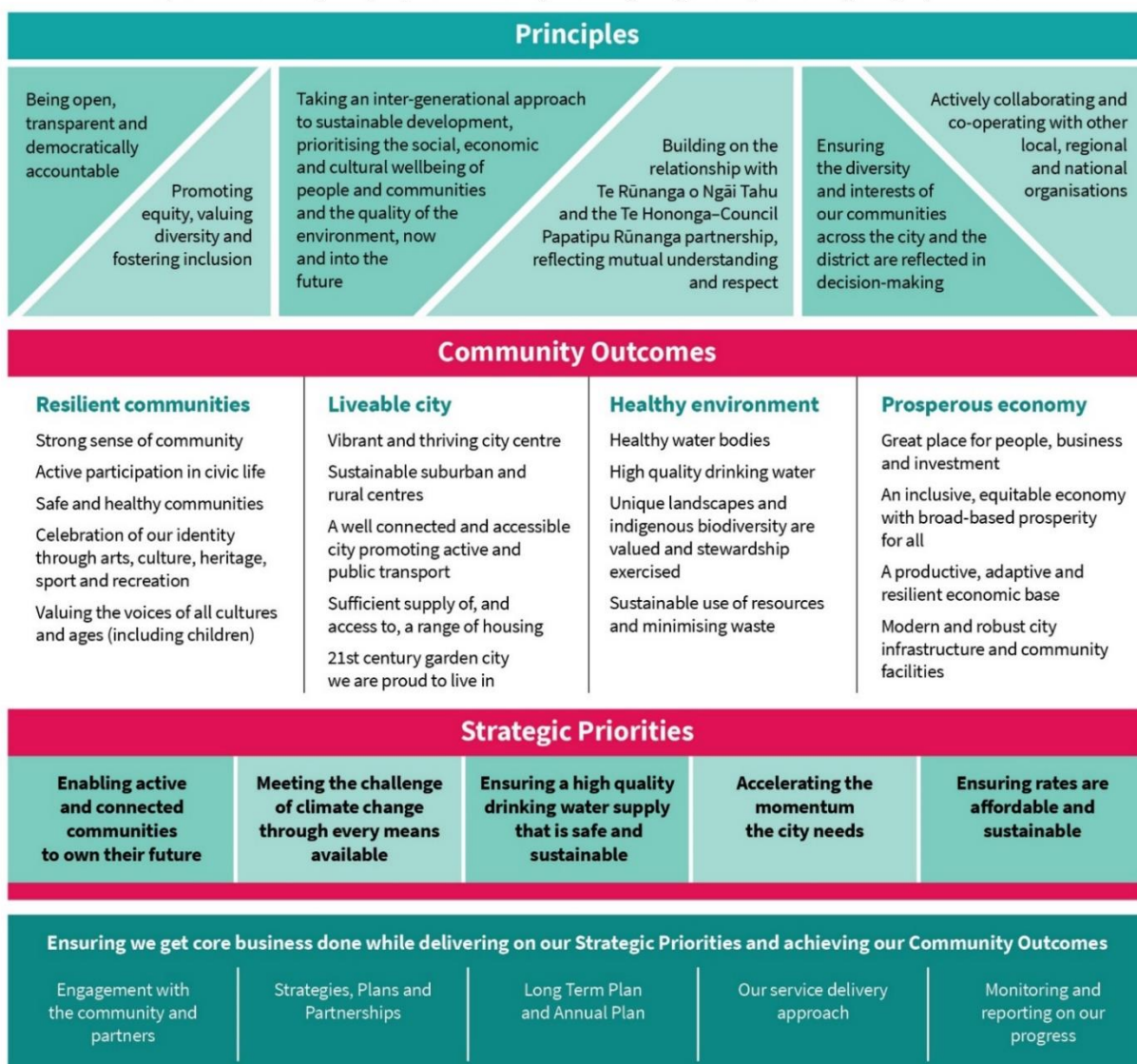
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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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1. Apologies Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Deputations by Appointment Ngā Huinga Whakaritenga

There were no deputations by appointment at the time the agenda was prepared.

4. Tennyson Street Pedestrian Improvement Options

Reference Te Tohutoro: 22/82836

Report of Te Pou Matua: Gemma Dioni, Senior Transport Engineer
gemma.dioni@ccc.govt.nz

General Manager
Pouwhakarae: Jane Davis, General Manager Infrastructure, Planning and
Regulatory Services
jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the joint Waihoru / Spreydon-Cashmere and Waikura / Linwood-Central-Heathcote Community Boards to consider options for the Tennyson Street pedestrian improvements project. This report is staff initiated following public consultation on proposed improvements.
- 1.2 The decisions in this report are 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 low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.

2. Officer Recommendations Ngā Tūtohu

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

1. Approve, pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, and s334 of the Local Government Act 1974, that a Stop Control be placed against Norwood Street at its intersection with Tennyson Street, as shown in **Attachment A** of the agenda for this meeting.
2. Approve the road marking changes, kerb alignment changes, raised safety platforms, traffic island changes and road surface changes on Tennyson Street, from a point 12 metres west of its intersection with Norwood Street and extending east to a point 4 metres west of its intersection with Southampton Street as detailed on **Attachment A**.
3. Approve that the stopping of vehicles be prohibited at any time on the southern side of Tennyson Street, commencing at its intersection with Norwood Street and extending in an easterly direction for 56 metres.
4. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 1 above.
5. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The preferred option is Option two.

- 3.2 **Option Two:** Incorporate changes into the proposal to reflect comments and concerns from submitters, as shown in **Attachment A**.
- 3.3 This option includes:
- 3.3.1 Installing no stopping lines to increase the visibility for pedestrians towards oncoming traffic (this feature is included in all options and it is noted that no objections or concerns about the proposed no stopping were raised during consultation).
 - 3.3.2 Increase space in the centre of the island to accommodate more crossing users.
 - 3.3.3 Incorporate vertical traffic calming and red coloured surfacing to create a slow zone from Norwood Street to Southampton Street. Children and caregivers were observed crossing at both islands within this section.
 - 3.3.4 Incorporate an island on the south side of Tennyson Street to further increase visibility for people crossing and to reduce the crossing distance. This also assists in slowing turning traffic into Norwood Street.
- 3.4 The major theme that emerged through consultation was a community desire for slower speeds and a change in the nature of the existing crossing. It is clear that there is little support for only the changes to the island as proposed.
- 3.5 It is proposed to retain the median island crossings as this provides consistency along the Tennyson Street corridor. It is not proposed to implement a zebra crossing at this location. Pedestrian count data shows that approximately 37 people are crossing in both directions at the crossing point to the east of Norwood Street during the morning peak hour and just over 30 during the after school period. Outside of these busier periods the number reduces to around 5-10 people crossing at this location per hour.
- 3.6 Raised platforms, as requested by several submitters, are proposed to be incorporated into the scheme to the west of Norwood Street and to the west of Southampton Street. It is proposed to provide the traffic calming away from the crossing so that it doesn't create ambiguity for children as to who has priority. Ambiguity could result in crashes occurring when pedestrians expect vehicles to stop for them and there is no legal requirement for them to do so.
- 3.7 Lower speeds at locations where pedestrians are exposed to traffic is a key safe system principle and will reduce both likelihood and severity of any crashes that may occur in future. The lower speeds can also facilitate eye contact between pedestrians and drivers resulting in a mutually negotiated position over who goes first, and may result in a higher rate of vehicles yielding to pedestrians, even when they are not required by law to do so.
- 3.8 It is not recommended to relocate this crossing further from Norwood Street as that will further remove the crossing from the main desire lines. The issue of vehicles hard braking when turning right from Norwood Street, and the potential issue of right turning traffic experiencing sunstrike, can be mitigated by requiring slower speeds with traffic calming measures.
- 3.9 It is proposed to incorporate a limit line and markings on the cycleway to raise more awareness of the crossing facility and that people riding bicycles should give-way to people crossing. Due to the number of people crossing at this location it is unlikely to create delay for people riding but increasing the visibility of the crossing and reducing speeds will result in a more comfortable environment for all users.
- 3.10 There were no concerns raised about removal of parking to improve visibility. This option includes the proposed no stopping as per the original consultation as this was not a

controversial part of the proposal and can be implemented without any additional design or funding as it only requires community board approval to proceed.

3.11 Advantages of this option include:

3.11.1 Addresses the concerns and reflects the majority of community views expressed through consultation.

3.11.2 Creates a lower speed environment at the crossing point.

3.11.3 Supports any future lower speed limits.

3.11.4 Improves visibility for pedestrians by removal of parking.

3.12 Disadvantages of this option include:

3.12.1 Increased cost.

3.12.2 Vertical traffic calming may have negative amenity effects (eg. Noise) to surrounding properties.

3.12.3 Minor delay in travel times to traffic travelling along Tennyson Street, however given the lack of viable alternative parallel routes this is unlikely to result in a decrease in traffic volumes.

4. Alternative Options Considered Ētahi atu Kōwhiringa

4.1 **Option One:** Proceed with the proposal as consulted on.

4.2 This option includes:

4.2.1 Installing no stopping lines to increase the visibility for pedestrians towards oncoming traffic (this feature is included in all options and it is noted that no objections or concerns about the proposed no stopping were raised during consultation).

4.2.2 Widening the existing island to increase its capacity to hold waiting pedestrians.

4.3 Consideration was given to possible minor (low-cost) line marking and signage changes to the consultation proposal to address concerns raised in feedback. However, no such changes were identified that were likely to address concerns raised in feedback.

4.4 Advantages of this option include:

4.4.1 Provides a wider island, with more storage room for pedestrians.

4.4.2 More separation between waiting pedestrians and live traffic speeds, resulting in more room for error if a pedestrian or driver makes a mistake.

4.4.3 Improves visibility for pedestrians by removal of parking.

4.5 Disadvantages of this option include

4.5.1 Is not consistent with the community views expressed through consultation.

4.5.2 Cost.

5. Detail Te Whakamahuki

5.1 Tennyson Street is a Collector Road which connects the suburb of St Martins to the arterial road of Colombo Street. Collector roads are explained in the District Plan as

5.1.1 "Roads that distribute and collect local traffic between neighbourhood areas and the arterial road network. These are of little or no regional significance, except for the loads

they place on the arterial road network. They link to the arterial road network and act as local spine roads, and often as bus routes within neighbourhoods, but generally do not contain traffic signals. Their traffic movement function must be balanced against the significant property access function which they provide. ...”

- 5.2 The most recent traffic counts on Tennyson Street (2017, east of Southampton Street) indicate the average weekday traffic is 9993 vehicles per day, of which 4.1% are heavy vehicles. Tennyson Street does not carry a scheduled bus route. This volume of traffic is similar to pre-earthquake volumes which fluctuated between a low of 9,150 and a high of 10,323, and so it does not appear that traffic volumes have increased. Historic data on traffic speeds recorded at this location in 2009 also do not indicate that traffic speeds have changed noticeably compared to 2017 data. 2017 data shows that the 85th percentile speed at this location is over the posted 50km/h speed limit.
- 5.3 Multiple pedestrian islands are located along Tennyson Street, at or in the immediate vicinity of the major desire lines. Concerns have been raised primarily surrounding the crossing at Norwood Street.
- 5.4 Staff have investigated this matter and proposed a plan to alter the existing refuge islands to improve their storage capacity for pedestrians and increase the separation from the live traffic lanes. Controlled priority pedestrian crossings such as a marked zebra crossing and traffic signals have been discounted due to low pedestrian demands and insufficient budget in the programme for traffic signals. Traffic is not used to stopping at a controlled pedestrian crossing when pedestrian demands are low, creating a safety issue. When pedestrians expect to have the right of way and vehicles are not used to stopping, this creates a conflict and over time often results in a poorer safety performance of the crossing.
- 5.5 Staff briefed the joint Community Boards on this project on 9th March, 2020. However, the financial impacts on Council of the COVID-19 pandemic which followed shortly afterwards resulted in delays in the consultation for this project and a reduction in the scope, so that it no longer includes removing the existing island near Southampton Street as this incurred additional costs that was unnecessary in order to meet the project goals.
- 5.6 Consultation on the Tennyson Street - Pedestrian island improvements was open from 8 July to 16 August 2021. The plan that was distributed for consultation (referred to as Option One in this report) is shown in **Attachment B**. The consultation summary is attached as **Attachment C**.
- 5.7 Following consultation, due to the majority of feedback not in support of the project, council staff briefed the joint community boards to decide upon a way forward for this project. At this briefing the board also requested staff advice on a number of matters relating to this project, the answers to which are provided in the accompanying memorandum (**Attachment D**).
- 5.8 Based on the consultation feedback received, Option Two (as detailed in **Attachment A**) best reflects desires expressed in the consultation comments, in some cases explicitly requested. The vehicle tracking and swept paths around the proposed islands for Option Two are also shown in **Attachment E** for information.
- 5.9 The decision affects the following wards/Community Board areas:
 - 5.9.1 Heathcote Ward (Linwood-Central-Heathcote Community Board area)
 - 5.9.2 Cashmere Ward (Spreydon-Cashmere Community Board area)

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 The New Zealand Road Safety Strategy - Road to Zero: sets a target to reduce death and serious injuries on New Zealand roads by 40% over the next 10 years. There are five key focus areas: infrastructure improvements and speed management, vehicle safety, work related road safety, road user choices, and system management.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
 - 6.2.1 Activity: Transport
 - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - ≥17% of trips undertaken by non-car modes
 - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - ≤ 12 crashes per 100,000 residents
 - Level of Service: 16.0.10 Maintain the perception that Christchurch is a walking friendly city - ≥85% resident satisfaction

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 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 specifically impact Mana Whenua, their culture and traditions.
- 6.5 The effects of this proposal upon Mana Whenua are expected to be insignificant.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.6 This proposal includes measures to slow vehicle speeds and improve road safety. This could encourage people to use alternative modes to the private vehicle which will result in positive changes to reduce carbon emissions and the effects of Climate Change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.7 This proposal will result in vehicles travelling at reduced speeds, which will provide a safer and more accessible environment for all road users, including pedestrians and cyclists.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – estimated cost approximately in the \$100,000 to \$300,000 range however this is subject to confirmation.
- 7.2 Maintenance/Ongoing costs – Estimated \$5000 annual costs.
- 7.3 Funding Source – This project is funded from the School Safety programme.

Other He mea anō

- 7.4 None identified.

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 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.
- 8.2 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, traffic islands and traffic restraints, and traffic control devices.
- 8.3 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

- 8.4 There is a legal context, issue or implication relevant to this decision.
- 8.5 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.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 None identified

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Tennyson Street Pedestrian Improvements - Option Two (recommended option) Plan for Approval	12
B 	Tennyson Street Pedestrian Improvements - Option One (plan during consultation) Plan for information	13
C 	Consultation Summary - Tennyson Street	14
D 	Tennyson Street Pedestrian Improvements - additional information	15
E 	Tennyson Street Pedestrian Improvements - Vehicle tracking (Option Two, recommended option) for information	17

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:

- | |
|---|
| <ul style="list-style-type: none">(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. <p>(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.</p> |
|---|

Signatories Ngā Kaiwaitohu

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





Christchurch
City Council

Tennyson Street - Pedestrian Refuge Improvements
Safety Improvements
Consultation Plan

Option 1
Sheet 1 of 2

Original Plan Size: A4

ISSUE.1 03/11/2020
TG133089 VMI

Tennyson Street - Pedestrian island improvements 2021 – analysis of submissions

Overview

Consultation on the Tennyson Street - Pedestrian island improvements was open from 8 July to 16 August 2021.

I initially asked, via a letterbox drop, the people who were directly affected about the changes. I spoke to a resident who had been actively asking for changes on Tennyson Street for a while. She asked to send it to her contacts. To be able to capture more comments I opened a Have Your Say page. I also emailed St Peters School and Beckenham School about the proposed changes.

Feedback received

We received 53 submissions.

We asked for people's comments on the proposal, rather than if they supported or did not support the plans. People commented on more than one issue relating to the proposed pedestrian island.

The top theme that came out of the feedback was a proper pedestrian crossing. Twenty-Two people commented that a standard pedestrian island does not work at this location. Some of the comments stated that the island does not act as a safe crossing point, even our proposed wider version.

Fourteen people commented on lowering the speed along Tennyson Street. The comments stated that Tennyson Street gets busy especially at school drop off and pick up times. Reducing the speed would help the students and families cross the road, even if the speed was reduced at these times.

Thirteen people made comments on installing a raised table instead of a pedestrian island. They want to make it clear that there is a crossing point, they also hoped that this would slow down the speed of vehicles.

Nine people mentioned that the current crossing point is too close to Norwood Street. They gave examples of vehicles turning right out of Norwood Street and having to brake hard if anyone was waiting to cross at the pedestrian island.

Other comments included;

- More crossing points
- Signalised crossing (lights)
- Something better than the proposed pedestrian island

Memos



Memo

Date: 28.03.22
From: Peter Rodgers, Traffic Engineer
To: Waikura / Linwood-Central-Heathcote and Waihoru / Spreydon-Cashmere Community Boards
Cc:
Reference: 22/282399

Tennyson Street Proposed Pedestrian Improvements - additional information

1. Purpose of this Memo

- 1.1 The purpose of this memo is to provide additional information requested by members of the Waikura / Linwood-Central-Heathcote and Waihoru / Spreydon-Cashmere Community Boards at a staff briefing on the consultation outcomes of the Tennyson Street Proposed Pedestrian Improvements project.

2. Update

- 2.1 Following consultation, due to the majority of feedback not in support of the project, council staff briefed the joint community boards to decide upon a way forward for this project. At this briefing the boards also requested staff advice on a number of matters relating to this project. These questions are provided below in bold with staff advice in the following paragraphs.
 - 2.1.1 **Whether proceeding with the proposal as consulted on or with minor changes would preclude potential future safety improvements (pending budget).**
- 2.2 Proceeding with any of the options recommended does not necessarily preclude future safety improvements, however it does increase the costs to Council to undertake those improvements (including design, consultation, detailed design, procurement and traffic management costs during construction), and may make this location a lower priority within existing programs for improvements compared to other similar locations where no such improvements have been previously undertaken.
 - 2.2.1 **What is the safety risk of the crossing on Tennyson Street immediately east of Norwood Street relative to all other crossings in the Boards areas.**
- 2.3 There is no specific established method for determining or comparing pedestrian risk at crossing points and it would not be appropriate to compare sites that are significantly different – for example refuge islands cannot be compared to crossings without refuge islands, or to signalised crossings. The crash record could be used as an indicator however crashes are not predictable events, and recorded pedestrian crashes (ie reported to and recorded by the police) are not common enough to draw a meaningful conclusion on relative risk.
- 2.4 Previously Council staff have advised the Spreydon Cashmere Board of the ranking of this project relative to other requests for pedestrian improvements around the network. This does not cover all potential crossing locations, only those which have been investigated for

Memos



improvements. This is a prioritised list based on factors including whether this is a school route, pedestrian volumes, traffic volumes, crash record and community interest. However, there is not at present specific funding allocated to deliver these improvements nor are all projects on this list necessarily viable projects. Therefore in order for any project from this list to be delivered it would need to fit into some other existing funded program in the LTP. This project is currently funded from the school safety program and so would not be comparable to a pedestrian improvement that was not school safety related.

2.4.1 Whether Beckenham School has developed a School Travel Plan.

- 2.5 Beckenham School has previously developed a School Travel Plan, however that was developed in 2009 and since that time there is likely to have been change to a number of things including the school catchment area, students and parents views, and some features of the surrounding road network. Beckenham School is not currently in the process of developing a School Travel Plan with Council but can start the process to do so if they are interested, and doing so would be very beneficial in identifying the greatest barriers to uptake of active transport to and from the school to inform future network changes.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Peter Rodgers - Traffic Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport)

